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**2007 ANNUAL PROGRAM MANAGEMENT REPORT  
DES MOINES RECREATIONAL RIVER AND GREENBELT**

**DES MOINES RIVER, IOWA**

**January 2007  
(Revised June 2007)**



**US Army Corps  
of Engineers** ®  
Rock Island District

**2007 ANNUAL PROGRAM MANAGEMENT REPORT  
DES MOINES RECREATIONAL RIVER AND GREENBELT  
DES MOINES RIVER, IOWA**

**EXECUTIVE SUMMARY**

**2007 PROGRAM STATUS**

- Annual Program Management Report (APMR). The 2007 APMR was approved in February 2007 and modified to show a fully funded schedule.
- Fort Dodge Riverfront and Trails. The Corps of Engineers is concluding the development of the Phase I Engineering Documentation Report (EDR). A recommended plan has been identified and will be presented in the EDR.
- Des Moines Riverwalk. The Corps of Engineers has submitted the EDR for the project to Army Corps of Engineers HQ for approval and will complete Plans and Specifications. The first Corps construction contract is scheduled for early fiscal year 2008.
- Des Moines Amphitheater. Modifications have been made to the Simon Estes Amphitheater required under the Americans with Disabilities Act. An additional side shield for the elevator will be installed July 2007.
- Cordova at Lake Red Rock. A team of Architect/Engineering (A/E) firms under contract finished an Interpretive Master Plan early in 2006. A preferred conceptual designs and cost will be finalized late FY 2007 and an EDR start which will be completed in FY 2008.
- Lake Red Rock, Multi-Purpose Trail, Segment 4B. Construction of the first retaining wall on Segment 4B Trail was completed in early in 2007. Plans and specifications for the remaining work are substantially complete and wait for adequate funding to proceed.

**2007 ANNUAL PROGRAM MANAGEMENT REPORT RECOMMENDATION**

The Advisory Committee recommends implementing the Greenbelt project and distributing available funding as described herein.



**2007 ANNUAL PROGRAM MANAGEMENT REPORT  
DES MOINES RECREATIONAL RIVER AND GREENBELT  
DES MOINES RIVER, IOWA**

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## ACRONYMS

- ADA Americans with Disabilities Act
- APMR Annual Program Management Report
- DOJ Department of Justice
- EDR Engineering Documentation Report
- FDM Feature Design Memorandums
- GDM General Design Memorandum
- LOA Letters of Assurance
- PCA Project Cooperation Agreement



**2007 ANNUAL PROGRAM MANAGEMENT REPORT  
DES MOINES RECREATIONAL RIVER AND GREENBELT  
DES MOINES RIVER, IOWA**

**SECTION I INTRODUCTION**

**A. AUTHORIZATION**

The Des Moines Recreational River and Greenbelt was authorized on August 15, 1985, by Public Law 99-88, the 1985 Supplemental Appropriations Act. Additional Greenbelt legislation is contained in Section 102 of Public Law 99-500, Fiscal Year 1987 Continuing Resolution Act, and Section 604 of Public Law 99-662, the Water Resources Development Act of 1986.

Greenbelt legislation also is contained in 101 Stat. 1329-109, Energy and Water Development Appropriations Act, 1988, Public Law 100-202, dated December 23, 1989, as shown below:

*“The Secretary of the Army, acting through the Chief of Engineers, is directed to continue with planning, design, engineering and construction of the Des Moines Recreational River and Greenbelt project in accordance with the General Design Memorandum dated September 1987 and Public Law 99-591 using funds heretofore, herein, or hereafter appropriated.”*

Significant Greenbelt legislation is contained in Section 122 of the FY 2003 Omnibus Appropriations Act, Public Law 108-7. This legislation stated:

*“The non-Federal sponsor shall receive credit in an amount not to exceed \$10,000,000 toward their share of the cost of Des Moines Recreational River and Greenbelt, Iowa, projects for work performed by the sponsor, or others on behalf of the sponsor, including planning, design, and construction performed after October 1, 2002, provided the Secretary of the Army, acting through the Chief of Engineers, determines that such work is completed in accordance with U.S. Army Corps of Engineers standards and procedures and is integral to the Des Moines Recreational River and Greenbelt project.”*

The most recent Greenbelt legislation is the 2006 Energy and Water Development Appropriations Act, Public Law 109-103, which has resulted in a funding allocation of \$4,950,000. A summary of the funding history is shown in Appendix B, Table 1.

**B. GENERAL DESIGN MEMORANDUM (GDM)**

In accordance with Public Law 99-88, the overall objective of the project will be to provide central Iowa and the Des Moines metropolitan area with environmental protection of scarce river bottom timberlands and to greatly enhance opportunities for recreation. The primary objectives of the Greenbelt were outlined by the Assistant Secretary of the Army (Civil Works) in a letter to former Congressman Neal Smith, of Iowa, dated October 4, 1985. In accordance with the letter, the Corps of Engineers (the Corps) proceeded to execute the following instructions: “The General Design Memorandum (GDM) provides both a comprehensive plan and a plan for initial development, should it be determined that the total cost of the comprehensive plan exceeds resource availability for the near term. A division of responsibility between Federal and non-Federal interests, together with priorities for implementation as you envisioned during our September 25th meeting, also will be developed.

In general, it is the Corps' intention during preparation of the General Design Memorandum to address issues as the following:

- Identification of boundaries for, and features of the Recreation and Greenbelt area;
- Evaluation of benefits (outputs) and costs;
- Responsibility for operation, maintenance, and replacement;
- Concerns of State and local officials to be considered in developing the plan to be implemented; and
- Assurances of local cooperation from local sponsors.

The GDM dated September 1987 was approved on August 1, 1988.

### **C. ANNUAL PROGRAM MANAGEMENT REPORTS (APMR) PURPOSE**

In accordance with the recommendations contained in the GDM for the Des Moines Recreational River and Greenbelt, the Corps of Engineers, with consultation of the Advisory Committee, will prepare APMRs. The purpose of the reports will be to update the Greenbelt GDM and to recommend projects for the preparation of Engineering Documentation Reports (EDRs) (formerly known as Feature Design Memorandums or FDMs). The APMR also acts as a program management plan and includes local recommendations for initiating new projects. The GDM, as amended by the APMRs, serves as the master plan for the overall Greenbelt program. The Greenbelt master plan includes a Master List of Projects (Appendix A), which includes the following four categories of projects: (1) completed, (2) cost-shared, (3) 100 percent Federal, and (4) 100 percent non-Federal, as described in the GDM and as updated in the APMRs. The Corps of Engineers will approve the preparation of EDRs for the cost-shared projects only after the local sponsors have submitted Letters of Assurance (LOAs).

### **D. PROJECT LOCATION**

The Des Moines Recreational River and Greenbelt is located along the Des Moines, Boone, and Raccoon Rivers in central Iowa. The Greenbelt boundary includes portions of Boone, Dallas, Jasper, Hamilton, Mahaska, Marion, Polk, Warren, and Webster Counties, the City of Des Moines, and numerous other communities. The project encompasses Federal, state, county, and local park areas, including two major Corps of Engineers reservoirs at Saylorville Lake and Lake Red Rock, and private lands. The Greenbelt boundary is shown in Figure 1.

### **E. LEGAL BOUNDARY DESCRIPTION**

The Greenbelt boundary is defined in Committee Print 101-47 of the Committee on Public Works and Transportation of the House of Representatives, dated July 1990, as referenced in Public Law 101-640, dated November 28, 1990. Committee Print 101-47 references the map on file with the Rock Island District Engineer, which also describes the Greenbelt boundary. The boundary encompasses an area of about 410,000 acres.

## **F. GREENBELT PURPOSES**

The Greenbelt has five authorized purposes, as listed in Public Law 99-88:

1. The construction, operation, and maintenance of recreational facilities;
2. The construction, operation, and maintenance of stream bank stabilization structures;
3. The operation and maintenance of all structures constructed before the date of authorization of this project (other than any such structure operated and maintained by any person under a permit or agreement with the Secretary) within the area described in the Des Moines Recreational River and Greenbelt Map and on file with the Committee on Public Works and Transportation of the House of Representatives;
4. Such tree plantings, trails, vegetation, and wildlife protection and development and other activities as will enhance the natural environment for recreational purposes; and
5. The prohibition or limitation by the Secretary of the Army of the killing, wounding, or capturing at any time of any wild bird or animal in such areas as may be directed by the Secretary.

