Congress of the United States
Washington, DC 20515

April 2, 2012

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary LaHood,

Our country finds itself in a difficult position when it comes to infrastructure issues. The Quad Cities represent a major transportation corridor for the entire country, providing both opportunities for our states and citizens and issues that cannot and should not be ignored. We are greatly concerned about the deficiency of our roads and bridges, and one in particular that concerns us is the I-74 Bridge between Bettendorf, Iowa and Moline, Illinois.

During this time of fiscal constraints, we understand that we must carefully weigh needs versus wants. However, the I-74 Bridge is in grave need of replacement. The Illinois Department of Transportation (IDOT) sufficiency rating of this bridge is only 58.3% for the eastbound-southbound span and 60.4% for the westbound-northbound span. It has also been determined by IDOT to be functionally obsolete according to Federal Highway Administration (FHWA) standards. As you know, this means that the bridge no longer meets the usual criteria for the roadway system it is a part of. This is unacceptable, especially when considering the upwards of 70,400 vehicles estimated to use the bridge every day. This number is projected to rise to 99,900 vehicles per day by 2035 according to a joint report by IDOT and the Transportation Department of Iowa.

The I-74 Bridge has been in service since 1935 and is in a deteriorating condition. According to an IDOT Structure Summary Report on the bridge from June 2011, its decks on the 19th Street portion are in fair condition with minor section loss and cracks for both north and southbound. According to IDOT, the railings on the southbound portion do not meet FHWA standards. The southbound 12th Avenue portion is in poor condition with advanced deterioration and railings that do not meet standards. The northbound section side railings at 12th Avenue do not meet the required standards. The super and substructure for all four areas have minor problems that should be addressed.

We encourage you to place the I-74 Bridge as a high priority for the U.S. Department of Transportation Federal Highway Administration's Highway Bridge Program. Doing so will not only address the safety of our citizens, but will also support the commerce that goes through our country and boost our economic viability.

Again, thank you for your time and consideration. We look forward to continuing our work to reinvest in the necessary infrastructure for our country to be safe and thrive.

Bobby Schilling
Member of Congress

Dave Loebsack
Member of Congress

PRINTED ON RECYCLED PAPER

Congress of the United States
Washington, DC 20515

April 2, 2012

The Honorable Victor Mendez
Administrator
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Administrator Mendez,

Our country finds itself in a difficult position when it comes to infrastructure issues. The Quad Cities represent a major transportation corridor for the entire country, providing both opportunities for our states and citizens and issues that cannot and should not be ignored. We are greatly concerned about the deficiency of our roads and bridges, and one in particular that concerns us is the I-74 Bridge between Bettendorf, Iowa and Moline, Illinois.

During this time of fiscal constraints, we understand that we must carefully weigh needs versus wants. However, the I-74 Bridge is in grave need of replacement. The Illinois Department of Transportation (IDOT) sufficiency rating of this bridge is only 58.3% for the eastbound-southbound span and 60.4% for the westbound-northbound span. It has also been determined by IDOT to be functionally obsolete according to Federal Highway Administration (FHWA) standards. As you know, this means that the bridge no longer meets the usual criteria for the roadway system it is a part of. This is unacceptable, especially when considering the upwards of 70,400 vehicles estimated to use the bridge every day. This number is projected to rise to 99,900 vehicles per day by 2035 according to a joint report by IDOT and the Transportation Department of Iowa.

The I-74 Bridge has been in service since 1935 and is in a deteriorating condition. According to an IDOT Structure Summary Report on the bridge from June 2011, its decks on the 19th Street portion are in fair condition with minor section loss and cracks for both north and southbound. According to IDOT, the railings on the southbound portion do not meet FHWA standards. The southbound 12th Avenue portion is in poor condition with advanced deterioration and railings that do not meet standards. The northbound section side railings at 12th Avenue do not meet the required standards. The super and substructure for all four areas have minor problems that should be addressed.

We encourage you to place the I-74 Bridge as a high priority for the U.S. Department of Transportation Federal Highway Administration's Highway Bridge Program. Doing so will not only address the safety of our citizens, but will also support the commerce that goes through our country and boost our economic viability.

Again, thank you for your time and consideration. We look forward to continuing our work to reinvest in the necessary infrastructure for our country to be safe and thrive.

Bobby Schilling
Member of Congress

Dave Loebsack
Member of Congress

PRINTED ON RECYCLED PAPER