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GENERAL DESIGN MEMORANDUM

**DES MOINES RECREATIONAL
RIVER AND GREENBELT
DES MOINES RIVER, IOWA**

**APPENDICES
VOLUME 2 OF 2**



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

SEPTEMBER 1987



REPLY TO
ATTENTION OF:
CENCR-PD-P

DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

GENERAL DESIGN MEMORANDUM
DES MOINES RECREATIONAL RIVER AND GREENBELT
DES MOINES RIVER, IOWA

WITH PROGRAMMATIC ENVIRONMENTAL
IMPACT STATEMENT

VOLUME 2 OF 2
APPENDIXES D THRU H

SEPTEMBER 1987

TRAIL PLANS

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GENERAL DESIGN MEMORANDUM
DES MOINES RECREATIONAL RIVER AND GREENBELT
DES MOINES RIVER, IOWA

APPENDIX D
TRAIL PLANS

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GENERAL DESIGN MEMORANDUM
DES MOINES RECREATIONAL RIVER AND GREENBELT
DES MOINES RIVER, IOWA

INTRODUCTION

SCENIC ROAD ROUTE

The scenic road route through the Greenbelt will be posted along existing State and county roadways. The proposed route will guide motorists through rural and urban landscapes, providing an interesting variety of both historical and contemporary attractions. Natural scenic landscape features and Federal, State, county and city parks exist adjacent to the road route and offer opportunities for both active and passive outdoor recreation. All road bridges along the final scenic road route will have a minimum 3-ton load limit to accommodate passenger cars. An alternate route with a 16-ton minimum load limit will be designated to provide safe passage of large tour buses. The road route will be posted in accordance with state and county engineering standards and in accordance with the recommendations of the county engineers. The cost-shared components of the scenic road route will primarily be limited to the purchase of distinctive highway signs.

TRAIL SYSTEM

Proposed trails have been located to accommodate hikers, bikers, snowmobilers, horseback riders, and other recreational users. Trail surface, width, and grade will be adjusted in accordance with standards to safely provide enjoyable outdoor facilities for users. Surfaces will be constructed from asphalt, gravel, wood chips, or dirt.

Suitable roadways will be utilized for biking in appropriate places. Suitability will be determined by safety and surface condition considerations. The most suitable roadways for biking have either very low traffic volume or have wide shoulders to separate bicyclists from traffic.

Bridges along the major waterways in the Greenbelt have been inventoried for type of surface, length, width of shoulder, speed limit, traffic volume, and presence of walkways. The attributes of each bridge were analyzed in light of the inventory data and a value judgment was made as to the suitability of each structure for a river crossing. Safety was a prime consideration in assessing the merits of each bridge, and consideration was given to the ability of trail users at a novice skill level. The preliminary trail layout can be seen in Section 3 of the plates.

CANOE ROUTE

The canoe route will traverse the Greenbelt along the Boone, Des Moines and Raccoon Rivers. Development will mainly involve the construction of access points and portage sites. The rivers in the Greenbelt are currently used for canoeing, and these activities can be pursued, to a limited degree, without improvements.

DESCRIPTION OF THE SCENIC ROAD ROUTE

The scenic road route travels over portions of each Greenbelt county on existing State highways, county roads, and city streets. Existing roads include both hardtop and gravel surfaces. Initial planning for the road route was accomplished by the Trails Subcommittee of the Advisory Committee. The entire route was plotted on existing roads which displayed the most suitable combination of scenic features, accessibility, and proximity to the major rivers. The preliminary route can be seen in Section 3 of the plates.

Prior to designation of the final scenic road route, the Advisory Committee will coordinate with county and city engineers to establish the 3-ton passenger car route and 16-ton tour bus alternate routes. Signage will consist of markers for the road route and recreational areas.

There will be a main route which will extend the length of the Greenbelt corridor. Spur routes will be attached to the main route which lead to recreational features and scenic areas. A maximum effort will be made to connect as many areas of the Greenbelt as is reasonably possible using spur routes and appropriate signage.

DESCRIPTION OF THE TRAIL SYSTEM

The trail system will provide a multi-purpose recreational corridor along the entire length of the Greenbelt. Existing portions of the trail are present at Saylorville Lake, the city of Des Moines, and Lake Red Rock. Future portions of the trail would be cost-shared between the Corps of Engineers and the local sponsors, except for certain portions that could be built at 100-percent Federal expense in accordance with the approved Saylorville Lake and Lake Red Rock master plans.

Trail lengths and types are described in table D-1. The description is listed by map sheet with the trail divided into segments based upon the likely local sponsor. Each segment is further identified as either part of the main trail, a spur trail, or a separate trail. It is noted whether a segment is presently existing or proposed for future development. Each segment was measured and the approximate length was recorded in the table. Notes are included on trail features to include access points, river crossings, bridge locations, and important features.

TABLE D-1

Trail Lengths
Greenbelt Multi-Purpose Trail
Des Moines Recreational River and Greenbelt

<u>Sheet</u>	<u>Segment</u>	<u>Type</u>	<u>Project Status</u>	<u>Sponsor Length (ft)</u>	<u>Features</u>
1	Fort Dodge	M	P	3,000	Little Dam Access
	Webster Co.	M	P	10,000	
	Webster Co.	SP	P	6,000	
2	Webster Co.	M	P	22,500	Need 2 trail bridges over the Des Moines River. Access point.
	Webster Co.	SP	P	3,000	
3	Webster Co.	M	P	21,500	Access point
	Webster Co.	SP	P	6,000	
	Webster Co.	SP	P	4,500	
5	Hamilton Co.	M	P	10,000	Need 2 trail bridges over the Boone River. Briggs Woods County Park. Need trail crossing at 4 lane U.S. Highway 20.
	Webster City	M	P	9,000	
6	Webster Co.	M	P	23,000	Opposite bank from Dolliver State Park.
9	Hamilton Co.	M	P	22,500	Boone River crossing at Albright's Bridge. Bever Bridge Access.
10	Webster Co.	M	P	4,000	Des Moines River Crossing at Lehigh Bridge. Access point.
	Lehigh	M	P	10,000	

TABLE D-1 (Cont'd)

<u>Sheet</u>	<u>Segment</u>	<u>Type</u>	<u>Project Status</u>	<u>Sponsor Length (ft)</u>	<u>Features</u>
11	Webster Co.	M	P	39,000	Need trail bridge over the Des Moines River. Deception Hollow State Public fishing site. Access point.
	Webster Co.	SP	P	3,000	Access point.
	Webster Co.	SP	P	10,500	Brushy Creek State Recreation Area.
12	Hamilton Co.	M	P	29,500	Boone River crossing at Bells Mill Bridge.
13	Hamilton Co.	M	P	18,500	Boone River crossing needed.
15	Hamilton Co.	M	P	2,500	Boone River crossing at Vegar's Bridge. Des Moines River crossing at D-54 bridge. Stratford spur and wagon trail.
	Webster Co.	M	P	9,000	
	Hamilton Co.	M	P	6,500	
	Webster Co.	M	P	21,000	
	Webster Co.	SP	P	6,000	
17	Webster Co.	M	P	12,000	River crossing at State Highway 175 Bridge. Stratford spur. Access point
	Webster Co.	SP	P	1,000	
	Webster Co.	SP	P	21,500	
	Dayton	SP	P	2,000	
18	Webster Co.	M	P	3,500	Stratford spur. Stratford, Iowa. Carlson Recreation Area. Access point.
	Webster Co.	SP	P	9,000	
	Webster Co.	SP	P	6,000	
	Stratford	SP	P	2,500	
	Webster Co.	M	P	8,000	
19	Webster Co.	M	P	5,500	
	Boone Co.	M	P	15,000	

TABLE D-1 (Cont'd)

<u>Sheet</u>	<u>Segment</u>	<u>Type</u>	<u>Project Status</u>	<u>Sponsor Length (ft)</u>	<u>Features</u>
21	Boone Co.	M	P	18,000	
	Fraser	M	P	2,000	
23	Fraser	M	P	4,000	
	Boone Co.	M	P	17,000	
	Boone Co.	SP	P	19,000	Don Williams Spur
24	Boone Co.	M	P	12,000	Centerville. Opposite of Boone Waterworks Park.
25	Boone Co.	M	P	19,500	Need trail bridge over the Des Moines River.
26	Boone Co.	M	P	8,000	
	City of Boone	M	P	15,000	Need to cross 4 lane U.S. Highway 30.
	Boone Co.	M	P	3,500	
28	Boone Co.	M	P	19,000	
	IDNR	M	P	6,000	Ledges State Park. Access point.
	IDNR	SE	P	6,000	Ledges State Park hiking trail. (see proj #103.1)
	Boone Co.	M	P	2,000	
30	Boone Co.	M	P	22,500	
32	Boone Co.	M	P	20,500	
34	Boone Co.	M	P	2,500	
	Madrid	M	P	9,000	Madrid, Iowa. Access point.
	Boone Co.	M	P	6,000	
	Polk Co.	M	P	7,500	
35	Polk Co.	M	P	14,000	
	IDNR	M	P	5,500	Big Creek State Park

TABLE D-1 (Cont'd)

<u>Sheet</u>	<u>Segment</u>	<u>Type</u>	<u>Project Status</u>	<u>Sponsor Length (ft)</u>	<u>Features</u>
36	Polk Co.	M	P	8,000	Trail dead ends at State Highway 17.
	Polk Co.	SE	P	11,500	Jester County Park. Jester County Park hiking trail (see proj #802.3).
37	IDNR	M	P	2,000	Big Creek State Park.
	IDNR	M	E	13,000	Big Creek State Park.
	IDNR	M	P	2,500	Big Creek State park.
	Corps	M	E	5,000	Under Construction.
	Polk Co.	SE	P	7,000	Jester County Park hiking trail (see proj #802.3).
	Polk Co.	M	P	3,000	Jester County Park.
38	Corps	M	E	13,500	Under construction. Polk City.
	Polk Co.	SE	P	4,000	Jester County Park hiking trail (see proj #802.3).
	Polk Co.	M	P	26,500	Acorn Valley, Walnut Ridge.
39	Corps	M	E	17,000	Prairie Flower, Cherry Glen, Oak Grove.
40	Polk Co.	M	P	15,500	Johnston, Iowa.
	Johnston	SP	P	2,000	Johnston Spur.
	Johnston	M	P	8,000	Saylorville Dam.
41	Johnston	M	P	4,000	Sycamore Access. Access point.
	Johnston	SP	P	1,000	Johnston Spur.
	Corps	M	E	22,000	Corps Visitor Center, Cottonwood, Sycamore Access. Access point.
	IDNR	M	E	3,000	Sycamore Access. Access point.

TABLE D-1 (Cont'd)

<u>Sheet</u>	<u>Segment</u>	<u>Type</u>	<u>Project Status</u>	<u>Sponsor Length (ft)</u>	<u>Features</u>
42	IDNR	M	E	17,500	Saylorville Corridor.
	Des Moines	M	E	7,000	Saylorville Corridor.
	Des Moines	M	P	4,500	Need trail bridge over Des Moines River. Utilize old railroad bridge.
					Prospect Park to I-80.
	Polk Co.	M	P	15,000	West Shoreline, Johnston.
	Johnston	SP	P	13,000	Need trail bridge over Beaver Creek. Utilize an old railroad bridge.
					McHenry Park spur,
	Des Moines	SP	E	2,000	Riverview Park.
43	Des Moines	SP	E	200	McHenry Park Spur, Riverview Park.
	Des Moines	M	E	10,000	Saylorville Corridor, Riverview & Birdland Park.
	Des Moines	M	P	500	Prospect Park to I-80.
	Des Moines	M	E	2,000	Prospect Park.
	Des Moines	M	P	11,500	Raccoon River crossing on Jackson Street bridge.
					Riverhills Riverfront & Riverside Parks.
	Des Moines	M	P	7,000	CBD to Prospect Park.
	Des Moines	M	E	6,000	Riverhills, Riverfront & Crivaro Parks.
	Des Moines	SP	P	16,500	Need trail bridge over the Raccoon River.
					Grays Lake Park, Denman Woods, Waterworks Park.
	Des Moines	SP	E	2,000	Bill Riley Bike Trail, Ashworth Park.
	Des Moines	SP	P	5,000	Ashworth Park to Clive.
Des Moines	SP	P	2,000	Des Moines North Valley to West Des Moines.	

TABLE D-1 (Cont'd)

<u>Sheet</u>	<u>Segment</u>	<u>Type</u>	<u>Project Status</u>	<u>Sponsor Length (ft)</u>	<u>Features</u>
44	Des Moines	M	E	6,500	Birdland/Union Park, Burke Park, Riverhills Riverfront Park.
	Des Moines	M	P	2,500	CBD to Prospect Park.
	Des Moines	M	E	5,000	Existing trail crosses Des Moines River at SE 14th Street.
	Des Moines	M	P	8,000	Hawthorn Park, SE Riverfront Park. Hawthorn Park to SE Community Center.
	Des Moines	M	P	4,500	East River bike trail.
	Des Moines	M	P	11,500	Hawthorn Park to Hubbell Park.
	Pleasant Hill	M	P	2,500	Pleasant Hill.
45	Pleasant Hill	M	P	4,000	Pleasant Hill.
46	Des Moines	SP	P	500	Des Moines, West Des Moines. North Valley to West Des Moines.
	Polk Co.	SE	P	5,500	Browns Woods Co. Forest (see proj #802.2).
	IDNR	SP	P	20,000	
	W. Des Moines	SP	P	1,500	Jordan Creek Trail.
47	Des Moines	SP	P	5,000	North Valley to West Des Moines.
	Des Moines	SP	E	3,000	Bill Riley Trail.
	Des Moines	SP	P	6,000	Waterworks to Riverside Park. Crosses foot bridge on Raccoon River.
48	Des Moines	M	P	12,000	Hawthorn Park to Hubbell Park.
	Des Moines	SP	P	7,000	Easter Lake Spur.
	Polk Co.	M	P	1,000	Near Hubbell Park.
	Pleasant Hill	M	P	5,000	Pleasant Hill.