## **G. MASTER PLANNING PROCESS**

The Corps of Engineers, consistent with budgetary constraints, will manage a continuing program for the overall administration of the Greenbelt project. This will include additional planning, engineering, design, and construction of projects within the Greenbelt in consideration of recommendations of the Advisory Committee, as reflected in the APMRs. Included will be periodic updates of the master lists of completed; potentially cost-shared; 100 percent Federal; and 100 percent non-Federal projects, and the preparation of EDRs. Cost-shared projects will require the execution of a Design Agreement with the non-Federal Sponsor prior to initiation of the EDR. Decisions to proceed with implementation of specific projects will be made through the development of EDRs, approved by the Assistant Secretary of the Army-Civil Works (ASA-CW). If the EDR finds a project is justified and is subsequently approved by the ASA-CW, the project will proceed to construction following the execution of a Project Cooperation Agreement (PCA) with the local Sponsor.

2007 Annual Program Management Report  
 Des Moines Recreational River and Greenbelt  
 Des Moines River, Iowa

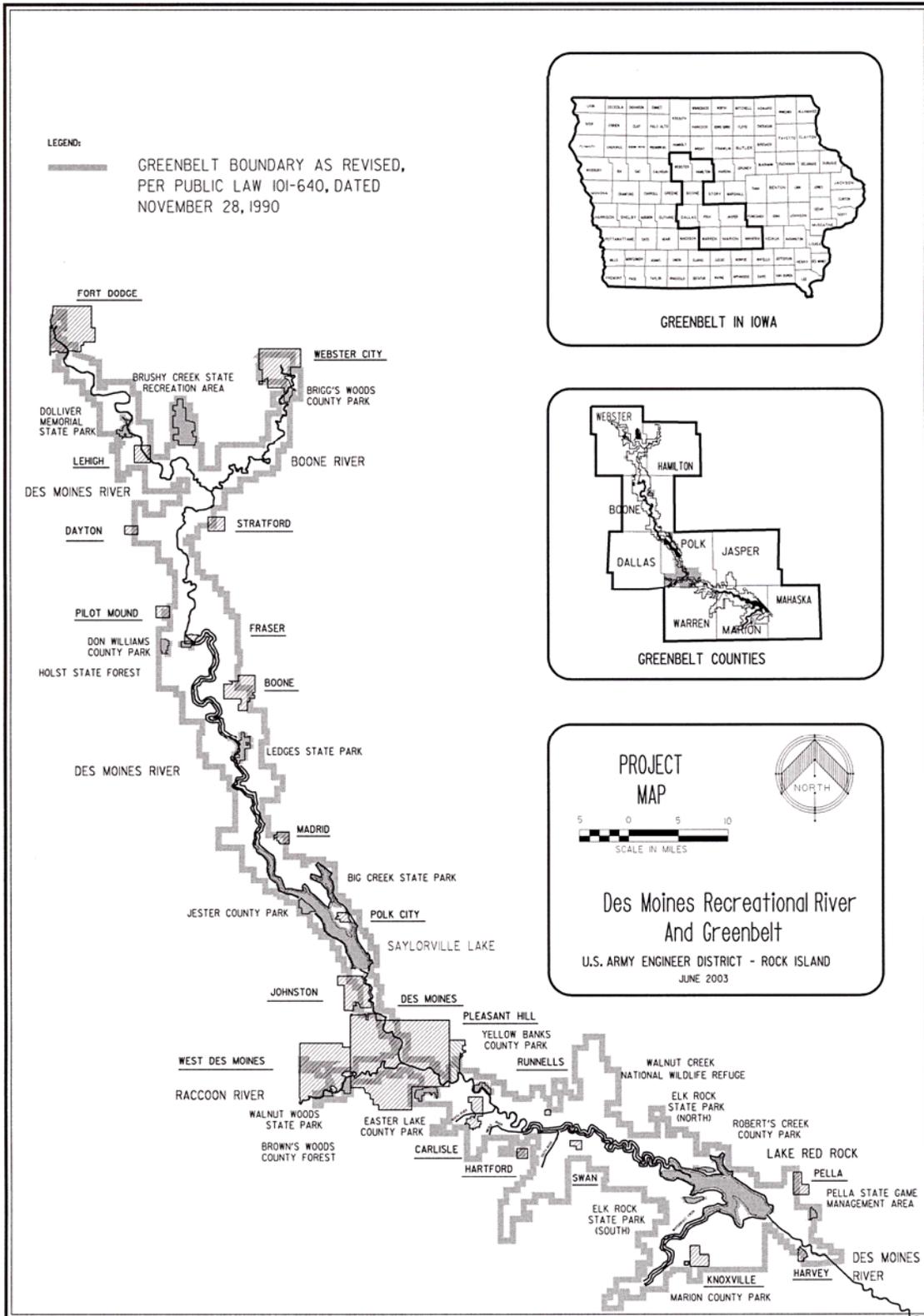


Figure 1: Des Moines Recreational River and Greenbelt

## **H. ADVISORY COMMITTEE**

The Advisory Committee is organized in accordance with Public Law 99-88 and as further discussed in the Joint Explanatory Statement of the Committee of Conference for Public Law 99-662, and as updated in Committee Print 101-47 of the Committee on Public Works and Transportation. The composition of the Advisory Committee is listed in Table 1. The purpose of the Advisory Committee is to formulate recommendations for the development and prioritization of federally cost-shared, 100 percent Federal, and non-Federal projects within the Greenbelt.

## **I. LETTER OF ASSURANCE**

To proceed with subsequent studies of cost-shared projects, a Letter of Assurance (LOA) is required from each qualified local Sponsor, expressing the Sponsor's willingness to participate under current cost-sharing provisions and assuring the Sponsor's understanding of those provisions. A listing of LOAs submitted for the overall Greenbelt program is presented at Appendix B in Table 2. A listing of project-specific LOAs submitted in the GDM (1987) is presented at Appendix B in Table 3. A listing of project-specific LOAs submitted in APMRs (since 1987) is presented at Appendix B in Table 4.

## **J. COST SHARING**

The law that authorizes the Greenbelt requires cost sharing under terms and conditions acceptable to the Secretary of the Army (or under terms and conditions provided for in subsequent legislation when enacted into law). The Corps of Engineers is using the cost-sharing provisions of Public Law 99-662, the Water Resources Development Act of 1986, and as described in the Assistant Secretary of the Army's letter, dated October 4, 1985, as described in Sections J. 1 through J. 3 and listed in Table 2.

### **J. 1 Recreation**

Recreation will be cost-shared 50 percent Federal and 50 percent non-Federal, with local interests responsible for operation, maintenance, and replacement.

### **J. 2 Environmental**

Environmental enhancement projects will be cost-shared in accordance with Section 906 of the Water Resources Development Act of 1986, as revised. Cost-sharing percentages are based upon the national importance of a project. If benefits accrue to a species of national importance, the project will be at 100 percent Federal expense. Otherwise, environmental enhancement projects will be cost-shared 65 percent Federal and 35 percent non-Federal. Criteria for determining national importance are as follows:

- Such enhancement provides benefits that are determined to be national, including benefits to species that are identified by the National Marine Fisheries Service as of national economic importance, species that are subject to treaties or international convention to which the United States is a party, and anadromous fish (those that spend all or part of their adult life in salt water and return to freshwater streams and rivers to spawn);

- Such enhancement is designed to benefit species that have been listed as threatened or endangered by the Secretary of the Interior under the terms of the Endangered Species Act, as amended (16 U.S.C. 1531, et seq.); or
- Such species are located on lands managed as a national wildlife refuge.

