



**Preservation Commission Meeting Agenda**  
**June 1, 2026 - 3:30 PM**  
**Human Resource Conference Room, City Hall, Lower Level**  
**1528 Third Avenue, Rock Island, IL**

**1. Call to Order**

**2. Roll Call**

Commissioners: Jeff Dismer, Addison Kimmel, Diane Oestreich, Bruce Peterson, Mark Schwiebert, Alan Carmen, Zach Campbell, Estlin Feigley, Linda Anderson

**3. Public Comment**

**4. Other Business/New Business**

- a. Resolution and Recommendation on removal of Centennial Bridge
  - Motion: Move to adopt the resolution.
  - RC Roll Call vote is needed.

**5. Adjourn**

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**RESOLUTION AND RECOMMENDATION OF THE ROCK ISLAND HISTORIC PRESERVATION COMMISSION TO THE ILLINOIS STATE HISTORIC PRESERVATION OFFICE, AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION CONCERNING SECTION 4(f) AND THE CENTENNIAL BRIDGE**

WHEREAS, the historic Centennial Bridge joining Rock Island, Illinois and Davenport, Iowa is an iconic and vital local transportation link between Illinois and Iowa and is on the National Register of Historic Places as part of the Downtown Historic District approved by the Illinois Historic Preservation Agency in 2020; and

WHEREAS, since 2002, the Centennial Bridge has been operated by the Departments of Transportation of Illinois and Iowa (“DOTs”) pursuant to a Transfer Agreement with the City of Rock Island, requiring the DOTs to properly maintain the Bridge; and

WHEREAS, the DOTs have undertaken a study for the future of the Centennial Bridge Corridor which has disclosed that, with meaningful rehabilitation and improvements, the Centennial Bridge will provide a viable bridge crossing for at least the next 40 years at, by DOTs’ estimate, a third to a fourth the cost of replacing it with a new bridge; and

WHEREAS, as a National Register Property, under Section 4(f) requirements of the Federal Highway Administration, an historic structure such as the Centennial Bridge may only be removed or harmed if no prudent or feasible alternative exists, and

WHEREAS, the DOTs’ own study reveals rehabilitation of the Centennial Bridge is both feasible and prudent in terms of retaining an historic and viable transportation link, as well as garnering substantial taxpayer savings;

NOW BE IT RESOLVED, by the Rock Island Historic Preservation Commission that we strongly recommend that the State Historic Preservation Agency and Advisory Council on Historic Preservation each DECLINE and REJECT approval of a Section 4(f) Programmatic Agreement with the DOT, so as to prevent the removal or endangerment of the Centennial Bridge as an iconic and critical National Register property. \*

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\* In further support of this Resolution and Recommendation, the following added facts are noted as to consequences of removal of the Bridge:

A. The Centennial Bridge is a sturdy, “tied arch” bridge structure, comprised of five lighted arches symbolic of the five major cities in the Quiet Cities;

B. The lighted arches of the Bridge have, for over the last 40 years, become an iconic landmark to the entire Quad City region, serving as a symbol of the Quad Cities “Joined by the River”; and providing a distinctive backdrop for everything from minor league baseball games at Modern Woodmen Ballpark to innumerable downtown festivals and events in Rock Island and Davenport downtown riverfront parks;

C. The DOTs estimated cost of rehabbing the Centennial Bridge with improved bike and hike lanes and other measures, is \$74 million. This compares with DOT replacement bridge costs estimated from \$237 million to \$295 million, exclusive of environmental remediation. This represents taxpayer savings of from \$163 million to \$224 million by rehabbing rather than removing and replacing the Centennial Bridge;

D. By DOT estimates, traffic disruption between Rock Island and Davenport of DOT replacement alternatives, would run from one to two years longer than rehabilitation significantly

impacting the economies of both cities' downtowns;

E. As further evidence of its viability, just upriver from the Centennial Bridge stands the Government Bridge, which, though 50 years older than the Centennial Bridge, through proper maintenance, is able to accommodate not only car and truck but train traffic as well;

F. The costly replacement alternatives are largely prompted, by DOT analysis, to accommodate 80,000 pound, 18 wheel, 70 to 75 foot semis on this primarily local (30 mile per hour) crossing. Yet there already exist three interstate bridges in the immediate Quad Cities area, including the recently completed I-74 Bridge and the pending new I-80 Bridge crossing, all better able and much more likely to be used for such large vehicular traffic;

G. Any proposed replacement bridge will also displace businesses and residents as well as incur environmental risks, in a manner all largely avoided by rehabilitation of the Centennial Bridge.

Each of the foregoing factors illustrates both the feasibility and prudence of rehabilitating the Centennial Bridge and disallowing its removal or replacement pursuant to Section 4(f) safeguards and requirements.