TABLE D-1 (Cont'd)

<u>Sheet</u>	<u>Segment</u>	<u>Type</u>	<u>Project Status</u>	<u>Sponsor Length (ft)</u>	<u>Features</u>
49	Pleasant Hill	M	P	2,500	Pleasant Hill.
	Polk Co.	M	P	24,500	Yellow Banks County Park.
	Polk Co.	M	P	19,500	Access point. Near Carlisle.
50	Polk Co.	M	P	10,500	
53	Carlisle	M	P	7,500	Carlisle.
	Warren Co.	M	P	20,000	
	Polk Co.	M	P	3,500	
54	Polk Co.	M	P	11,500	West of Runnells.
	Runnells	M	P	2,500	Runnells.
	Polk Co.	M	P	11,000	East of Runnells to Des Moines River.
	Polk Co.	M	P	4,000	East of State Highway 316.
	Warren Co. Marion Co.	M M	P P	19,000 3,500	
55	Marion Co.	M	P	24,500	Bennington Bridge boat ramp.
56	Marion Co.	M	P	11,000	
60	Marion Co.	M	P	5,500	
61	Marion Co.	M	P	23,000	Elk Rock North State Park. Des Moines River crossing at the State Highway 14 bridge. Elk Rock South State Park.
	IDNR	M	P	3,000	
	Corps	M	P	8,500	
	IDNR	M	P	1,500	
62	IDNR	M	P	12,000	Elk Rock North State Park. Fifield area.
	Corps	M	P	11,000	
63	Corps	M	P	2,500	Near Wallingslock

TABLE D-1 (Cont'd)

<u>Sheet</u>	<u>Segment</u>	<u>Type</u>	<u>Project Status</u>	<u>Sponsor Length (ft)</u>	<u>Features</u>
66	IDNR	M	P	8,500	Elk Rock South State Park. Crosses Whitebreast Creek on Highway 14. Knoxville Spur.
	Corps	M	P	20,000	
	Marion Co.	SP	P	11,500	
67	IDNR	M	P	8,000	Elk Rock South State Park. Knoxville spur. Whitebreast area.
	Marion Co.	SP	P	14,500	
	Corps	M	P	45,500	
68	Corps	M	P	34,000	Dam site recreation areas. Existing trail bridge over the Des Moines River below Red Rock dam. Tailwater spur. Pella spur. Corps Visitor center spur. Access point.
	Corps	SP	P	3,500	
	Marion Co.	SP	P	6,500	
	Corps	SP	P	1,500	
70	Marion Co.	SP	P	19,500	Need trail bridge over Whitebreast Creek. Knoxville spur.
71	Marion Co.	SP	P	4,000	Knoxville spur.

Legend

Type

M = Main
SP = Spur
SE = Separate

Project Status

P = Proposed
E = Existing

COST-SHARED COMPONENTS

Cost-shared components of the trail system are listed in table D-2. The trail description is organized according to map sheet. Trail segments are listed by potential local sponsor with specifications on the trail surface, approximate length, and estimated cost. The trail surface either could be paved, unpaved, or a bridge. Notes are included for access points and river crossings.

The local sponsors were listed in the table based upon their logical potential to cost-share in trail construction. In general, trail segments which run through incorporated municipalities were assigned to the cities, and those portions outside of the cities were assigned to the counties. Exceptions to this would include State and federally owned lands where the responsibility was assigned to the respective unit of government.

In actual practice, trail segments will be considered for construction based upon the recommendations of the Advisory Committee and the willingness of the local sponsors to cost-share construction and accept operation, maintenance, and replacement responsibility. Trail construction only will be done on lands in which the local sponsor or the Corps of Engineers holds an interest. However, each local sponsor would be eligible to cost-share on trail segments throughout the entire Greenbelt.

Cost-shared trail access points are listed in tables D-3 through D-13. The system will utilize existing access points and will incorporate new sites as they are constructed in conjunction with the trail extension. Eleven new access points have been proposed as part of the trail development, and additional access points may be added during subsequent planning studies.

A typical access point would cover 1/2 acre or less and would provide at least the minimum facilities required to sustain trail users. This could include parking lots, toilets, tables, grills, trash cans, bulletin boards, signs, benches, bike racks, and picnic shelters. The access points would act as the interface between the trail and the public streets and would provide the users with a place to rest. A typical access point is shown on figure D-1.

TABLE D-2

Greenbelt Multi-Purpose Trail Costs
Cost-Shared Components
Des Moines Recreational River and Greenbelt

<u>Map No.</u>	<u>Local Sponsor</u>	<u>Trail Surface</u>	<u>Segment Length (ft)</u>	<u>Segment Cost (\$)</u>	<u>Notes</u>
1	Fort Dodge	unpaved	3,000	6,800	Little Dam Access (see table D-3)
	Webster Co.	unpaved	16,000	36,000	
	Fort Dodge			67,800	
2	Webster Co.	unpaved	25,500	57,400	Des Moines River Des Moines River Upper River Acc. (see table D-4)
	Webster Co.	bridge	300	165,000	
	Webster Co.	bridge	200	110,000	
	Webster Co.			2,300	
3	Webster Co.	unpaved	32,000	72,000	Des Moines River Holliday Cr. Acc. (see table D-5)
	Webster Co.	bridge	200	110,000	
	Webster Co.			2,300	
4	Hamilton Co.	unpaved	10,000	22,500	Boone River Boone River
	Hamilton Co.	bridge	100	55,000	
	Hamilton Co.	bridge	150	82,500	
	Webster City	unpaved	9,000	20,200	
6	Webster Co.	unpaved	23,000	51,800	
9	Hamilton Co.	unpaved	22,500	50,600	
10	Webster Co.	unpaved	4,000	9,000	Lehigh Access (see table D-6)
	Lehigh	paved	10,000	400,000	
	Lehigh			1,800	

TABLE D-2 (Cont'd)

Map No.	Local Sponsor	Trail Surface	Segment Length (ft)	Segment Cost (\$)	Notes
11	Webster Co.	unpaved	52,800	118,100	
	Webster Co.	bridge	175	96,300	Des Moines River
	Webster Co.	bridge	75	41,300	Brushy Creek
	Webster Co.			1,600	Deception Hollow
	Webster Co.			1,600	Acc. (table D-7)
	Webster Co.				Brushy Cr. Acc.
	Webster Co.				(see table D-8)
12	Hamilton Co.	unpaved	29,500	66,400	
13	Hamilton Co.	unpaved	18,500	41,600	
	Hamilton Co.	bridge	100	55,000	Boone River
15	Hamilton Co.	unpaved	9,000	20,300	
	Webster Co.	unpaved	55,600	125,100	
17	Webster Co.	unpaved	34,500	77,600	
	Dayton	unpaved	2,000	4,500	
	Dayton			1,800	Dayton Access
					(see table D-9)
18	Webster Co.	unpaved	26,500	59,600	
	Stratford	unpaved	2,500	5,600	
19	Webster Co.	unpaved	5,500	12,400	
	Boone Co.	unpaved	15,000	33,800	
21	Boone Co.	unpaved	18,000	40,500	
	Fraser	unpaved	2,000	4,500	
23	Fraser	unpaved	4,000	9,000	
	Boone Co.	unpaved	36,000	81,000	
24	Boone Co.	unpaved	12,000	27,000	

TABLE D-2 (Cont'd)

<u>Map No.</u>	<u>Local Sponsor</u>	<u>Trail Surface</u>	<u>Segment Length (ft)</u>	<u>Segment Cost (\$)</u>	<u>Notes</u>
25	Boone Co. Boone Co.	unpaved bridge	19,500 200	43,900 110,000	Des Moines River
26	Boone Co. City of Boone	unpaved paved	11,500 15,000	25,900 600,000	
28	Boone Co. IDNR	unpaved paved	21,000 6,000	47,300 240,000	
30	Boone Co.	unpaved	22,500	50,600	
32	Boone Co.	unpaved	20,500	46,100	
34	Boone Co. Madrid Madrid Polk Co.	unpaved paved unpaved	8,500 9,000 7,500	19,100 360,000 1,800 16,900	Madrid Access (see table D-10)
35	Polk Co. IDNR	unpaved paved	14,000 5,500	31,500 220,000	
36	Polk Co.	unpaved	8,000	18,000	
37	IDNR Polk Co.	paved unpaved	4,500 3,000	180,000 6,800	
38	Polk Co.	unpaved	26,500	59,600	
40	Polk Co. Johnston	unpaved paved	15,500 10,000	34,900 400,000	
41	Johnston Johnston IDNR	paved catwalk	5,000 300	200,000 ? 150,900	Des Moines River Sycamore Access (see table D-11)

TABLE D-2 (Cont'd)

<u>Map No.</u>	<u>Local Sponsor</u>	<u>Trail Surface</u>	<u>Segment Length (ft)</u>	<u>Segment Cost (\$)</u>	<u>Notes</u>
42	Des Moines	paved	4,500	180,000	Des Moines River Flint Access (see table D-12) D M Staging Area (see table D-13)
	Des Moines	bridge (deck)	300	15,000	
	IDNR			81,000	
	IDNR			143,500	
	Johnston	paved	13,000	520,000	
	Johnston	bridge (deck)	200	10,000	
43	Polk Co.	unpaved	3,000	6,800	Beaver Creek
	Polk Co.	paved	12,000	480,000	
44	Des Moines	paved	42,500	1,700,000	Raccoon River
	Des Moines	bridge	25	137,500	
45	Des Moines	paved	26,500	1,060,000	
	Pleasant Hill	paved	2,500	100,000	
46	Pleasant Hill	paved	4,000	160,000	
47	Des Moines	paved	500	20,000	
	IDNR	paved	20,000	800,000	
	W. Des Moines	paved	1,500	60,000	
48	Des Moines	paved	11,000	440,000	
49	Des Moines	paved	19,000	760,000	
	Polk Co.	unpaved	1,000	2,300	
	Pleasant Hill	paved	5,000	200,000	
50	Pleasant Hill	paved	2,500	100,000	
	Polk Co.	paved	10,000	400,000	
	Polk Co.	unpaved	34,000	76,500	
50	Polk Co.	unpaved	10,500	22,500	

TABLE D-2 (Cont'd)

<u>Map No.</u>	<u>Local Sponsor</u>	<u>Trail Surface</u>	<u>Segment Length (ft)</u>	<u>Segment Cost (\$)</u>	<u>Notes</u>
53	Carlisle	unpaved	7,500	16,900	North River
	Carlisle	bridge abut.	200	110,000	
	Polk Co.	unpaved	3,500	7,900	
	Warren Co.	unpaved	20,000	45,000	
54	Polk Co.	unpaved	26,500	59,600	Middle River South River
	Runnells	paved	2,500	100,000	
	Warren Co.	unpaved	19,000	42,800	
	Warren Co.	bridge	100	55,000	
	Warren Co.	bridge	100	55,000	
	Marion Co.	unpaved	3,500	7,900	
55	Marion Co.	unpaved	24,500	55,100	
56	Marion Co.	unpaved	11,000	24,800	
60	Marion Co.	unpaved	5,500	12,400	
61	Marion Co.	unpaved	23,000	51,800	
	IDNR	paved	4,500	180,000	
	Corps	bridge	8,500	?	
62	IDNR	paved	12,000	480,000	
	Corps	paved	11,000	440,000	
63	Corps	paved	2,500	100,000	
66	IDNR	paved	8,500	340,000	Teter Creek
	IDNR	bridge	100	55,000	
	Corps	paved	20,000	800,000	Whitebreast Creek
	Corps	bridge	200	110,000	
	Marion Co.	unpaved	11,500	25,900	

TABLE D-2 (Cont'd)

<u>Map No.</u>	<u>Local Sponsor</u>	<u>Trail Surface</u>	<u>Segment Length (ft)</u>	<u>Segment Cost (\$)</u>	<u>Notes</u>
67	IDNR	paved	8,000	320,000	
	Marion Co.	unpaved	14,500	32,600	
	Corps	paved	45,500	1,820,000	
68	Corps	paved	39,000	1,560,000	
	Marion Co.	paved	6,500	260,000	
70	Marion Co.	unpaved	19,500	43,900	Whitebreast Creek
	Marion Co.	bridge	100	55,000	
71	Marion Co.	unpaved	4,000	9,000	

TABLE D-3

Little Dam Access Costs
Des Moines Recreational River and Greenbelt

Itemized Cost Estimate

a. Boat ramp, concrete	35,000
b. Parking Lot: gravel, 20 cars * \$120.00/car =	2,400
c. Picnic area,	
1. Vault toilets: 2 toilets * \$4,000.00/toilet =	8,000
2. Tables: 4 tables * \$275.00/table =	1,100
3. Grate/grill: 4 grills * \$300.00/grill =	1,200
4. Trash cans: 4 cans * \$130.00/can =	500

Subtotal -	\$48,200
Contingencies (25%) -	\$12,100

Subtotal -	\$60,300
Engineering and Design (7%) -	\$ 4,200
Supervision and Administration (5.5%) -	\$ 3,300

Total -	\$67,800

TABLE D-4

Upper River Access Costs
Des Moines Recreational River and Greenbelt

Itemized Cost Estimate

a. Bulletin board, sheltered	300
b. Parking lot: gravel, 10 car * \$120.00/car =	1,200
c. Signs: 4 signs * \$50.00/sign =	200

Subtotal -	\$1,700
Contingencies (25%) -	\$ 400

Subtotal -	\$2,100
Engineering and Design (7%) -	\$ 100
Supervision and Administration (5.5%) -	\$ 100

Total -	\$2,300

TABLE D-5

Holliday Creek Access Costs
Des Moines Recreational River and Greenbelt

Itemized Cost Estimate

a. Bulletin board, sheltered	300
b. Parking lot: gravel, 10 car * \$120.00/car =	1,200
c. Signs: 4 signs * \$50.00/sign =	200

Subtotal -	\$1,700
Contingencies (25%) -	\$ 400

Subtotal -	\$2,100
Engineering and Design (7%) -	\$ 100
Supervision and Administration (5.5%) -	\$ 100

Total -	\$2,300

TABLE D-6

Lehigh Access Costs
Des Moines Recreational River and Greenbelt

Itemized Cost Estimate

a. Bulletin board, sheltered	300
b. Bench	300
c. Bike rack	500
d. Signs: 4 signs * \$50.00/sign =	200

Subtotal -	\$1,300
Contingencies (25%) -	\$ 300

Subtotal -	\$1,600
Engineering and Design (7%) -	\$ 100
Supervision and Administration (5.5%) -	\$ 100

Total -	\$1,800

TABLE D-7

Deception Hollow Access Costs
Des Moines Recreational River and Greenbelt

Itemized Cost Estimate

a. Bulletin board, sheltered	300
b. Parking lot: gravel, 5 cars * \$120.00/car =	600
c. Signs: 4 signs * \$50.00/sign =	200

Subtotal -	\$1,100
Contingencies (25%) -	\$ 300

Subtotal -	\$1,400
Engineering and Design (7%) -	\$ 100
Supervision and Administration (5.5%) -	\$ 100

Total -	\$1,600

TABLE D-8

Brushy Creek Access Costs
Des Moines Recreational River and Greenbelt

Itemized Cost Estimate

a. Bulletin board, sheltered	300
b. Parking lot: gravel, 5 cars * \$120.00/car =	600
c. Signs: 4 signs * \$50.00/sign =	200

Subtotal -	\$1,100
Contingencies (25%) -	\$ 300

Subtotal -	\$1,400
Engineering and Design (7%) -	\$ 100
Supervision and Administration (5.5%) -	\$ 100