**Table 1: Composition of the Advisory Committee**

Source of Appointment	# of Authorized	Names
Governor of Iowa	5	Richard Leopold (Chairman), John Franey, John Hale, Mary O'Keefe, Mary Lawyer
Boone County	2	Emily Herring, Tom Foster
Dallas County	2	Brad Golightly, Mark Hanson
Hamilton County	2	Brian Lammers, Vacant
Jasper County	2	Keri Van Zante, Max Worthington
Mahaska County	2	Mike Gipple, Greg Gardy
Marion County	2	Steve Edwards, Sam Nichols
Polk County	2	Joan Friberg, Pat Boddy
Warren County	2	Jim Richards, Carroll Hunter
Webster County	2	Matt Cosgrove, Steve Hoesel
City of Boone	1	John Rouse
City of Carlisle	1	Doug Adamson
City of Dayton	1	Sid Sandholm
City of Des Moines	1	Richard Clark
City of Fort Dodge	1	Dennis Plautz
City of Fraser	1	Steve McClain
City of Hartford	1	Ron Eckstrom
City of Harvey	1	Dennis Seibert
City of Johnston	1	Brian Laurenzo
City of Knoxville	1	Jeff May
City of Lehigh	1	Larry Larson
City of Madrid	1	Todd Kilzer
City of Pella	1	Kevin Vos
City of Pilot Mounds	1	Jay Williams
City of Pleasant Hill	1	Mark Langerud
City of Polk City	1	William Burch
City of Runnells	1	Lori Freel
City of Stratford	1	Mike Nepereny
City of Swan	1	Robert Harding
City of Webster City	1	Kent Harfst
City of West Des Moines	1	Ted Ohmart
USACE District Engineer	3	Dennis Hamilton, Gary Loss, Kenn Shoemaker
<b>TOTAL</b>	<b>47</b>	

**J. 3 Erosion**

Prevention of erosion to Federal lands would be at Federal expense. Prevention of erosion to private lands would be 100 percent non-Federal. Prevention of erosion to lands purchased as part of the project would be based on the purpose for acquisition; for example, prevention of erosion on lands bought for recreational purposes would be cost-shared 50 percent Federal and 50 percent non-Federal, with local interests responsible for operation, maintenance, and replacement.

**Table 2: Federal Cost-Sharing Provisions**

<b>Project Category</b>	<b>Cost-Sharing Percent</b>	
	<b>Federal</b>	<b>Non-Federal</b>
Recreational Facilities <sup>1</sup>	50	50
<b>Streambank Stabilization Structures on Project Lands, for the Purpose of:</b>		
Recreation	50	50
Environmental Enhancement		
National Importance	100	0
Not of National Importance	65	35
<b>Operation and Maintenance of Existing Structures</b>		
Federal	100	0
Non-Federal	0	100
<b>Environmental Enhancement</b>		
National Importance	100	0
Not of National Importance	65	35
Prohibition or Limitation on Taking Wildlife <sup>2</sup>	--	--

<sup>1</sup> Approved recreation facilities on Federal lands at Lake Red Rock and Saylorville Lake can be planned, designed, and constructed at Federal expense in accordance with PL 94-587.

<sup>2</sup> Cost-sharing policy has not yet been determined for "Prohibition or Limitation on Taking Wildlife."

**K. DESIGN AGREEMENT**

A Design Agreement, in accordance with Corps regulations, requires local Sponsor cost sharing for development of design documents. This agreement must be executed and funded by the local Sponsor before work can begin on the EDR. The cost sharing under the Design Agreement is initially split 75 percent Federal, 25 percent Sponsor. The Government "recovers" the additional share of costs from the Sponsor in the first year following the execution of the PCA.

**L. ENGINEERING DOCUMENTATION REPORT (EDR)**

The EDR is a detailed site-specific document describing the project, including a cost estimate, economic analysis, environmental documentation and coordination, and local cooperation items. The Assistant Secretary of the Army–Civil Works (ASA-CW) must approve all 100 percent Federal and cost-shared Greenbelt projects before they can proceed to construction. The approval document is the EDR. A list of all approved projects is shown at Appendix B in Table 5.

## M. PROJECT COOPERATION AGREEMENT (PCA)

In accordance with the requirements of Public Laws 91-611 and 99-662, the local Sponsor and the Government will enter into a legally binding PCA prior to the start of construction of cost-shared projects. Among other things, the PCA will require that the local Sponsor pay a certain percentage of the total project costs (percentage depends on type of project); provide all lands, easements, rights-of-way, and relocations for the project; and operate, maintain, and replace the project after completion at no cost to the Federal Government.

In order to be eligible for Federal participation, a local Sponsor must meet the following criteria:

- be a non-Federal governmental entity, with legal authority to enter into a PCA;
- be financially capable of cost-sharing implementation of the project;
- have authority to acquire project lands and easements; and
- agree to operate, maintain, and replace the project at no cost to the Federal Government.

## N. REAL ESTATE REQUIREMENTS

The local Sponsor will be required to obtain all rights-of-way needed for the project and to make them available to the Federal Government for construction and, as necessary, to relocate or modify all utilities and other facilities within the project boundaries. Rights-of-way may include title and/or easements for all lands necessary for the project. Local sponsors must comply with the requirements of Public Law 91-646 in land acquisition and relocation assistance to those who may be displaced by the project. If applicable under current laws and regulations, the local Sponsor may receive credit towards its share of project costs for the value of lands, easements, and rights-of-way provided for project purposes.

## O. LOCAL SPONSOR WORK-IN-KIND (WIK) CREDITING

According to Section 122 of the FY 2003 Omnibus Appropriations Act, Public Law 108-7, local sponsors are eligible to receive WIK credit for planning, design, and construction performed by the Sponsor, or by others on behalf of the Sponsor (Section I, paragraph A). This WIK credit is limited to \$10 million for the Greenbelt program. Work-In-Kind credits for planning, design, and construction will be addressed in the EDRs. At this time, \$2,903,446.49 have approved WIK credits during the EDR phase, the City of Des Moines will seek the total \$10 million in Greenbelt WIK credit for the Riverwalk project upon execution of the PCA (Table 3).

**Table 3: Work-In-Kind Credit Summary**

<b>Project</b>	<b>Estimated WIK</b>	<b>WIK Credits Submitted</b>	<b>WIK Credit Approved</b>
DM Riverwalk	\$10,000,000	\$ 3,167,806.39	\$ 2,903,446.49

## SECTION II ADVISORY COMMITTEE ACTIVITIES

The Advisory Committee conducts coordination meetings as necessary. These meetings are jointly arranged by the Corps of Engineers and the Iowa Department of Natural Resources. The minutes of the January 25, 2007 and the September 15, 2006 meetings can be found in Appendix C.

The Advisory Committee maintains an active role in coordinating and advising implementation of the Greenbelt program. Activities include field trips, special subcommittee work groups, public meetings, and communication with local, state, and Federal agencies.

## SECTION III PROGRAM ADMINISTRATION

### A. MASTER LIST OF PROJECTS

The primary purpose of the APMR is to update the Greenbelt master plan contained in the General Design Memorandum (GDM). In coordination with the Advisory Committee, the Corps of Engineers will maintain a current Master List of Projects (Appendix A).

The master list recognizes four main categories of projects: (1) completed, (2) cost-shared, (3) 100 percent Federal, and (4) 100 percent non-Federal. These categories were then subdivided, in order to be presented, as shown in Table 4 and in Appendix A.

**Table 4: Status of Greenbelt Projects**

<b>Listing Category</b>	<b>No. of Projects</b>
Completed	14
Active (Priority Projects)	5
Approved but Inactive	14
Not Approved for Federal Funding	74
<b>TOTAL</b>	<b>107</b>

### B. GREENBELT IMPLEMENTATION

The Corps of Engineers will manage appropriate funds generally in accordance with the implementation plan described in the approved APMR. The Corps will notify the Advisory Committee if it is necessary to revise the funds allocation to any project by more than \$250,000 or to change a project schedule such that construction will be initiated or completed in a different construction season, defined as April to November of a calendar year.

The following projects have been recommended as priority projects, and implementation of these projects is underway:

**Des Moines**

Des Moines Riverwalk

Des Moines Downtown (Simon Estes) Amphitheater Modifications

**Fort Dodge**

Fort Dodge Riverfront and Trails

**Lake Red Rock**

Cordova at Lake Red Rock

Red Rock Multi-Purpose Trail Segment 4B

Following are descriptions of each of the priority projects:

**C. DES MOINES RIVERWALK**

Project Number: 315.1  
Local Sponsor: City of Des Moines  
Project Location: Des Moines, Iowa, Figure 1

**C. 1 Description**

The Master Plan envisions a riverfront improvement project in downtown Des Moines, to include the following features: river-spanning pedestrian bridges; a central trail-hub; parks; walking trails; open green spaces and related facilities; and, the central unifying element, a Riverwalk loop, consisting of 1.2 miles of shared-use path, with more than 2 additional miles of trail linkage to other trails, features, and facilities. Project features include:

**Center Street Bridge:** A new bridge across the Des Moines River in the vicinity of the existing Center Street Dam, which would serve as the upstream Des Moines Riverwalk link between the west and east side trails along the Des Moines River. This bridge would be a bifurcated bridge with two traffic lanes—one for pedestrian use and the other for higher-speed traffic such as cyclists, in-line skaters, runners, etc.

