



I-74 Build Alternatives

Summary of Impacts

I-74 build alternatives (proposed alternatives) would result in comparable degrees of impacts to social, economic, and environmental resources. The impacts of any build alternative are calculated by adding together the impacts in the South Section (23rd Avenue/Avenue of the Cities to 12th Avenue in Illinois), Central Section (12th Avenue in Illinois to Lincoln Road in Iowa, including the Mississippi River crossing), and the North Section (Lincoln Road to 53rd Street in Iowa). As the proposed alternatives do not require additional right-of-way in the South Section and the North Section, impacts in these areas are minimal and consistent between alternatives. Within the Central Section, there is a distinction in impacts caused by the differences between Alignments E and F and the associated interchange and local roadway improvements. Information on calculating impacts for the Central Section is described below.

Detailed information regarding impacts can be found in the Draft Environmental Impact Statement/Draft Section 4(f) Statement and summaries are provided in the attached tables: *I-74 Mainline/Interchange Variations* and *Bettendorf Local Roadway Variations*. These tables provide:

- Information regarding right-of-way requirements, number of relocations/displacements, impacts on historic parcels, noise receivers, potentially contaminated sites, and natural resources such as wetlands, floodplains, and threatened and endangered species.
- *I-74 Mainline/Interchange Variations Table* presents impacts associated with I-74 mainline and interchange improvements. To determine the mainline I-74 impacts within the Central Section, either Alignment E or F must be selected, plus one interchange variation for Moline and one interchange variation for Bettendorf. The table lists the impacts for each alignment and interchange variation separately.
- *Bettendorf Local Roadway Variations Table* presents additional impacts associated with improvements along Grant Street and local roadway connections in Bettendorf. Along Grant Street there are two options (90 Degree or Diagonal connection) for the transition of U.S. 67 from the existing one-way pairs on State and Grant Streets, to the proposed two-way operations of Grant Street. To connect the local roadways, there are two options, either an underpass at Holmes Street/Mississippi Boulevard or at Kimberly Road.



To estimate the entire impact for a build alternative in the Central Section, the impacts associated with the I-74 mainline and interchange improvements (Table 1) must be added to the impacts from the selected local roadway variations for Bettendorf (Table 2).

The following is an example showing the impacts associated with one of the build alternative combinations.

- Select an alignment through the Central Section: *Alignment E*
- Select interchange variations: Moline- *Interchange variation M2*
Bettendorf- *Interchange variation B1*
- Select local roadway improvements: *90 Degree connector*
Holmes/Mississippi Blvd.

The impacts from each of the components of the Central Section build alternative would be added together to identify the total impacts of that build alternative.

For the above build alternative, the Net Increase in Highway ROW would equal:

<i>Alignment E</i>	
<i>Interchange variation M2</i>	13.1 acres (from Table 1)
<i>Interchange variation B1</i>	10.1 acres (from Table 1)
<i>90 Degree connector</i>	1.24 acres (from Table 2)
<i>Holmes/Mississippi Blvd.</i>	0.07 acres (from Table 2)
Total Net Increase in Highway ROW	24.51 acres for this build alternative