Total -	\$1,600

TABLE D-9

Dayton Access Costs
Des Moines Recreational River and Greenbelt

Itemized Cost Estimate

a. Bulletin board, sheltered	300
b. Bench	300
c. Bike rack	500
d. Signs: 4 signs * \$50.00/sign =	200

Subtotal -	\$1,300
Contingencies (25%) -	\$ 300

Subtotal -	\$1,600
Engineering and Design (7%) -	\$ 100
Supervision and Administration (5.5%) -	\$ 100

Total -	\$1,800

TABLE D-10

Madrid Access Costs
Des Moines Recreational River and Greenbelt

Itemized Cost Estimate

a. Bulletin board, sheltered	300
b. Bench	300
c. Bike rack	500
d. Signs: 4 signs * \$50.00/sign =	200

Subtotal -	\$1,300
Contingencies (25%) -	\$ 300

Subtotal -	\$1,600
Engineering and Design (7%) -	\$ 100
Supervision and Administration (5.5%) -	\$ 100

Total -	\$1,800

TABLE D-11

Sycamore Access Costs
Des Moines Recreational River and Greenbelt

Itemized Cost Estimate

a. Flush toilet	95,000
b. Small shelter	12,000
c. Bulletin board, sheltered	300

Subtotal	- \$107,300
Contingencies (25%)	- \$ 26,800

Subtotal	- \$134,100
Engineering and Design (7%)	- \$ 9,400
Supervision and Administration (5.5%)	- \$ 7,400

Total	- \$150,900

TABLE D-12

Flint Access Costs
Des Moines Recreational River and Greenbelt

Itemized Cost Estimate

a. Road: paved, 1,000 ft * \$52.00/lf =	52,000
b. Parking lot: paved, 10 car * \$500.00/car =	5,000
c. Signs: 6 signs * \$50.00/sign =	300
d. Bulletin board, sheltered	300

Subtotal	- \$57,600
Contingencies (25%)	- \$14,400

Subtotal	- \$72,000
Engineering and Design (7%)	- \$ 5,000
Supervision and Administration (5.5%)	- \$ 4,000

Total	- \$81,000

TABLE D-13

Des Moines Staging Area Costs
Des Moines Recreational River and Greenbelt

Itemized Cost Estimate

a. Flush toilet	95,000
b. Tables: 10 tables * \$275.00/table =	2,800
c. Grate/grill: 10 grills * \$300.00/grill =	3,000
d. Trash cans: 10 cans * \$130.00/can =	1,300

Subtotal -	\$102,100
Contingencies (25%) -	\$ 25,500

Subtotal -	\$127,600
Engineering and Design (7%) -	\$ 8,900
Supervision and Administration (5.5%) -	\$ 7,000

Total -	\$143,500

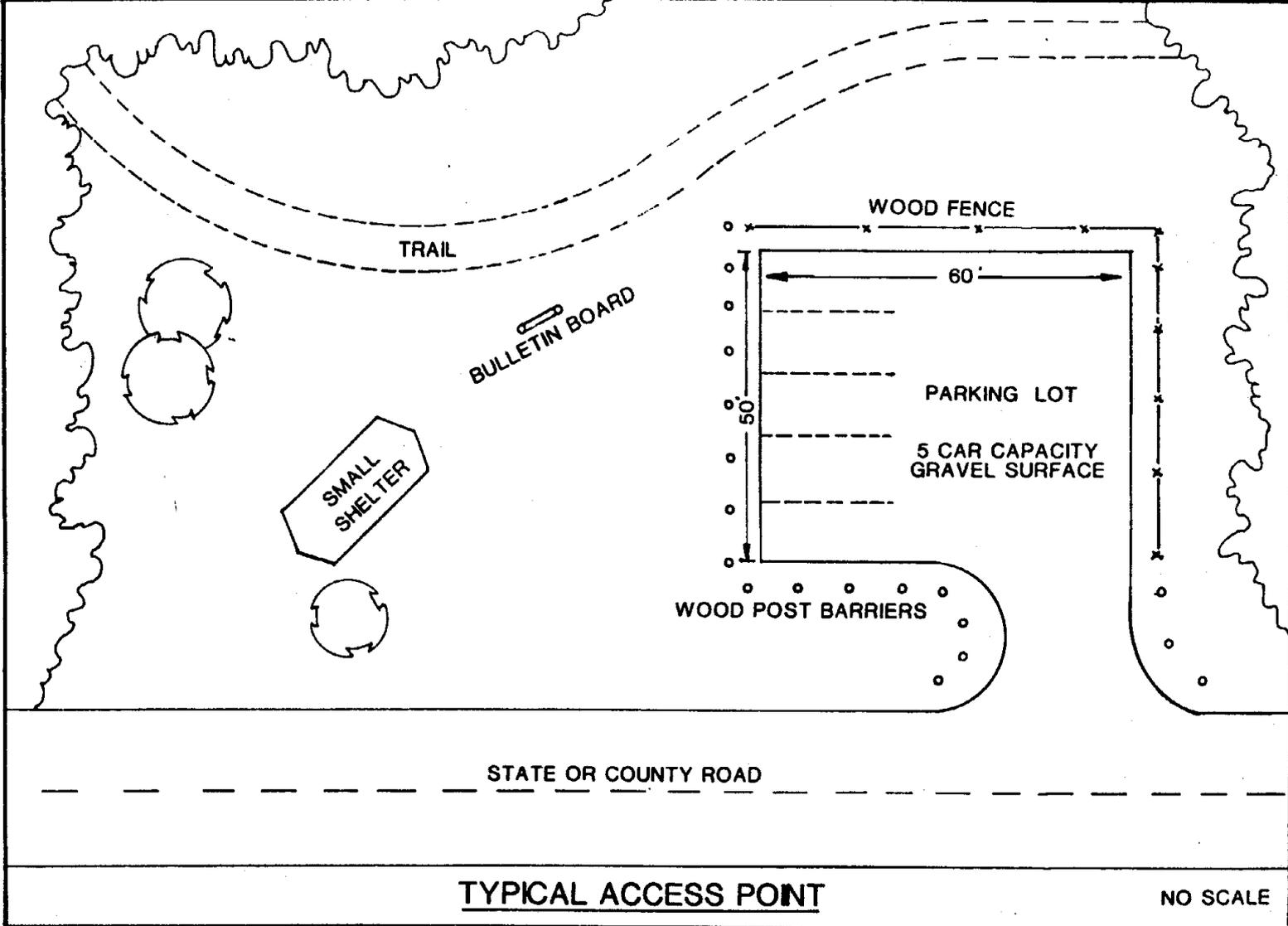


Figure D-1. Typical Trail Access.

TYPICAL ACCESS POINT

NO SCALE

100-PERCENT FEDERAL COMPONENTS

Components of the trail system which could be built at 100-percent Federal expense are listed in table D-14. These trail segments are listed in the approved Lake Red Rock Recreation Resource Master Plan.

The Lake Red Rock trails would have a paved surface suitable for biking and hiking. One of the major obstacles to completing the plan, as shown in the master plan, is crossing Lake Red Rock on the State Highway 14 bridge. The structure is a long, high bridge with 2 lanes of high-speed traffic, and it is not suitable for a bike trail.

TABLE D-14

Greenbelt Multi-Purpose Trail Costs
100-Percent Federal Components
Des Moines Recreational River and Greenbelt

<u>Map No.</u>	<u>Local Sponsor</u>	<u>Trail Surface</u>	<u>Segment Length (ft)</u>	<u>Segment Cost (\$)</u>	<u>Notes</u>
61	Corps	bridge	8,500	?	Des Moines River
62	Corps	paved	11,000	440,000	
63	Corps	paved	2,500	100,000	
66	Corps Corps	paved bridge	20,000 200	800,000 110,000	Whitebreast Creek
67	Corps	paved	45,500	1,820,000	
68	Corps	paved	39,000	1,560,000	

COST SUMMARY FOR THE TRAIL SYSTEM

Cost-shared components of the trail system are listed in table D-15. The cost summary for 100-percent Federal trail components are summarized in table D-16. These costs do not reflect operation, maintenance and replacement costs which would be the responsibility of the local sponsor.

TABLE D-15

Cost Summary For Cost-Shared Trail Components
Des Moines Recreational River and Greenbelt

<u>Local Sponsor</u>	<u>Trail Surface</u>	<u>Length (ft)</u>	<u>Trail Cost (\$)</u>	<u>Bridges</u>	<u>Bridge Cost (\$)</u>
IDNR	paved	69,000	2,760,000	1	55,000
Boone Co.	unpaved	184,500	415,200	1	110,000
Hamilton Co.	unpaved	89,500	201,400	3	192,500
Marion Co.	unpaved	117,000	263,400	1	55,000
Marion Co.	paved	6,500	260,000	1	55,000
Polk Co.	unpaved	153,000	344,300	--	--
Polk Co.	paved	22,000	880,000	--	--
Warren Co.	unpaved	39,000	87,800	2	110,000
Webster Co.	unpaved	275,100	541,400	5	522,600
Boone	paved	15,000	600,000	--	--
Carlisle	unpaved	7,500	16,900	1	55,000
Dayton	unpaved	2,000	4,500	--	--
Des Moines	paved	99,500	3,980,000	2	152,500
Fort Dodge	unpaved	3,000	6,800	--	--
Fraser	unpaved	6,000	13,500	--	--
Johnston	paved	28,000	1,120,000	2	?
Lehigh	paved	10,000	400,000	--	--
Madrid	paved	9,000	360,000	--	--

TABLE D-15 (Cont'd)

<u>Local Sponsor</u>	<u>Trail Surface</u>	<u>Length (ft)</u>	<u>Trail Cost (\$)</u>	<u>Bridges</u>	<u>Bridge Cost (\$)</u>
Pleasant Hill	paved	14,000	560,000	--	--
Runnells	paved	2,500	100,000	--	--
Stratford	unpaved	2,500	5,600	--	--
Webster City	unpaved	9,000	20,200	--	--
W. Des Moines	paved	1,500	60,000	--	--
<hr/>					
Subtotals -	unpaved	888,100	1,921,000		
	paved	277,000	11,080,000		
<hr/>					
Totals -		1,165,100	13,001,000	20	1,307,600

TABLE D-16

Cost Summary For 100-Percent Federal Trail Components
Des Moines Recreational River and Greenbelt

<u>Local Sponsor</u>	<u>Trail Surface</u>	<u>Length (ft)</u>	<u>Trail Cost (\$)</u>	<u>Bridges</u>	<u>Bridge Cost (\$)</u>
Corps	paved	118,000	4,720,000	2	?

POTENTIAL RIVER CROSSINGS

Bridges over the major rivers and waterways were surveyed to determine their suitability for multi-purpose trail and scenic road route crossings. A variety of bridge characteristics were surveyed to determine the number of traffic lanes, presence of sidewalks, speed limit, and other factors. An analysis of the data was conducted to produce a value judgment as to the suitability of each bridge for the stated tasks. The key bridge factors for suitability for the scenic road route were load limit and scenery. The main factors considered for trail suitability were safety, surface of the approaching roadway, and proximity to attractions. Potential trail river crossings are listed in tables D-17 through D-23. Photographs of bridges are shown on figures D-2 through D-82.

TABLE D-17

Potential Trail Crossings
Des Moines River
Des Moines Recreational River and Greenbelt

Bridge Name/ Location	See Plate No.	See Figure No.	Type of Traffic	Deck Surface	No. of Lanes	Shoulders (wide/type)	Approx. Length (ft)	Side walk	Speed Limit (mph)	Suitable for Bike Trail?	Suitable for Scenic Road?
U.S. 20 Fort Dodge	1	D-2	highway	paved	4	3 ft (paved)	580	yes	45	Yes: 1 sidewalk, double rail	Yes: lighted
C&NW RR (Below U.S. 20) Fort Dodge.	1	D-3	railroad	rail	---	---	2,600	no	---	No	No
P-59 Kalo	2	D-4	highway	paved	2	none	440	no	30	Yes	Yes
Hill St Lehigh	10	D-5	highway	paved	2	none	420	yes	30	Yes: 1 sidewalk	Yes: lighted
D-54 (Bellville) Webster Co.	15	D-6	highway	paved	2	none	600	no	55	No	Yes: 15 ton
Old C&NW RR (Above St. 175) Webster Co.	17	D-7	railroad	none	---	---	350	no	---	Yes: Need bridge	No
State 175 Webster Co.	17	D-8	highway	paved	2	3 ft (paved)	680	no	55	No	Yes
E-18 Boone Co.	21	D-9	highway	paved	2	none	560	no	55	No	Yes
Fraser Fraser	23	D-10	highway	paved	2	none	600	no	55	No	Yes
Boone & Scenic RR Boone Co.	24	D-11	railroad	rail	---	---	720	no	---	No	No
E-26 Boone Co.	24	D-12	highway	paved	2	3 ft (paved)	700	no	55	No	Yes
Logansport Boone Co.	25	D-13	highway	wooden plank	1	none	700	no	slow	No: gravel road	No: 3 ton
Kate Shelley Boone Co.	25	D-14	railroad	rail	---	---	2,640	no	---	No	No
Old U.S. 30 Boone Co.	26	D-15	highway	paved	2	none	600	no	55	No	Yes

TABLE D-17 (Cont'd)

Bridge Name/ Location	See Plate No.	See Figure No.	Type of Traffic	Deck Surface	No. of Lanes	Shoulders (wide/type)	Approx. Length (ft)	Side walk	Speed Limit (mph)	Suitable for Bike Trail?	Suitable for Scenic Road?
U.S. 30 Boone Co.	26	D-16	highway	paved	4	3 ft (paved)	700	no	55	No	Yes
E-57 Boone Co.	30	D-17	highway	paved	2	3 ft (paved)	680	no	55	No	Yes
State 210 Boone Co.	34	D-18	highway	paved	2	10 ft (paved)	980	no	55	Yes	Yes
C&NW RR (Below St. 210) Boone Co.	34	D-19	railroad	rail	---	---	2,400	no	---	No	No
State 17 Boone/Dallas Co.	36	D-20	highway	paved	2	3 ft (paved)	920	no	55	No	No
S & V Polk Co.	38	D-21	highway	paved	2	3 ft (paved)	4,920	no	45	No	No
Saylorville Dam Polk Co.	40/41	D-22	highway	paved	2	3 ft (gravel)	5,400	no	25	Yes: need safety signs	Yes
NW 66th Ave. Polk Co.	41	D-23	highway	paved	2	3 ft (paved)	660	no	45	No: see proj #802.1	Yes
I-35/80 Polk Co.	42	D-24	highway	paved	4	3 ft (paved)	660	no	55	No	No
U.S. 6 (Euclid Ave.) Des Moines	42	D-25	highway	paved	4	none	560	yes	35	Yes: 2 sidewalks	Yes: lighted
Old RR (Below Euclid Ave.) Des Moines	42	D-26	railroad	rail	---	---	560	no	---	Yes: Need deck, see proj. #802.1	No
6th Avenue Des Moines	43	D-27	highway	paved	4	none	600	yes	30	Yes: 2 sidewalks	Yes: lighted
2nd Avenue Des Moines	43	D-28	highway	paved	4	none	520	yes	30	Yes: 2 sidewalks, double rail	Yes: lighted
University Ave. Des Moines	44	D-29	highway	paved	4	none	160	yes	35	Yes: 2 sidewalks	Yes: lighted