**Westside Trails and Plazas**

- **Library Plaza West:** This area, in front of the existing library, will be converted into street-level and balustrade-level trails, as well as a large public-use area appropriate for incorporation into large public events such as the art show.
- **Court Avenue Plaza West:** This area will provide scenic overlooks and connections between the street level and balustrade level on the west bank of the Des Moines River. There will also be a multi-use area and public restrooms at this location.

- **Riverpoint Trail:** A multi-purpose trail linking the Gray's Lake Trail system to the Des Moines Riverwalk, see beginning of trail system in Photograph 1.

#### **Eastside Trails and Plazas**

- **Long Look Gardens:** On the Des Moines River side of City Hall, this public garden will provide a pedestrian trail thoroughfare as well as a sloped walkway through a public garden. There will be public use areas in the gardens.
- **Court Avenue Plaza East:** This area will provide scenic overlooks and public use areas on the east bank of the Des Moines River.

**Union Railway Pedestrian Bridge:** A renovation of the abandoned Union Railway Bridge across the Des Moines River in downtown Des Moines. This bridge would serve as the downstream Des Moines Riverwalk trail link between the west and east side trails along the Des Moines River, see Photograph 2.

Since the Des Moines Riverwalk will be aligned along what is presently the Des Moines Local Flood Protection Project, several modifications and improvements will be made, including construction of several closure structures that will improve the City's ability to react during high water events, and improved levees and floodwalls that will blend smoothly with the trail system.

#### **C. 2 Summary of Facts**

**Project Funding:** 50 percent Federal cost-share on approved features

**Operation, Maintenance, and Replacement Responsibility:** 100 percent non-Federal

**Economic Justification:** The draft EDR has indicated the project is economically justified.

**Environmental Impacts:** An amended Finding of No Significant Impact (FONSI) was signed on May 9, 2006. An Environmental Assessment was written for National Environmental Policy Act compliance.

**Real Estate Requirements:** All lands are either city-owned or on public right-of-way.

A summary of the cost estimate for the Des Moines Riverwalk is in Table 5.

**Table 5: Des Moines Riverwalk Cost Estimate**

<b>Des Moines Riverwalk</b>	
<b>Land and Damages Subtotal</b>	<b>3,040,000</b>
<b>Planning, Reporting, Agreements and Plans &amp; Specs Subtotal</b>	<b>5,111,000</b>
<b>Project Element, (blocks listed in priority order)</b>	
West Side Court Avenue to Walnut Street Buildings - Kiosk	1,215,000
West Side - Court Avenue to Walnut Street (Continuation)	3,186,000
West Side - Walnut Street to Locust Street	1,795,000
West Side - Locust Street to Grand Avenue	2,441,000
West Side - Vine Street to Court Avenue	2,142,000
West Side - Grand Avenue to Center Street	3,296,000
East Side - Grand Avenue to Center Street	2,600,000
East Side - Court Avenue to Walnut Street	2,983,000
East Side - Vine Street to Court Avenue	1,796,000
East Side - Walnut Street to Locust Street	509,000
Center Street Bridge (without betterments)	2,236,000
East Side - Locust Street to Grand Avenue (complete)	2,208,000
Union Railway Bridge (complete)	2,523,000
River Point Trail (complete)	179,000
<b>Engr Design, Construction with Management and Contingency Subtotal</b>	<b>29,109,000</b>
<b>TOTAL SHARED PROJECT COST</b>	<b>37,260,000</b>



**Photograph 1: Union Railway Pedestrian Bridge**



**Photograph 2 : Current Court Avenue West Plaza  
(seen from the east and south, respectively)**

**C. 3 Status**

The Corps of Engineers and the City of Des Moines executed a Design Agreement in April 2004. An EDR was completed in June 2006 and submitted to the Corps of Engineers Mississippi Valley Division and HQUSACE for approval. A PCA is currently being drafted, with a target execution date in June 2007. The first Corps construction contract is scheduled for late in 2007.

**C. 4 Schedule**

Table 6 is an estimate of when the milestone events will occur. The schedule is subject to change due to unknowns such as funding, real estate, and design concerns. The Riverwalk Phase I construction may be split into stages to expedite construction, as Federal funding becomes available. The Sponsor is planning to seek WIK credit permitted under existing legislation.

**Table 6: Des Moines Riverwalk Milestone Events**

<b>Major Milestone Event</b>	<b>Start Date</b>	<b>End Date</b>
Sign Design Agreement (completed)	Jan-04	Apr-04
Prepare Engineering Documentation Report (pending)	Apr-04	Jul-06
Approve Engineering Documentation Report	Jul 06	Jun-07
Sign Project Cooperation Agreement	Jun-07	Sep-07
Land Acquisition	Sep-07	Jan-07
Contract Solicitation & Award (federally funded)	Jan-08	May-08
Construction (Corps funded)	May-08	Oct-10

**C. 5 Local Sponsor Work-in-Kind Credit**

The local Sponsor will receive appropriate credit for planning and design (work-in-kind) following approval of the EDR. Appropriate credit for construction work completed by the Sponsor will be made only after execution of a PCA. The current estimated total work-in-kind credit is \$11,400,000. The maximum allowable is currently \$10,000,000.

**D. DES MOINES DOWNTOWN (SIMON ESTES) AMPHITHEATER**

Project Number: 301.2  
 Local Sponsor: City of Des Moines  
 Project Location: Des Moines, Iowa, Figure 1

**D. 1 Description**

The Des Moines Recreational River and Greenbelt Feature Design Memorandum (FDM) #8 for Downtown Amphitheater, dated August 1992, approved the construction of the Amphitheater. Construction started on December 1, 1994, and was substantially completed on November 19, 1996. The construction cost was \$1,562,384.67, and the City of Des Moines accepted operation and maintenance responsibility on January 31, 1997. Subsequently, the City of Des Moines was sued for violations under the Americans with Disabilities Act (ADA). The Des Moines City Council approved an agreement with the Department of Justice on January 26, 2004, to bring the Amphitheater into compliance with the ADA.

**Project Funding:** 50 percent Federal cost-share on approved features

**Operation, Maintenance, and Replacement Responsibility:** 100 percent non-Federal

**Economic Justification:** FDM #8 identified economic justification for the project.

**Environmental Impacts:** No significant impacts. All new construction will be accomplished within the footprint of the original Amphitheater project.

**Real Estate Requirements:** All lands are either City-owned or on public right-of-way. A summary of the cost estimate for the Des Moines Amphitheater is in Table 7.

**Table 7: Des Moines Amphitheater Cost Estimate**

<b>Des Moines Amphitheater</b>	
<b>Land and Damages</b>	<b>\$0</b>
<b>Project Construction</b>	
Ramp and lift, lighting and electrical upgrades, walkways at performance platform	
<b>Construction Subtotal with Contingency</b>	<b>\$657,000</b>
<b>TOTAL</b>	<b>\$657,000</b>

## D. 2 Status

Plans and specifications were completed and a construction contract was awarded on May 24, 2005. Construction is complete and the facility is ADA-compliant and ready for use. There will be a subsequent contract to construct side shields for the lift enclosure in the spring of 2007.

## D. 3 Schedule

**Table 8: Des Moines Amphitheater Major Milestone Events**

<b>Major Milestone Event</b>	<b>Start Date</b>	<b>End Date</b>
Prepare Plans & Specifications (completed)	Mar-04	Sep-04
Contract Solicitation & Award (completed)	Jan-05	Apr-05
Construction	Apr-05	Jul-07
Project Close-out	Jul-07	Aug-07

## **E. FORT DODGE RIVERFRONT AND TRAILS**

Project	121.1
Local Sponsor:	The City of Fort Dodge
Project	The City of Fort Dodge and Webster County, Figure 1

### **E. 1 Description**

The following project features define this project and are shown in Figure 2:

**Riverfront Trails:** Approximately 2.8 miles of multi-use trails along the east and west sides of the Des Moines River at a location near the low dam. The east side alignment crosses a series of existing recreational facilities, including a golf course and parks, and will connect to an existing trail at the northern most end of the alignment. This trail segment will generally be new construction. Current thinking is that the West side trail alignment will connect at the northern end to existing trails and proceed south through a residential neighborhood. This trail segment would be on an existing sidewalk alignment. Pavement upgrades and some utility relocation are likely to occur. The Corps will prepare preliminary concepts into other potential trail alignments along the west side of the Des Moines River for review by the City and other interested stakeholders.