TABLE D-17 (Cont'd)

Bridge Name/ Location	See Plate No.---	See Figure No.---	Type of Traffic	Deck Surface	No. of Lanes	Shoulders (wide/type)	Approx. Length (ft)	Side walk	Speed Limit (mph)	Suitable for Bike Trail?	Suitable for Scenic Road?
I-235 Des Moines	43	D-30	highway	paved	8	none	840	no	55	No	Yes: lighted
Grand Ave Des Moines	43	D-31	highway	paved	5	none	600	yes	25	Yes: 2 sidewalks, double rail	Yes: lighted, parking
Locust St Des Moines	43	D-32	highway	paved	5	none	520	yes	25	Yes: 2 sidewalks	Yes: lighted, one-way, parking
Walnut St Des Moines	43	D-33	highway	paved	5	none	500	yes	25	Yes: 2 sidewalks	Yes: lighted, parking
Court Ave Des Moines	43	D-34	highway	paved	5	none	520	yes	25	Yes: 2 sidewalks	Yes: lighted, one-way, parking
DMU RR (Old N&W RR) Des Moines	43	D-35	railroad	rail	---	---	460	no	---	No	No
Old RI Line Des Moines	43	D-36	railroad	rail	---	---	560	no	---	Yes: Need deck	No
Scott St Des Moines	44	D-37	highway	paved	4	none	780	yes	30	Yes: 1 sidewalk, double rail	Yes: lighted
C&NW RR (Below Scott St.) Des Moines	44	D-38	railroad	rail	---	---	720	no	---	No	No
SE 6th St. Des Moines	44	D-39	highway	paved	4	none	720	yes	30	Yes: 2 sidewalks, double rail, existing trail	Yes: lighted
SE 14th St Des Moines	44	D-40	highway	paved	4	none	730	yes	40	Yes: 2 sidewalks	Yes
C&NW RR (Old CRI&P RR) Below SE. 14th St. Des Moines	44	D-41	railroad	rail	---	---	470	no	---	No	No

TABLE D-17 (Cont'd)

Bridge Name/ Location	See Plate No.	See Figure No.	Type of Traffic	Deck Surface	No. of Lanes	Shoulders (wide/type)	Approx. Length (ft)	Side walk	Speed Limit (mph)	Suitable for Bike Trail?	Suitable for Scenic Road?
State 46 Polk Co.	49	D-42	highway	paved	2	none	580	no	45	No	Yes
N&W RR Marion Co.	54	D-43	railroad	rail	---	---	1,580	no	---	No	No
State 316 Marion Co.	54	D-43	highway	paved	2	3 ft (paved)	1,160	no	55	No	Yes
State 14 Marion Co.	61	D-44	highway	paved	2	3 ft (paved)	5,800	no	55	No	Yes
Red Rock Dam Marion Co.	68	D-45	highway	paved	2	6 ft	6,200	no	45	No	Yes
Foot Bridge (Below Red Rock Dam) Marion Co.	68	D-46	foot	wooden plank	1	none	1,160	no	none	Yes: existing trail	No: Closed to motor vehicles
Harvey Marion Co.	73	D-47	highway	paved/ wooden	1	none	540	no	slow	No: gravel road	Yes
State 92 Marion Co.	see 73	D-48	highway	paved	2	10 ft (paved)	1,000	no	55	No	Yes

TABLE D-18

Potential Trail Crossings
Boone River
Des Moines Recreational River and Greenbelt

Bridge Name/ Location	See Plate No.	See Figure No.	Type of Traffic	Deck Surface	No. of Lanes	Shoulders (wide/type)	Approx. Length (ft)	Side walk	Speed Limit (mph)	Suitable for Bike Trail?	Suitable for Scenic Road?
Old U.S. 20 (Second St.) Webster City	5	D-49	highway	paved	2	none	320	yes	25	Yes: 2 sidewalks	Yes: lighted
Park St Webster City	5	D-50	highway	paved	2	none	300	yes	25	Yes: 2 sidewalks	Yes: lighted
U.S. 20 Hamilton Co.	5	D-51	highway	paved	4	10 ft (paved)	320	no	55	No	Yes
C&NW RR (Below U.S. 20) Hamilton Co.	5	D-52	railroad	rail	---	---	340	no	---	No	No
State 17 Hamilton Co.	5	D-53	highway	paved	2	10 ft (paved)	320	no	55	Yes	Yes
Albright's Hamilton Co.	9	D-54	highway	wooden plank	1	none	200	no	slow	No: gravel road	No: 8 ton
Bever Hamilton Co.	9	D-55	highway	wooden plank	1	none	180	no	slow	No: gravel road	No: 7 ton
Tunnel Mill Hamilton Co.	13	D-56	highway	paved	2	3 ft (paved)	440	no	55	No	Yes
Bells Mill Hamilton Co.	12	D-57	highway	paved	1	none	280	no	slow	Yes	Yes
R-21 (Haskel) Hamilton Co.	16	D-58	highway	paved	2	none	310	no	55	No	Yes
Vegars Webster Co.	15	D-59	highway	paved	1	none	230	no	slow	No: gravel road	No: 3 ton

TABLE D-19

Potential Trail Crossings
North River
Des Moines Recreational River and Greenbelt

<u>Bridge Name/ Location</u>	<u>See Plate No.</u>	<u>See Figure No.</u>	<u>Type of Traffic</u>	<u>Deck Surface</u>	<u>No. of Lanes</u>	<u>Shoulders (wide/type)</u>	<u>Approx. Length (ft)</u>	<u>Side walk</u>	<u>Speed Limit (mph)</u>	<u>Suitable for Bike Trail?</u>	<u>Suitable for Scenic Road?</u>
140th Ave Warren Co.	see 52	D-60	highway	paved	2	none	200	no	40	No: gravel road	Yes
State 5 Warren Co.	52	D-61	highway	paved	2	10 ft (paved)	280	no	55	No	Yes
SE Avon Dr Carlisle	53	D-62	highway	paved	2	none	300	no	25	Yes	Yes
C&NW RR (Below SE. Avon Dr.) Carlisle	53	D-63	railroad	rail	---	---	360	no	---	No	No
Old RR (Below C&NW RR) Carlisle	53	D-64	highway	none	---	---	220	no	---	Yes: needs bridge, see proj. #802.1	No

TABLE D-20

Potential Trail Crossings
Middle River
Des Moines Recreational River and Greenbelt

<u>Bridge Name/ Location</u>	<u>See Plate No.</u>	<u>See Figure No.</u>	<u>Type of Traffic</u>	<u>Deck Surface</u>	<u>No. of Lanes</u>	<u>Shoulders (wide/type)</u>	<u>Approx. Length (ft)</u>	<u>Side walk</u>	<u>Speed Limit (mph)</u>	<u>Suitable for Bike Trail?</u>	<u>Suitable for Scenic Road?</u>
Clarke Warren Co.	see 53	D-65	highway	paved	1	none	200	no	25	No: gravel road	No: 10 ton
State 5 Warren Co.	53	D-66	highway	paved	2	3 ft (paved)	340	no	55	No	Yes
C&NW RR (Below State 5) Warren Co.	53	D-67	railroad	rail	---	---	360	no	---	No	No

TABLE D-21

Potential Trail Crossings
South River
Des Moines Recreational River and Greenbelt

<u>Bridge Name/ Location</u>	<u>See Plate No.</u>	<u>See Figure No.</u>	<u>Type of Traffic</u>	<u>Deck Surface</u>	<u>No. of Lanes</u>	<u>Shoulders (wide/type)</u>	<u>Approx. Length (ft)</u>	<u>Side walk</u>	<u>Speed Limit (mph)</u>	<u>Suitable for Bike Trail?</u>	<u>Suitable for Scenic Road?</u>
Elkhorn St Warren Co.	58	D-68	highway	paved	2	none	250	no	slow	No: gravel road	Yes
State 5 Warren Co.	58	D-69	highway	paved	2	3 ft (paved)	400	no	55	No	Yes

TABLE D-22

Potential Trail Crossings
Raccoon River
Des Moines Recreational River and Greenbelt

<u>Bridge Name/ Location</u>	<u>See Plate No.</u>	<u>See Figure No.</u>	<u>Type of Traffic</u>	<u>Deck Surface</u>	<u>No. of Lanes</u>	<u>Shoulders (wide/type)</u>	<u>Approx. Length (ft)</u>	<u>Side walk</u>	<u>Speed Limit (mph)</u>	<u>Suitable for Bike Trail?</u>	<u>Suitable for Scenic Road?</u>
63rd St Des Moines/West DM	46	D-70	highway	paved	2	none	700	no	50	No	Yes: lighted
C&NW RR (Below 63rd St.) Des Moines	47	D-71	railroad	rail	---	---	400	no	---	No	No
Foot Bridge (Waterworks Park) Des Moines	47	D-72	foot	wooden plank	1	none	400	no	none	Yes: existing trail	No: closed to motor vehicles
Fleur Dr Des Moines	43	D-73	highway	paved	4	none	900	yes	40	Yes: 2 sidewalks, double rail	Yes: lighted
C&NW RR (Below Fleur Dr.) Des Moines	43	D-74	railroad	rail	---	---	400	no	---	No	No
SW 9th St Des Moines	43	D-75	highway	paved	4	none	1000	yes	35	Yes: 1 sidewalk, double rail	Yes: lighted
SW 7th St Des Moines	43	D-76	highway	paved	4	none	900	yes	35	Yes: 1 sidewalk, double rail	Yes: lighted
Jackson St Des Moines	43	D-77	highway	wooden plank	2	none	550	yes	30	Yes: 1 sidewalk, double rail	No: 4 ton
1st Street Des Moines	44	D-78	highway	paved	2	none	600	yes	30	Yes: 2 sidewalks, double rail	Yes: lighted

TABLE D-23

Potential Trail Crossings
Whitebreast Creek
Des Moines Recreational River and Greenbelt

<u>Bridge Name/ Location</u>	<u>See Plate No.</u>	<u>See Figure No.</u>	<u>Type of Traffic</u>	<u>Deck Surface</u>	<u>No. of Lanes</u>	<u>Shoulders (wide/type)</u>	<u>Approx. Length (ft)</u>	<u>Side walk</u>	<u>Speed Limit (mph)</u>	<u>Suitable for Bike Trail?</u>	<u>Suitable for Scenic Road?</u>
State 92 Marion Co.	70	D-79	highway	paved	4	3 ft (paved)	400	no	55	No	Yes
N&W RR (Below State 92) Marion Co.	70	D-80	railroad	rail	---	---	650	no	---	No	No
County Rd Marion Co.	70	D-81	highway	wooden plank	1	none	300	no	slow	No	No: 6 ton
State 14 Marion Co.	66	D-82	highway	paved	2	3 ft (paved)	600	no	55	No	Yes

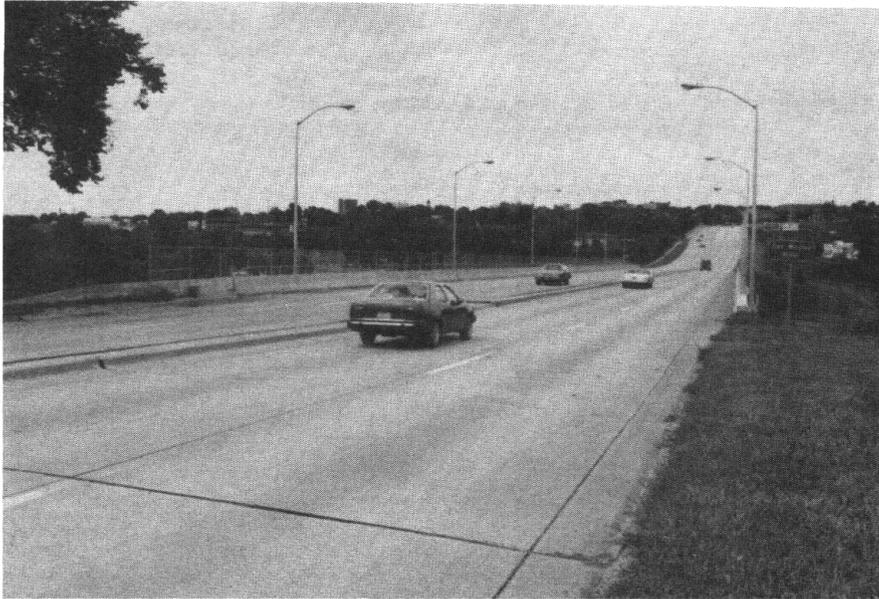


Figure D-2. U.S. Highway 20 Bridge, Des Moines River, Fort Dodge.

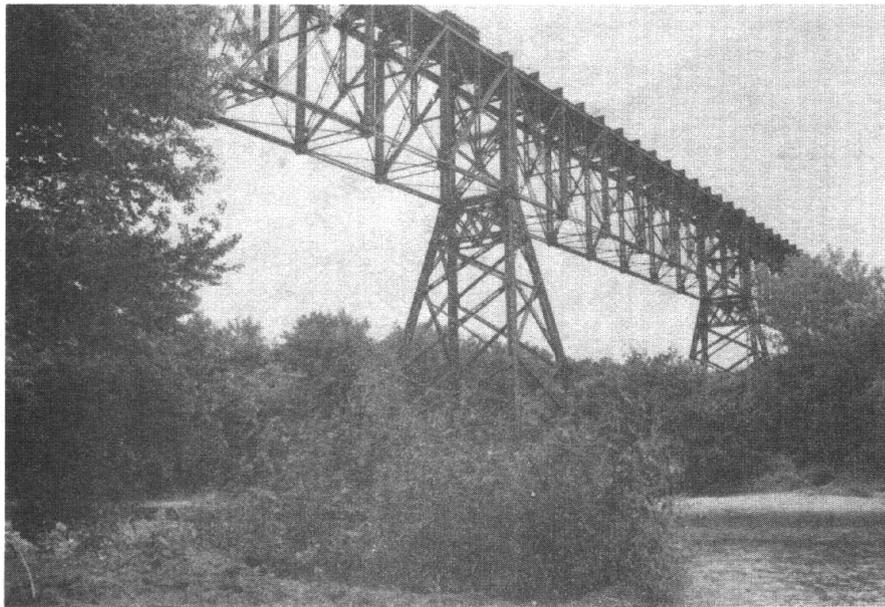
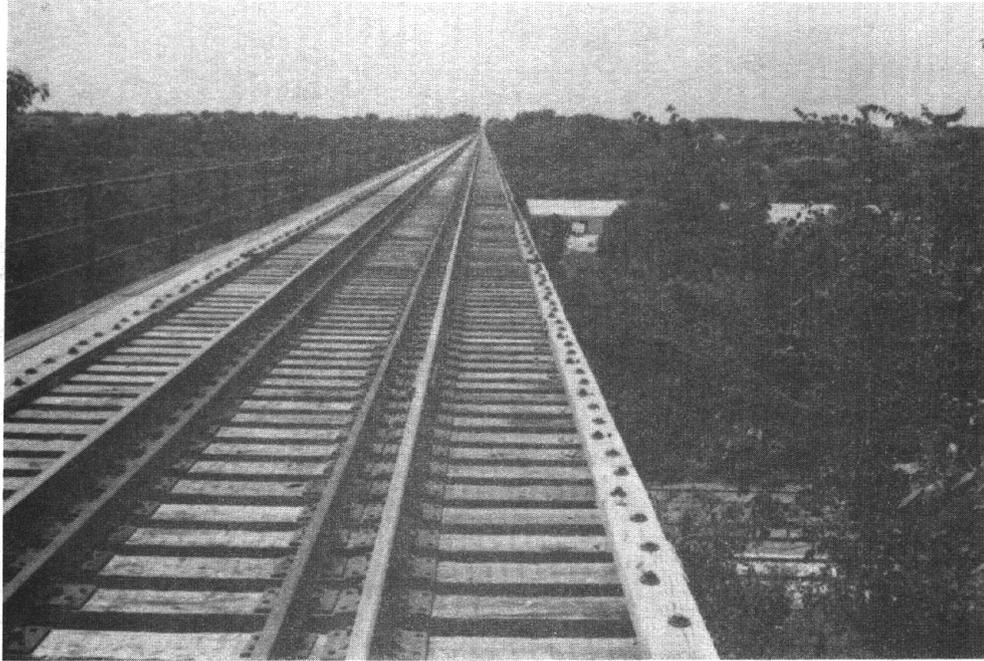


Figure D-3. C&NW RR Bridge (Below U.S. 20), Des Moines River, Fort Dodge.

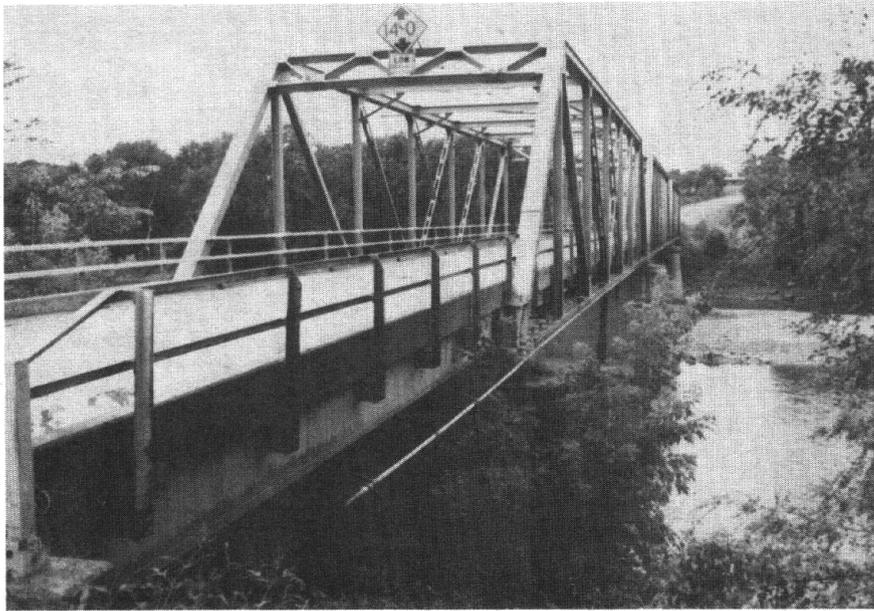


Figure D-4. County Road P-59 Bridge, Des Moines River, Kalo.

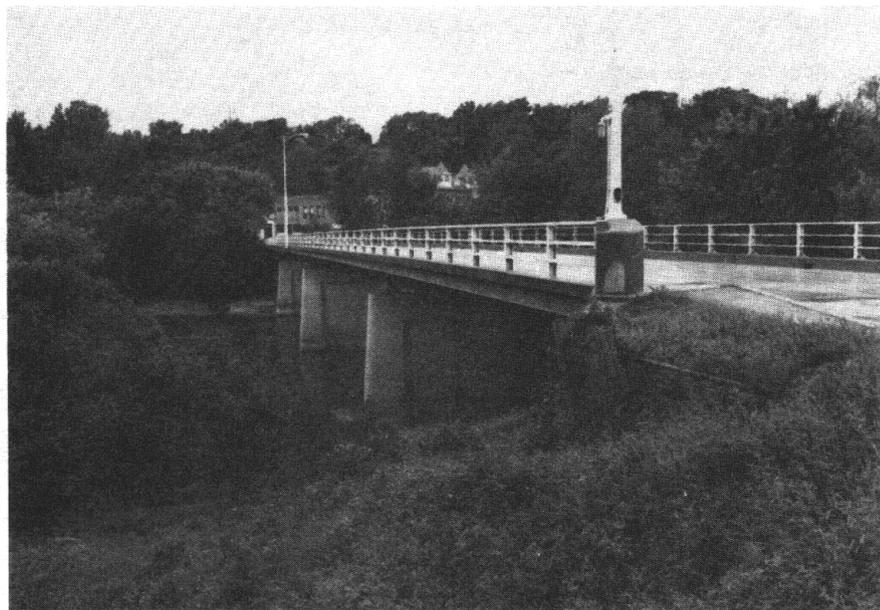
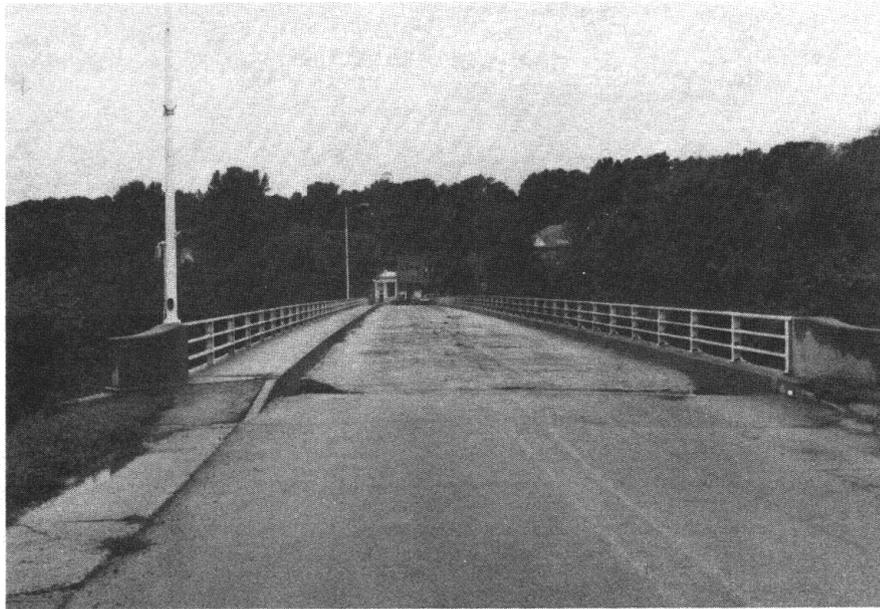


Figure D-5. Hill Street Bridge, Des Moines River, Lehigh.



Figure D-6. County Road D-54 Bridge, Des Moines River, Webster County.

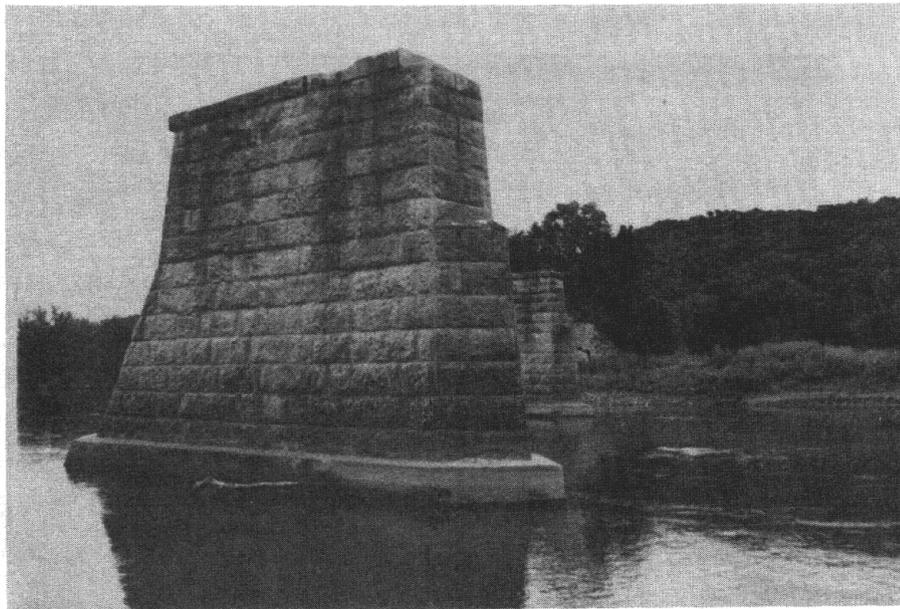
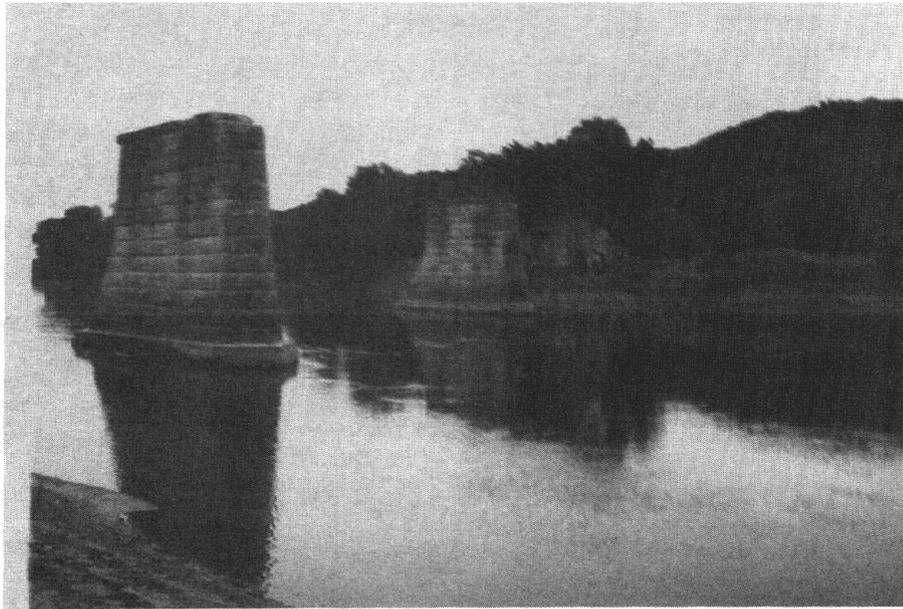


Figure D-7. Old C&NW RR Br. (Above State 175), Des Moines R., Webster Co.

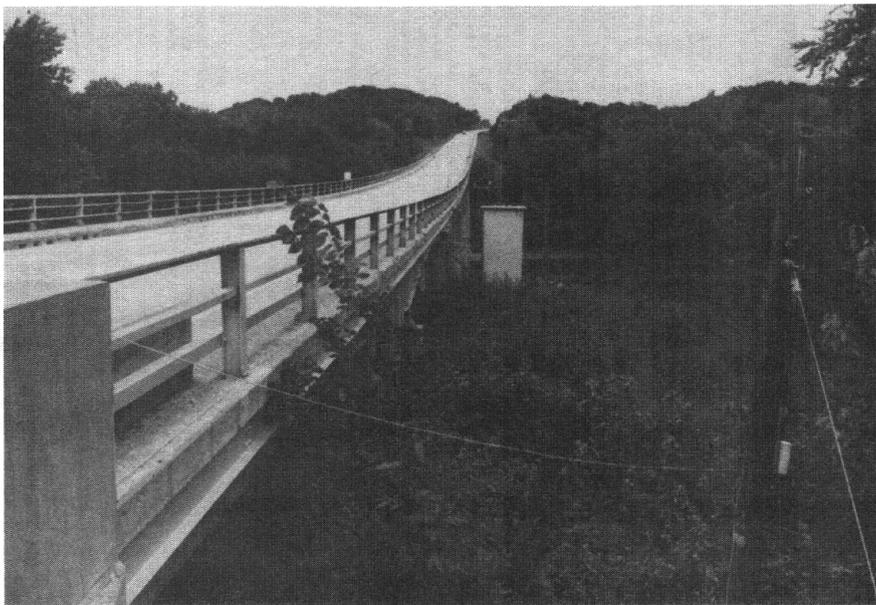
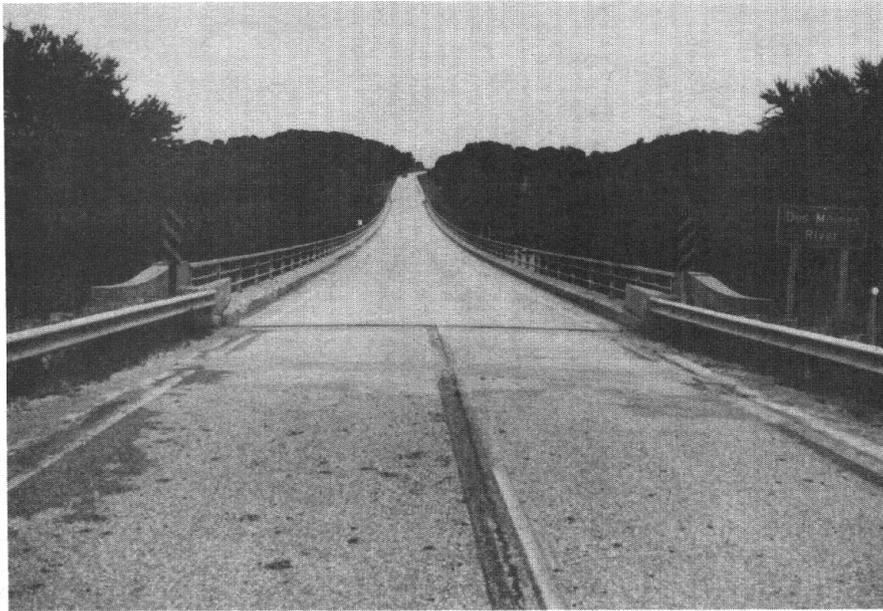


Figure D-8. State Highway 175 Bridge, Des Moines River, Webster County.