**Pedestrian Bridge:** Two pedestrian bridges are being considered across the Des Moines River near the lower dam and the Karl King Viaduct. These will serve to complete a pedestrian trail loop through the downtown area.

**Phase II of the Project:** Phase II involves completion of a multi-use trail from Ft. Dodge to Brushy Creek. Approximately 20 miles in length, this trail would follow the general path of the Dragoon Trail which is a National Historic Landmark and which was recommended for implementation in the 1987 General Design Memorandum for the Greenbelt Program. The map below shows the general path along with a brief description of each trail segment. The initial segment (Trail Area A) moving south from Ft. Dodge has changed alignments due to the availability of abandoned railroad right-of-way. Portions of the right-of-way are being utilized in Phase I.

### **E. 2 Summary of Facts**

**Project Funding:** 50 percent Federal cost-share on approved features

**Operation, Maintenance, and Replacement Responsibility:** 100 percent non-Federal

**Economic Justification:** The EDR will identify economically justifiable project features.

**Environmental Impacts:** Undetermined at this time.

**Real Estate Requirements:** A majority of the lands are owned by the local Sponsor, but there are private owners along one possible trail alignment.

A summary of the cost estimate for Fort Dodge Riverfront is shown in Table 9.



**Table 9: Fort Dodge Riverfront Cost Estimate**

<b>Fort Dodge Riverfront Trail – Phase I</b>	
<b>Land and Damages</b>	<b>\$30,000</b>
<b>Project Construction</b>	
a. Estimated Construction Cost for 2.5 Miles of Trails	\$2,810,00
b. Estimated Construction Cost for 2 Bridges)	\$5,520,00
c. Estimated Construction Cost for Trail and Bridge Furnishings	\$1,920,00
<b>Construction Subtotal with Contingency Subtotal</b>	<b>\$10,250,00</b>
<b>Planning, Engineering &amp; Design</b>	\$1,400,00
<b>Construction Supervision &amp; Administration</b>	\$1,890,00
<b>Subtotal</b>	<b>\$3,290,000</b>
<b>TOTAL</b>	<b>\$13,570,00</b>

Note: Estimated construction cost provided by the Sponsor based on preliminary design studies

<b>Fort Dodge Riverfront Trail - Phase II</b>	
<b>Land and Damages</b>	<b>\$80,000</b>
<b>Project Construction</b>	
Trail and Bridge – Fort Dodge to Brushy Creek State Recreation Area.	\$7,600,00
<b>Construction Subtotal with Contingency</b>	<b>\$7,600,000</b>
<b>Planning, Engineering &amp; Design</b>	\$1,520,00
<b>Construction Supervision &amp; Administration</b>	\$920,000
<b>Subtotal</b>	<b>\$2,440,000</b>
<b>TOTAL</b>	<b>\$10,120,00</b>

Note: Estimated construction cost provided by the Sponsor based on preliminary design studies

### **E. 3 Status**

The Corps of Engineers and the City of Fort Dodge have entered into a Design Agreement, and work on the EDR is underway. The current list of project features includes: (1) completion of the Riverfront Trail consisting of approximately 2.8 miles of multi-use trail and (2) a pedestrian bridge over the Des Moines River. A preliminary set of alternatives has been developed and a public scoping meeting was held in March 2006. Preliminary cost estimates were also prepared in 2006. The economic analysis is underway and a recommended alternative is expected in February 2007. A completed Engineering Documentation Report is scheduled for June 2007.

#### **E. 4 Schedule**

Table 10 is an estimate of when the milestone events will occur. The schedule is subject to change due to unknowns such as funding, real estate, and design concerns. The project may be split into phases to expedite construction, as Federal funding becomes available.

**Table 10: Fort Dodge Riverfront Phase I Major Milestone Events**

<b>Major Milestone Event</b>	<b>Start Date</b>	<b>End Date</b>
Sign Design Agreement (complete)	Mar 04	Jan 05
Prepare Engineering Documentation Report	Jan 05	Mar 08
Approve Engineering Documentation Report	Mar 08	May 08
Prepare Contract Documents (Plans & Specifications)	May 08	Nov 08
Sign Project Cooperation Agreement	Mar 08	May 08
Land Acquisition	May 08	Oct 08
Contract Solicitation & Award	Sep 08	Dec 08
Construction	May 09	Sep 10

#### **E. 5 Local Sponsor Work-in-Kind Credit**

The local Sponsor has not requested any credit for work-in-kind at this time.

### **F. CORDOVA AT LAKE RED ROCK**

Project Number: 415.1

Project Location: Des Moines River, Iowa, Marion County, Lake Red Rock, Figure 1

#### **F. 1 Description**

Cordova at Lake Red Rock consists of seven distinctive project areas located along the north side of Lake Red Rock as indicated on Figure 3. Area #1, Cordova Center on the Rock, is the feature project of Cordova at Lake Red Rock. Cordova Center on the Rock is to be a major resource-based cooperative center and regional destination that will provide environmental learning experiences and enhance the quality of life for both visitors and residents. Its primary goal is to educate the public on environmental stewardship and build support for conservation of Iowa's land and water resources. It is a partnership project, involving the Marion County Conservation Board, the Iowa Department of Natural Resources, the US Army Corps of Engineers, and Central College.

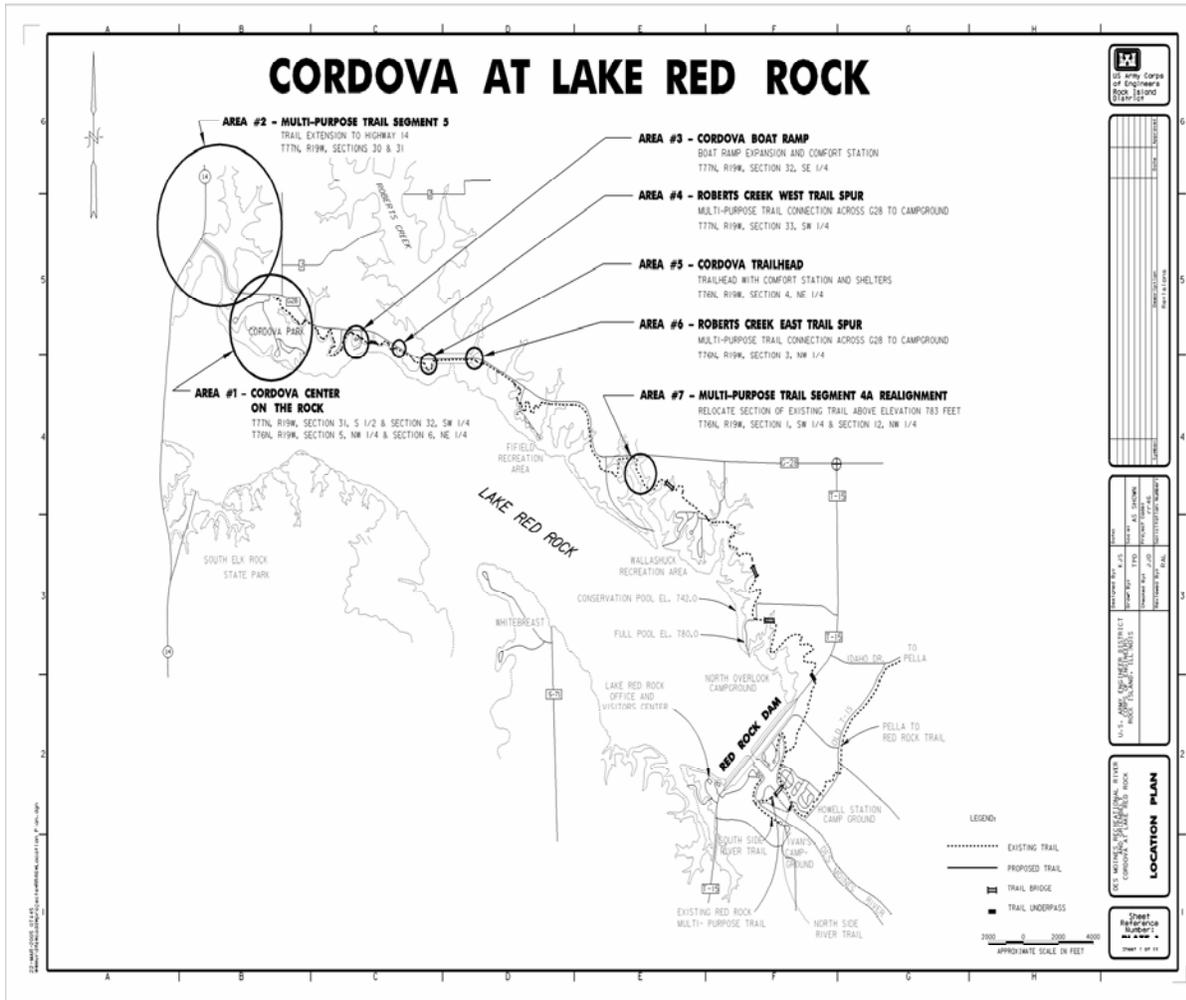


Figure 3: Cordova at Lake Red Rock

**Area #1.** Based on preliminary planning, an annotated list of major project components follows. A schematic site plan shown in Figure 4 anticipates the general location of project components and Figure 5 shows building design and layout.