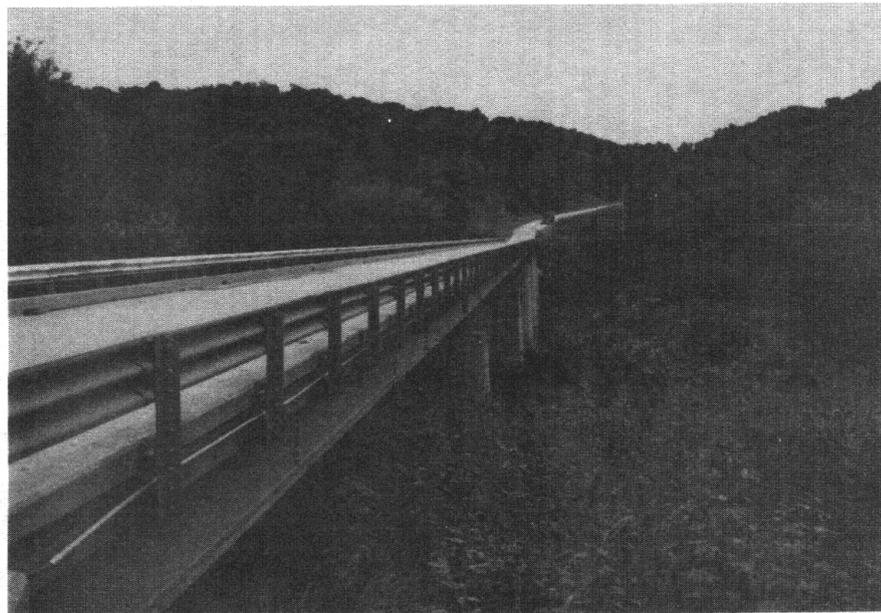
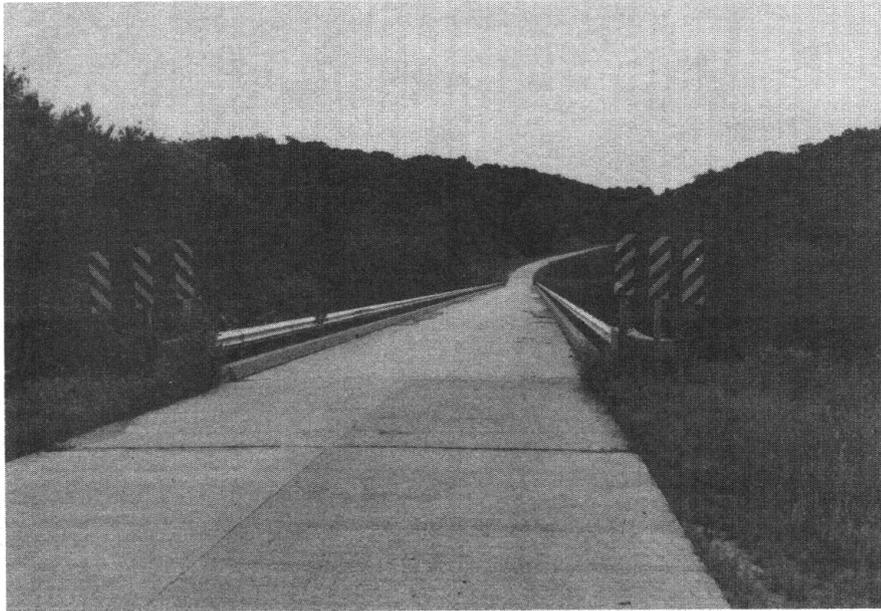


Figure D-9. County Road E-18 Bridge, Des Moines River, Boone County.

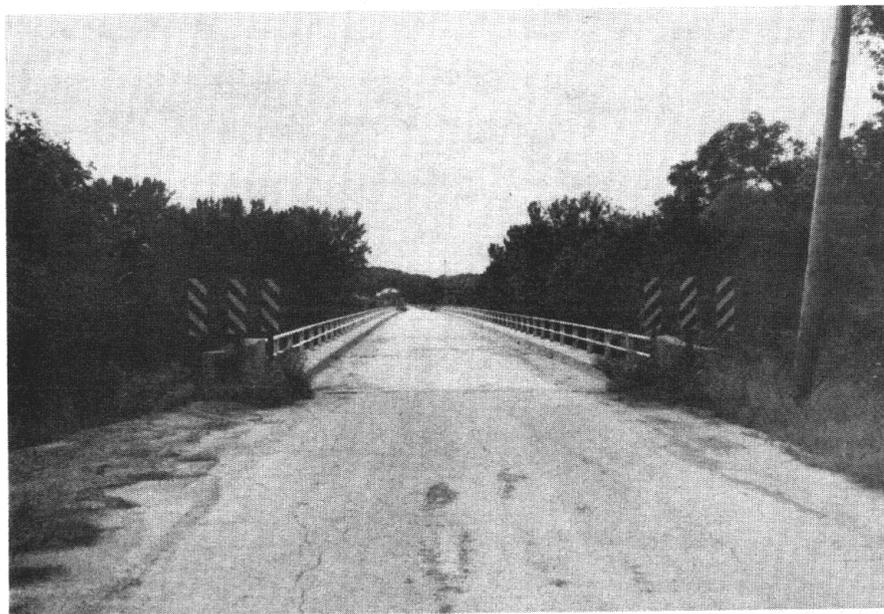


Figure D-10. Fraser Bridge, Des Moines River, Fraser.

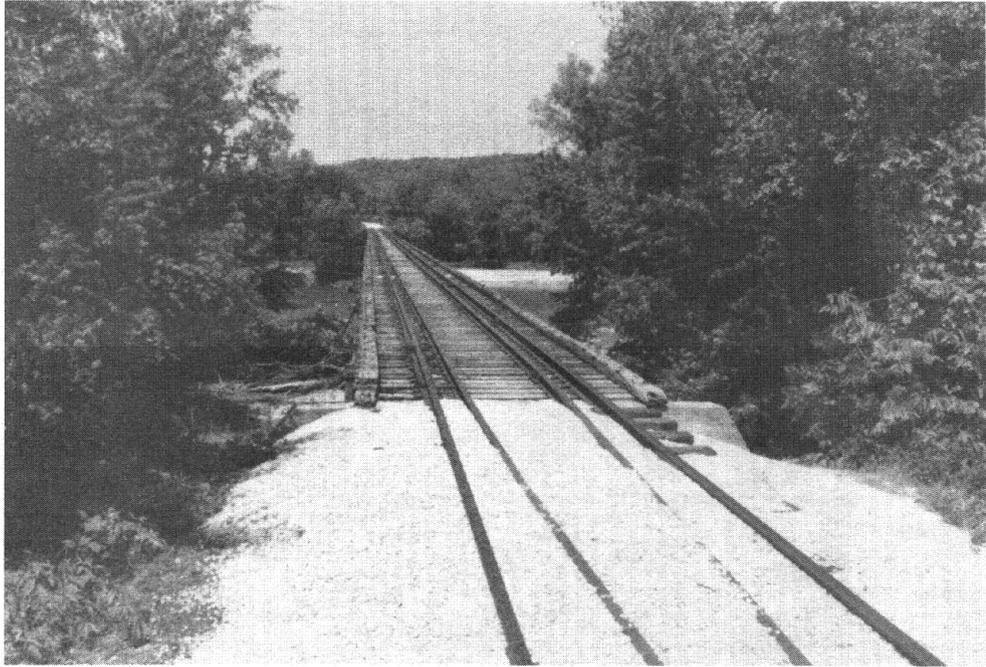


Figure D-11. Boone & Scenic Valley Railroad, Des Moines River, Boone Co.

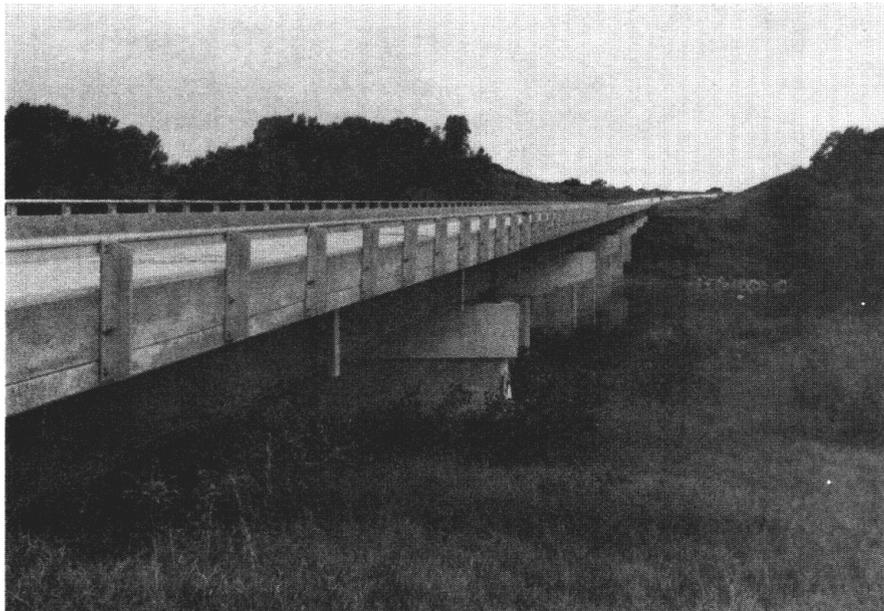


Figure D-12. County Road E-26 Bridge, Des Moines River, Boone County.

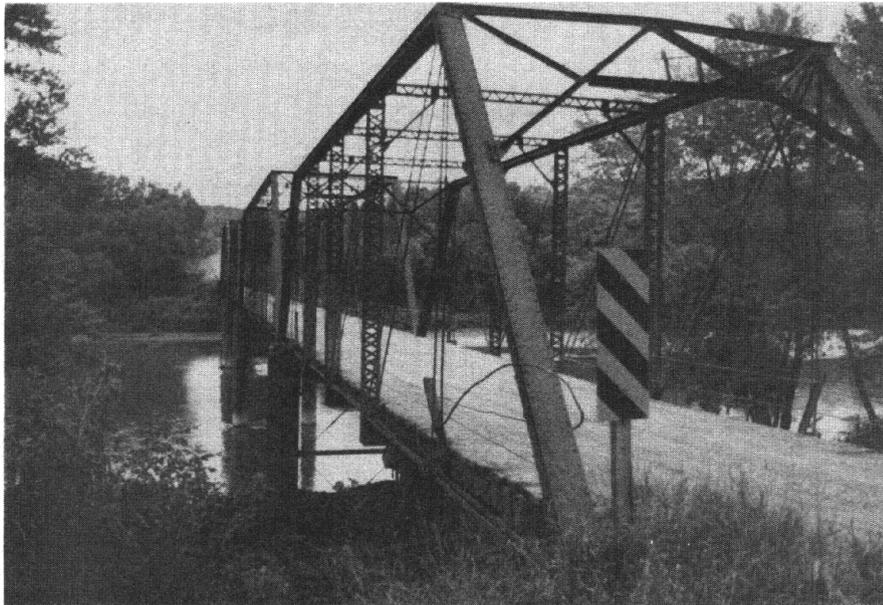


Figure D-13. Logansport Bridge, Des Moines River, Boone County.

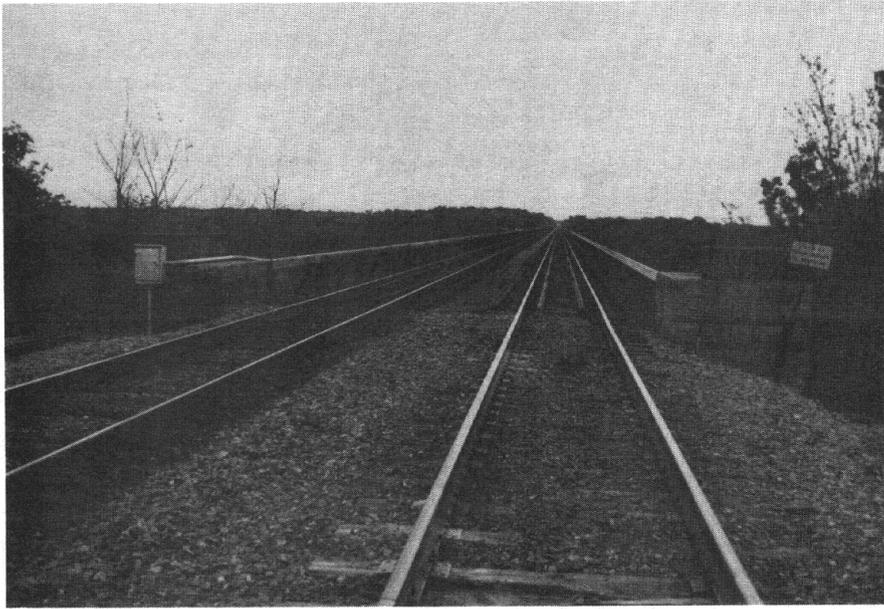


Figure D-14. Kate Shelley Railroad Bridge, Des Moines River, Boone County.

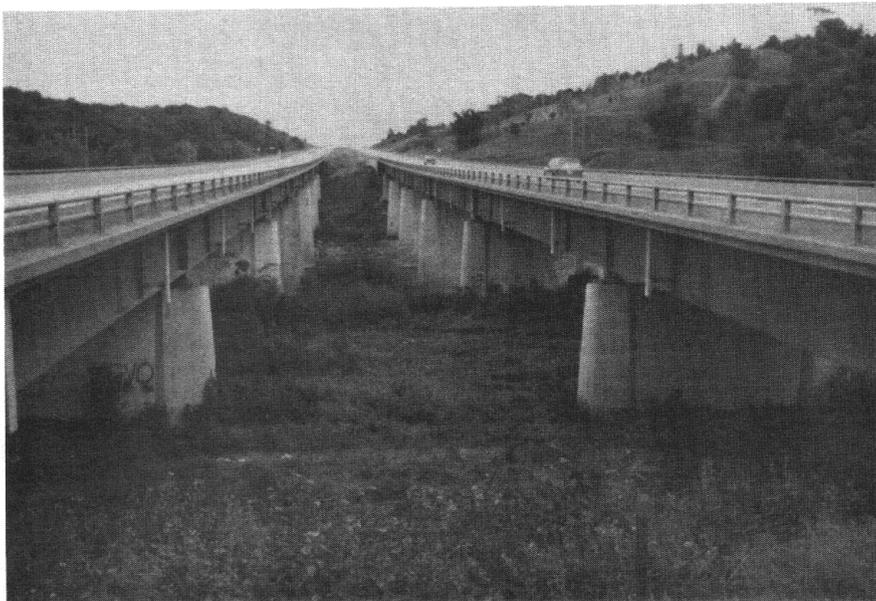
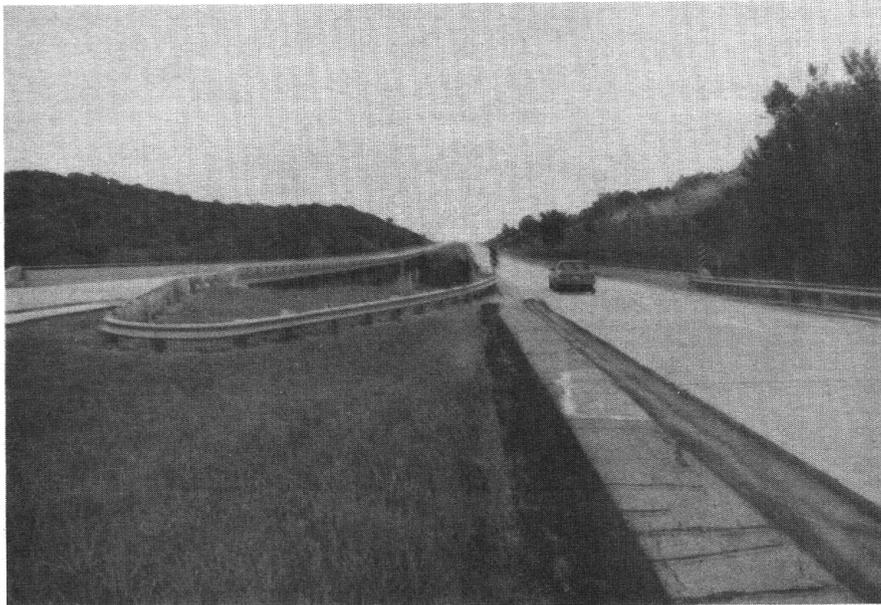


Figure D-16. U.S. Highway 30 Bridge, Des Moines River, Boone County.

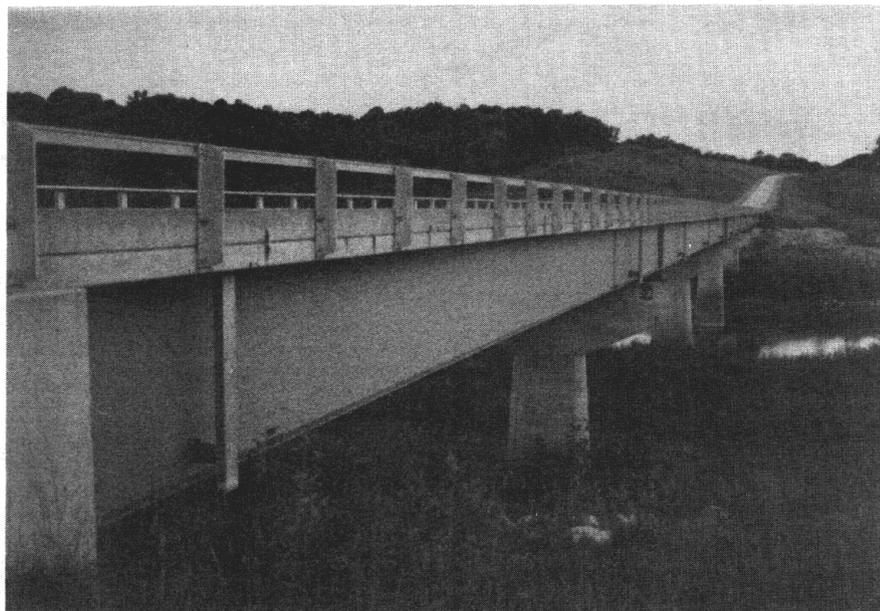


Figure D-17. County Road E-57 Bridge, Des Moines River, Boone County.



Figure D-18. State Highway 210 Bridge, Des Moines River, Boone County.

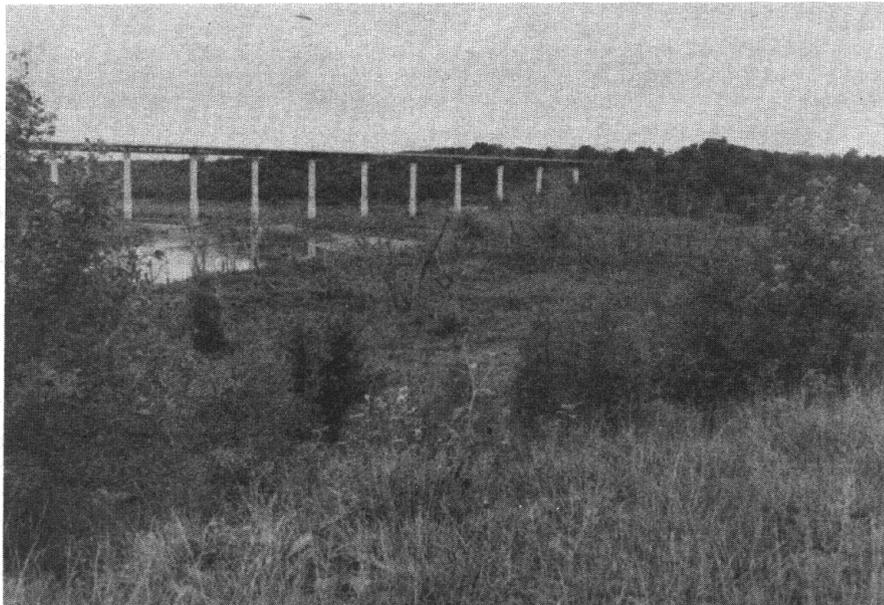
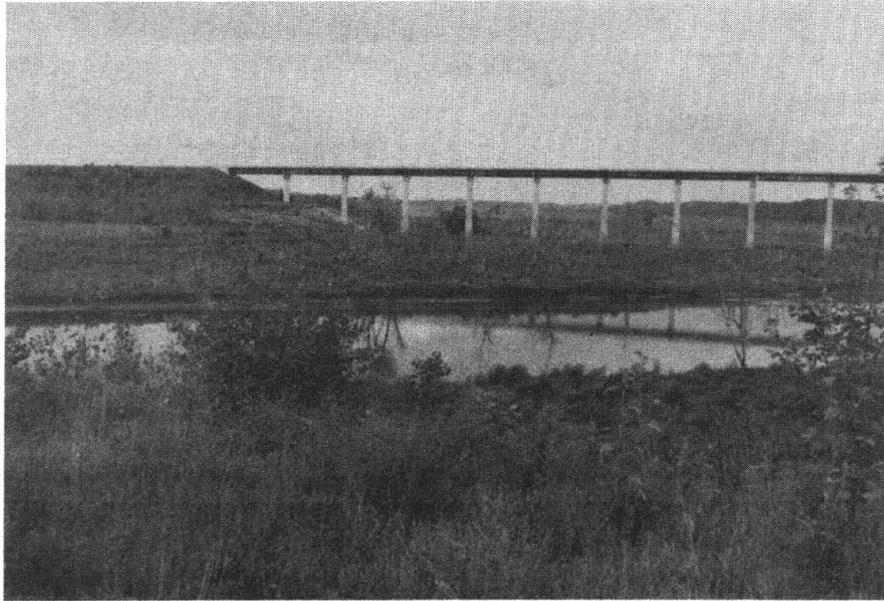


Figure D-19. C&NW RR Bridge (Below State 210), Des Moines River, Boone Co.



Figure D-20. State Highway 17 Bridge, Des Moines River, Boone/Dallas Co.

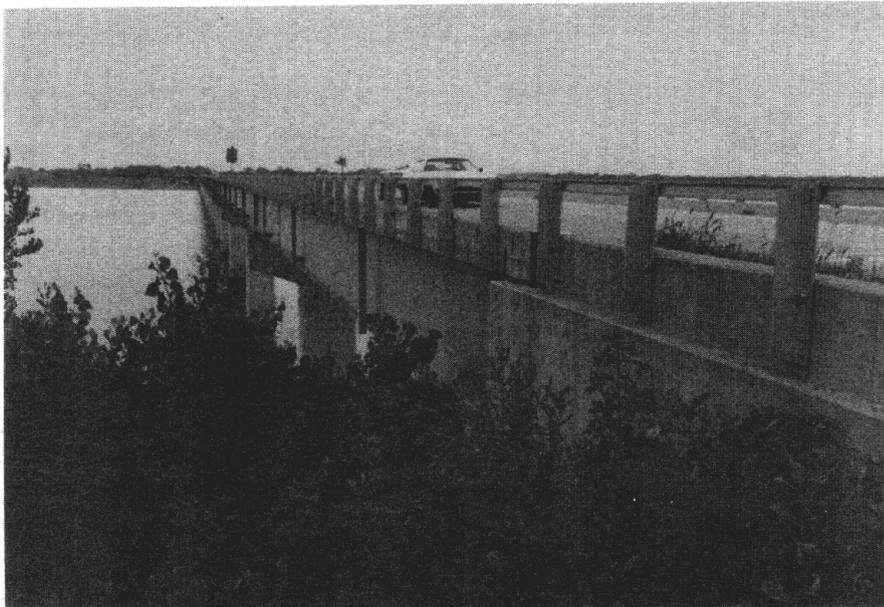


Figure D-21. S&V Bridge, Des Moines River, Polk County.

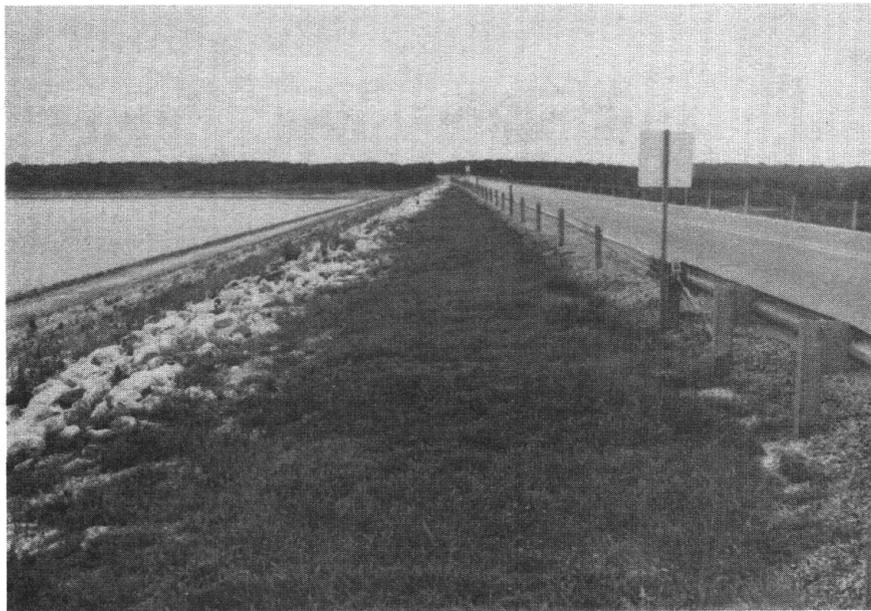
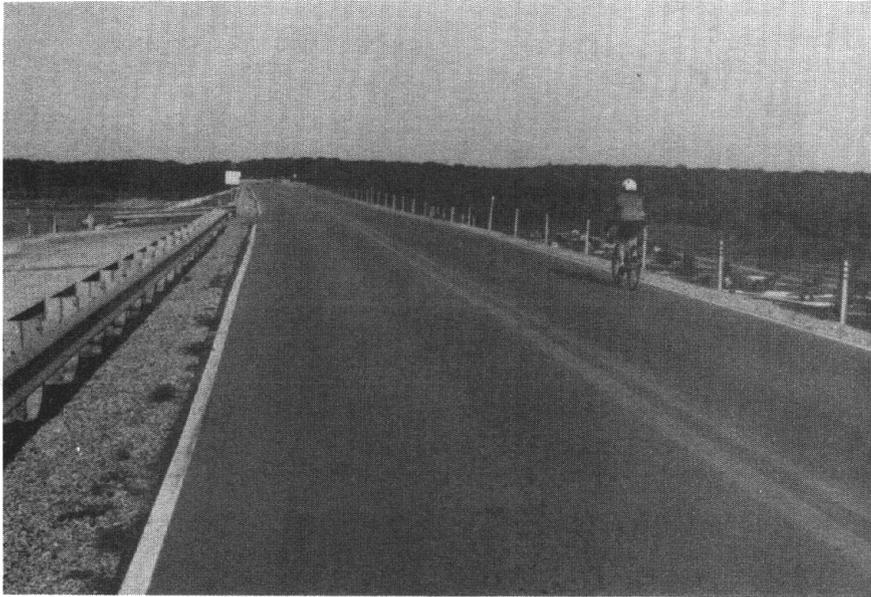


Figure D-22. Saylorville Lake Dam, Des Moines River, Polk County.

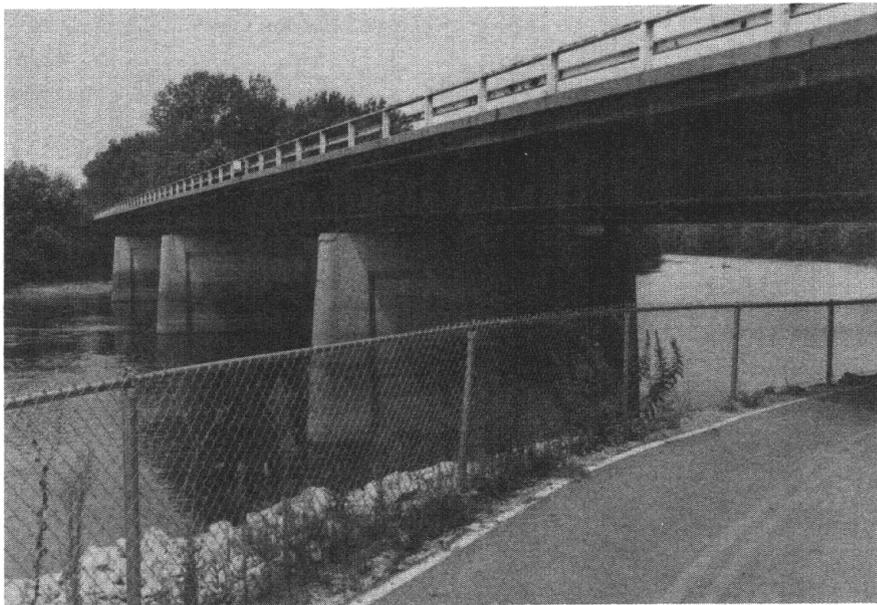
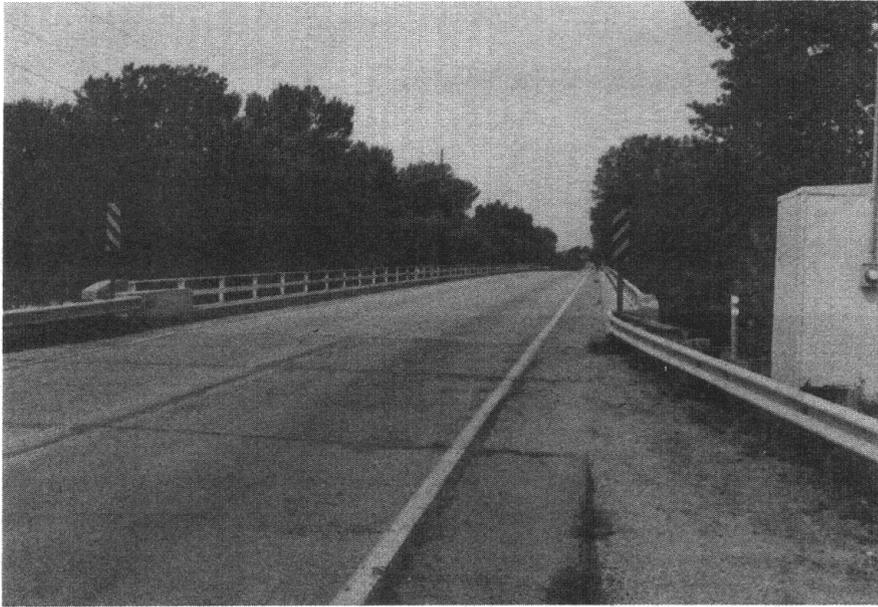


Figure D-23. NW. 66th Street Avenue, Des Moines River, Polk County.