**Environmental Learning Center:** This project component involves planning and design of the building, estimated at approximately 50,000 square feet, located on a sandstone bluff overlooking Lake Red Rock, with an exterior that complements the aesthetic of the surrounding natural environment. The Center will be cooperatively managed by the four partners mentioned above. A Leadership in Energy and Environmental Design certification level of Gold is desired for the Center. Specific spatial requirements are as follows:

Lobby	Restaurant
Interpretive Exhibits	Storage
Reception Area	Kitchen
Indoor Auditorium	Office Space
Environmental Resource Library	Meeting Rooms
Cooperative Sales Area/Gift Shop	Public Restrooms
Environmental Arts and Crafts Room	Indoor Classrooms/Wet Labs

**Performing Arts Amphitheater:** This component involves planning and design of a performing arts amphitheater patterned after the Wolf Trap model—connecting people, nature and arts—the Performing Arts Amphitheater will provide diversified arts experiences, ranging from Latin jazz to live theater. This will be a multi-use facility with an emphasis on the performing arts and environmental programming. It is to be located adjacent to the Environmental Learning Center (ELC) and designed to complement the aesthetic of both the ELC and the surrounding natural environment. Following are additional criteria: proposed fixed seating for 350 people, with additional lawn seating; dressing rooms; access control for ticketed performances; sheltered stage area, with an adaptable (i.e. removable) roof; truck-accessible loading/staging area; and lighting and sound systems.

**Outdoor Interpretive Facilities:** This component involves planning and design of outdoor interpretive areas and provides updated park signage. Examples include the following: an interpretive trail through oak savanna habitat; upgrades to existing woodland trails; interpretive “backyard habitats” that demonstrate environmental plantings; and an expansion of an existing butterfly garden.

**Cabin Expansion:** This project component involves site planning and design for the future development of seven modern rental cabins. Construction of the three-bedroom cabins will utilize existing plans. Following are additional criteria: vehicular access and parking; utility service; geothermal heating and cooling; and minimal disturbance to the environment.

**Picnic Facility Modernization:** This component involves planning and design for three types of new picnic facilities, intended to serve school groups, social gatherings or corporate events: one large shelter (capacity up to 150 people); one medium shelter (capacity up to 75 people); and several single-table sites, with concrete pads and cooking grills.

**Entrance Road Relocation, Parking and Utilities:** This component involves planning and design for the replacement of Cordova Park’s existing entrance road. The new road will provide access to and between all project components and will be realigned to provide a safer, more interesting, and more site-sensitive visitor experience. The new road will be approximately one-half mile in length. Turning lanes off of County Highway G28 will be planned and designed as needed. Parking criteria includes size and location of lots that are appropriately sized for developed facilities; auto and bus drop-off; and bus parking. Utility supply and distribution issues include gas; water; electric and

communication lines; and sewer: the existing sewage lagoon is to be evaluated for utilization potential, in light of new facilities and loads.

**Areas #2 - #6:** Areas identified as #2 - #6 on Figure 3 all involve the improvement and extension of the existing Volksweg Trail. When completed, all recreation areas on the north side of Lake Red Rock will be connected to the trail system. Area #3 is the main borrow site for current trail construction on Segment 4B. The area consists of a boat ramp facility that is severely undersized for the demands put on it on any given weekend during the boating season. The removal of borrow from the site will allow expansion of the existing boat ramp facilities and make it functional up to full flood pool.

## **F. 2 Summary of Facts**

**Project Funding:** 100 percent Federal (of eligible facilities)

**Operation, Maintenance, and Replacement Responsibility:** 100 percent Sponsor

**Economic Justification:** This determination will require detailed study as part of the EDR.

**Environmental Impacts:** No major impacts anticipated.

**Real Estate Requirements:** Located entirely on Federal land that is managed by the Marion County Conservation Board.

**Other Requirements:** The ELC and cabins are not eligible for Federal participation under current Corps of Engineers regulations, unless otherwise directed by Congress.

A summarized cost estimate of the Cordova at Lake Red Rock project is found in Table 11.

**Table 11: Cordova at Lake Red Rock Cost Estimate**

<b>Cordova at Lake Red Rock</b>	
<b>Land and Damages</b>	<b>\$0</b>
<b>Project Construction</b>	
Area #1 - Cordova Center on the Rock	
(1) Environmental Learning Center <sup>1</sup>	\$ 9,500,000
(2) Performing Arts Amphitheater	\$ 3,000,000
(3) Outdoor Interpretive Facilities <sup>1</sup>	\$ 1,000,000
(4) Cabin Expansion <sup>1</sup>	\$ 1,700,000
(5) Picnic Facility Modernization	\$ 500,000
(6) Entrance Road Relocation, Parking and Utilities	\$ 2,000,000
Area #2 - Multi-Purpose Trail Segment 5	\$ 3,800,000
Area #3 - Cordova Boat Ramp	\$ 2,100,000
Area #4 - Roberts Creek West Trail Spur	\$ 800,000
Area #5 - Cordova Trailhead	\$ 700,000
Area #6 - Roberts Creek East Trail Spur	\$ 800,000
<b>Construction Subtotal with Contingency</b>	<b>\$25,900,000</b>
<b>Planning, Engineering &amp; Design</b>	<b>\$ 6,500,000</b>
<b>Construction Supervision &amp; Administration</b>	<b>\$ 2,700,000</b>
<b>TOTAL</b>	<b>\$35,100,000</b>

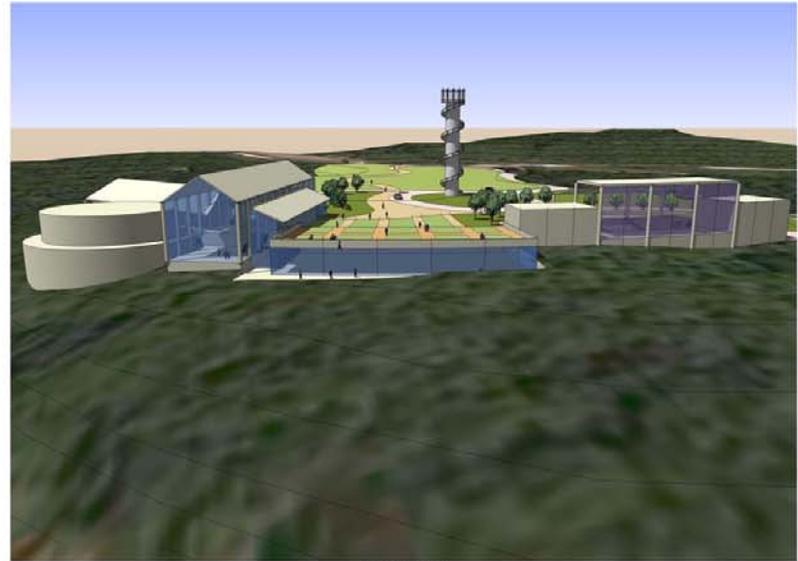
<sup>1</sup> 100% sponsor shared



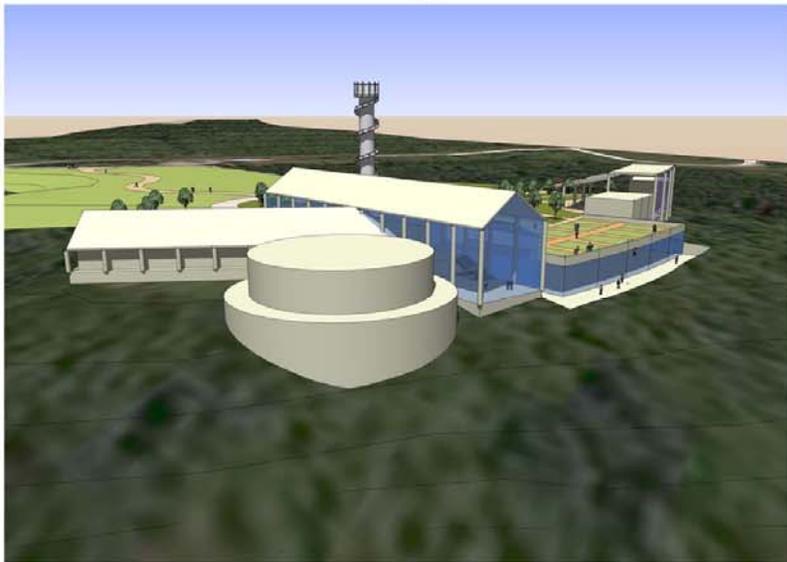
Figure 4: Site Plan of Cordova Center at Lake Red Rock



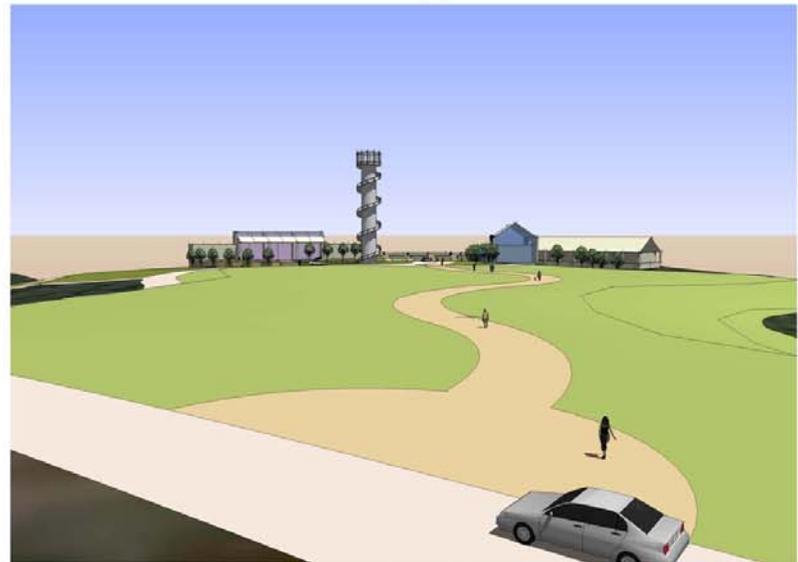
aerial5.jpg



aerial6.jpg



aerial7.jpg



approach1.jpg

**Figure 5: Site Layout and Conceptual Alternatives of Project Features**

**F. 3 Status**

A comprehensive Scope of Services contract to complete the Cordova Center on the Rock area of the project was awarded in October 2005 to VOA Associates Incorporated. Products received to date include a final Interpretive Master Plan, completed in February 2006, and a final Component-Specific Master Plan in January 2007. Facility programming and schematic design are well underway and being developed. Final planning products from VOA are expected to be completed by June 2007. These products will eventually be integrated into the EDR. All in-house work pertaining to the EDR, with the exception to manage the A/E contract, was put on hold in December 2006. This was a result of limited funds to distribute to the projects that are part of the overall Greenbelt Program.

**F. 4 Schedule**

The following table is an estimate of when major milestone events will occur. The schedule is subject to change due to unknowns such as funding, real estate, and design concerns.

**Table 12: Cordova at Lake Red Rock Major Milestone Event**

<b>Red Rock Cordova Park Major Milestone Event</b>	<b>Start Date</b>	<b>End Date</b>
Prepare Engineering Documentation Report	Apr-04	Jan-08
Approve Engineering Documentation Report	Jan-08	May-08
Prepare Contract Documents (Plans & Specifications)	May-08	Nov-08
Contract Solicitation & Award (Phase I)	Nov-08	Feb-09
Construction Phase 1	Feb-09	Sep-10

**G. RED ROCK MULTI-PURPOSE TRAIL SEGMENT 4B**

Project Number: 802.1  
 Project Location: Des Moines River, Iowa, Marion County, Lake Red Rock, Figure 1

**G. 1 Description**

Lake Red Rock, Multi-Purpose Trail, Segment 4B is a 4-mile trail extension to the existing 13-mile Volksweg Trail that runs along the north side of Lake Red Rock. This project extends the trail from the Fifield Recreation Area and over to Cordova Center as shown on Figure 6. Plans detail a 10-foot wide asphalt trail surface with design grades that are compliant with ADA requirements. Four additional recreation areas will be tied into the Volksweg trail system as a result of this extension. Major features within this segment include a 280-foot long bridge and a total of 4,546 linear feet of segmental block retaining walls. Users of the trail will enjoy scenic views of Lake Red Rock, mature forests, restored prairies, pine plantations and access to the many recreation opportunities. This project was approved in FDM #8.

When completed, this project finishes off a trail corridor that connects all recreation areas on the to the north side of Lake Red Rock. It also moves towards a master plan of establishing a trail that runs from Des Moines, Iowa to Pella, Iowa. Elements that make this connection desirable include

linking a major metropolitan area by trail to what might be considered an environmental learning corridor. The corridor would include the existing Neal Smith National Wildlife Refuge Prairie Learning Center and future ELCs, including *Earthpark*, located on the southeast portion of Lake Red Rock and Cordova Center on the Rock.

A secondary plan under this project includes reconstructing a trail section on Segment 4A that was constructed under previous construction contract. The existing trail section was built roughly 20-feet below full flood pool elevation of Lake Red Rock. The trail was built at this elevation because no Federal property exists in this area at a higher elevation and the adjacent private landowner was not willing to sell his land when planning and design of the trail took place in the early 1990s. Given its location, the trail is unusable approximately 20 percent of the annual usage time. There is now indication that the current private landowner is willing to discuss selling enough land to provide a corridor high enough to locate a relocated trail above the full flood pool elevation. To relocate the trail above full pool elevation required private property acquisition. See Figure 3 and Figure 6 for details.

## **G. 2 Summary of Facts**

**Project Funding:** 100 percent Federal

**Operation, Maintenance, and Replacement Responsibility:** 100 percent Federal

**Environmental Impacts:** No major impacts are identified in the Environmental Assessment for this segment of trail.

**Real Estate Requirements:** Trail Segment 4B is located entirely on Federal land that is almost entirely managed by the Marion County Conservation Board. The very first segment of the trail is managed by the Corps of Engineers.

The relocation of Segment 4A will require the Federal government to purchase approximately 7.8 acres of private property. Of that total, 4.84 acres exists within the Lake Red Rock flowage easement area.

**Project Costs:** Table 13 summarizes the cost estimate for the Red Rock Trail Segment 4B. The prices reflect present year construction costs if done through an 8A contract. The first two construction contracts Segment 4B were completed by an 8A contractor.

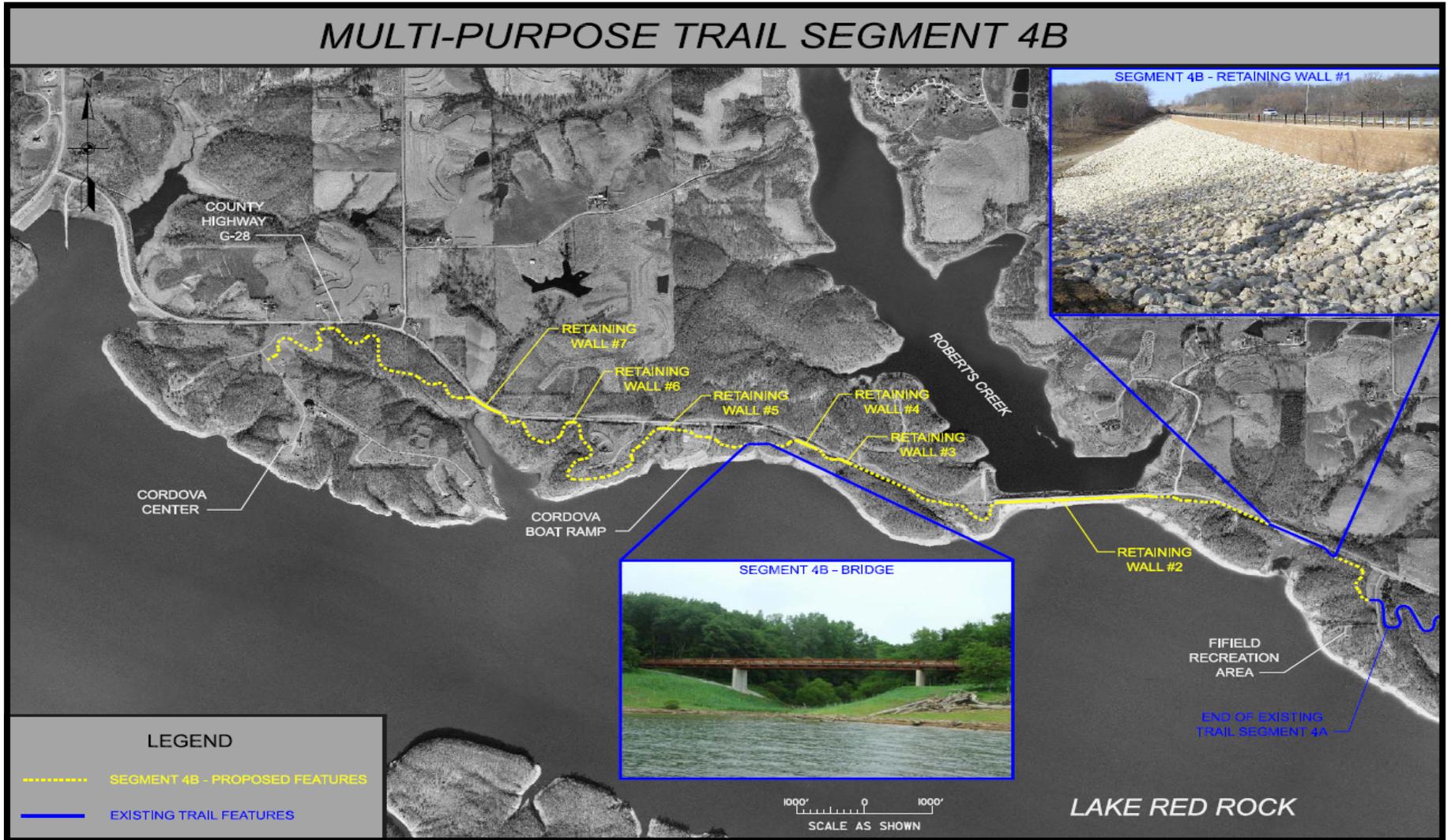


Figure 6: Lake Red Rock Trail Segment 4B

**Table 13: Red Rock Trail Segment 4B Cost Estimate**

<b>Red Rock Trail Segment 4B</b>	
<b>Land and Damages</b>	<b>\$ 30,000</b>
<b>Breakdown of Construction Projects</b>	
Bridge (completed early in 2005)	\$ 631,000
Retaining Wall #1 - Station 14+60 to 22+74 (completed early in 2007)	\$1,175,000
Retaining Wall #2 - Station 42+50 to 63+72	\$2,040,000
Retaining Wall #3 - Station 90+20 to 92+00	\$ 200,000
Retaining Wall #4 - Station 95+90 to 99+75	\$ 330,000
Retaining Wall #5 - Station 119+70 to 121+30	\$ 100,000
Retaining Wall #6 - Station 151+00 to 153+45	\$ 150,000
Retaining Wall #7 - Station 167+00 to 173+15	\$ 550,000
Culverts, Earthwork and Erosion Control - Fifield to Cordova Boat Ramp	\$ 600,000
Clearing, Culverts, Earthwork and Erosion Control - Cordova Boat Ramp to Cordova Park	\$ 900,000
Trail Paving - Fifield to Cordova Boat Ramp	\$ 600,000
Trail Paving – Cordova Boat Ramp to Cordova Center	\$ 600,000
Relocation of a low trail section on Segment 4A	\$ 640,000
<b>Construction Subtotal with Contingency</b>	<b>\$8,516,000</b>
<b>Planning, Engineering &amp; Design</b>	<b>\$1,130,000</b>
<b>Construction Supervision &amp; Administration</b>	<b>\$770,000</b>
<b>TOTAL</b>	<b>\$10,446,000</b>

**G. 3 Status**

Two larger components of the Multi-Purpose Trail Segment 4B have been completed to date. This includes the 280-foot bridge that was completed in early 2005 and the 814-foot retaining wall structure completed in early 2007. Plans and specifications for remaining portions of the trail are substantially complete and wait for additional funding before proceeding with further construction contracts. The wait for sufficient construction funds to complete the project is now running on three years.

**G. 4 Schedule**

The following table is provides general milestone events for the Segment 4B Trail. The schedule assumes the best-case scenario of receiving adequate construction funds to proceed at the beginning of the FY 2008 budget year that would allow completion of the project.

**Table 14: Red Rock Trail Segment 4B Major Milestone Events**

Red Rock 4B Major Milestone Event	Start Date	End Date
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Phase 2 Construction Preparation	Oct-07	Dec-07
Acquire Real Estate and Prepare Construction Documents for Realignment of a Section of Segment 4A	Oct-07	Dec-07
Award and Complete Next Construction Phase	Dec-07	Apr-08
Construction Project to Realign a Section of Segment 4A	Apr-08	Sep-09

## H. GREENBELT PROGRAM COST ESTIMATE AND FINANCIAL SUMMARY

The following table summarizes the Federal allocations and non-Federal contributions through FY06.

**Table 15: Federal and Non-Federal Funding Status through FY06**

Fiscal Year	Federal Funds Allocated	Sponsor Funds Contributed	Total Funds Obligated	Total Funds Available
FY 2003	420,000	22,000	442,000	837,000
FY 2004	1,733,000	115,000	1,848,000	2,601,000
FY 2005	2,972,000	376,000	3,348,000	3,485,000
FY 2006	4,697,000	165,000	4,862,000	5,115,000
<b>Totals</b>	<b>9,822,000</b>	<b>678,000</b>	<b>10,500,000</b>	<b>12,038,000</b>

Note: Amounts through September 30, 2006, not including credits for non-Federal work-in-kind FY 2003 \$400K reprogrammed; in FY2004, \$575K reprogrammed

Table 16 summarizes the total credits and obligations through FY06 for each project and compares the total cost with balance to complete and percent completed.

**Table 16: Cost Summary through FY06**

	Total Estimated Project Cost	Credits & Obligations Thru FY06	Balance to Complete	% Expended
Coordination and Admin.	1,711,000	711,000	1,000,000	42%
Des Moines Riverwalk Phase 1	37,260,000	11,211,971	26,048,029	30%
Des Moines Amphitheater	657,000	645,009	11,991	98%
Fort Dodge Riverfront Phase 1	13,570,000	565,415	13,004,585	4%
Fort Dodge Riverfront Phase 2	10,120,000	0	10,120,000	0%
Cordova at Lake Red Rock	35,100,000	2,893,100	32,206,900	8%
Red Rock Trail 4B	10,446,000	2,842,639	7,603,361	27%
<b>Totals</b>	<b>108,864,000</b>	<b>18,869,134</b>	<b>89,994,866</b>	<b>17%</b>

Note: Includes both Federal and non-Federal amounts. A cost estimate for Des Moines Riverwalk Phase II has not been estimated.



**SECTION IV RECOMMENDATION**

Continued implementation of the Des Moines Recreational River and Greenbelt as described in this document is recommended as shown in Table 17.

Following is a summary of estimated Federal funding required to implement this plan:

**Table 18: Estimated Federal Funding Required to Implement Plan**

<b>Fiscal Year</b>	<b>Required Federal Funds</b>
FY 2008	\$ 24,000,000
FY 2009	\$ 28,000,000
FY 2010	\$ 8,000,000
FY 2011	\$ 200,000
<b>Total</b>	<b>\$ 60,200,000</b>

Implementation of Greenbelt projects are subject to availability of funding and approval of the Engineering Documentation Reports and Project Cooperation Agreements by the Assistant Secretary of the Army for Civil Works.

**Submitted by:**

_____ Gary L. Loss, P.E. Chief, Planning, Programs, and Project Management Division	_____ Date
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**Approved by:**

_____ Robert A. Sinkler Colonel, U.S. Army District Engineer	_____ Date
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