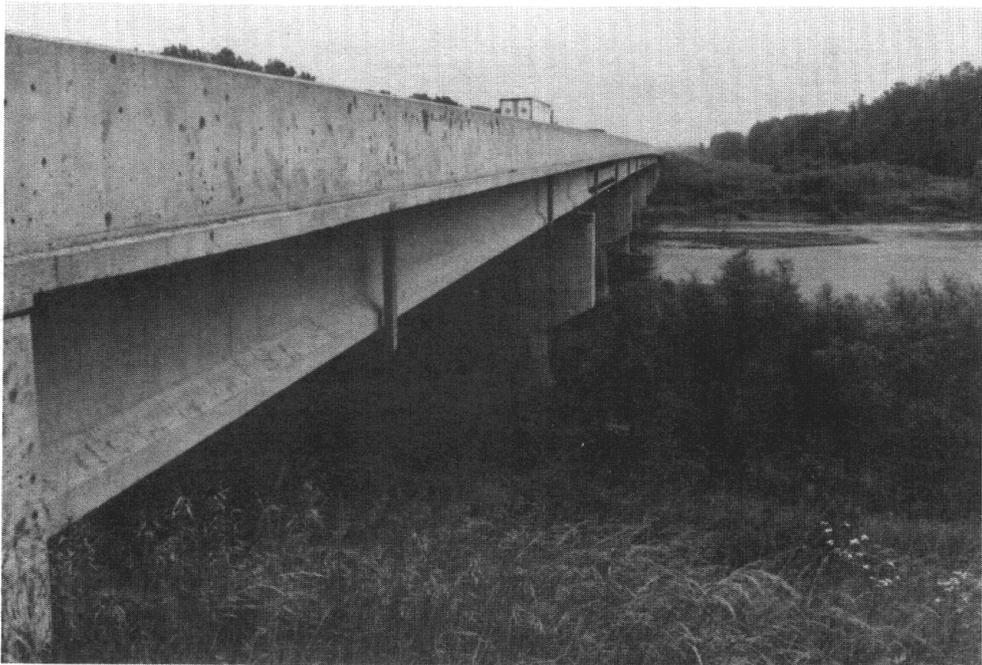
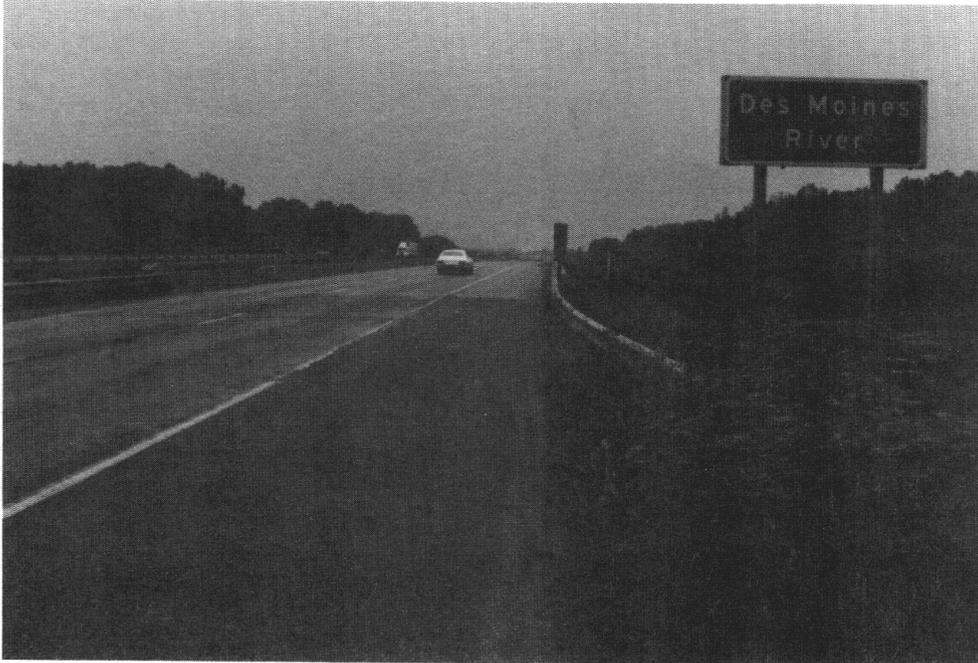


Figure D-24. Interstate Highway 35/80 Bridge, Des Moines River, Polk Co.

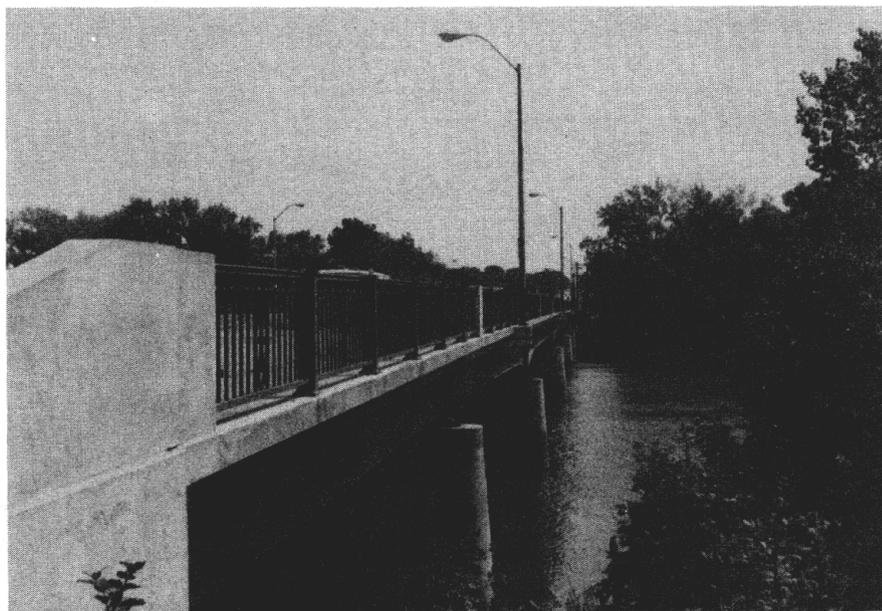
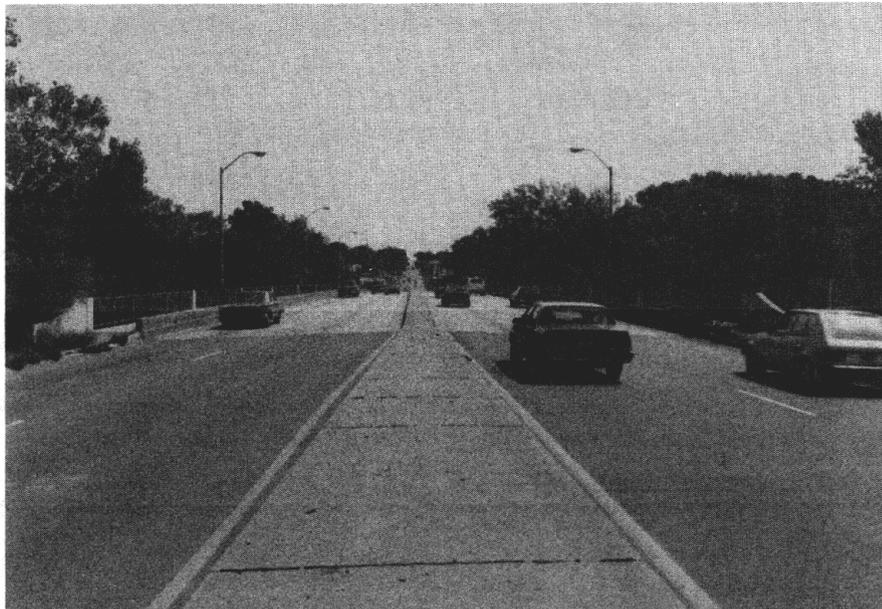


Figure D-25. Euclid Avenue Bridge, Des Moines River, Des Moines.



Figure D-26. Old RR Bridge (Below Euclid Ave.), Des Moines R., Des Moines.

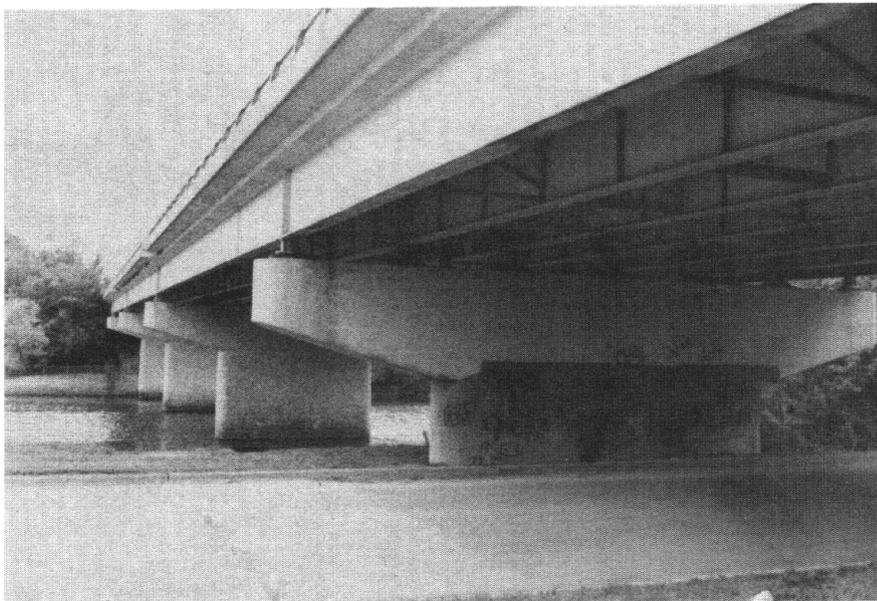


Figure D-27. 6th Avenue Bridge, Des Moines River, Des Moines.

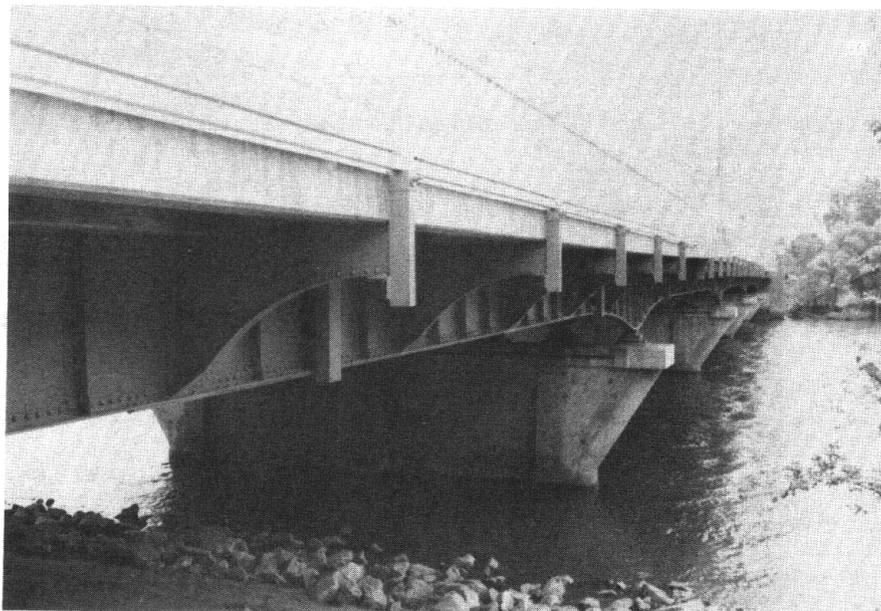


Figure D-28. 2nd Avenue Bridge, Des Moines River, Des Moines.

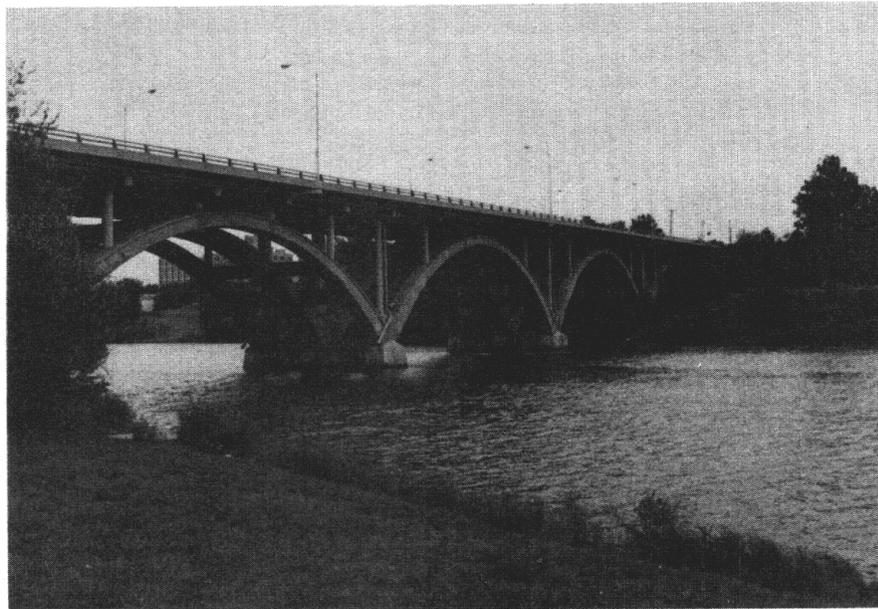


Figure D-29. University Avenue Bridge, Des Moines River, Des Moines.



Figure D-30. Interstate Highway 235 Bridge, Des Moines River, Des Moines.

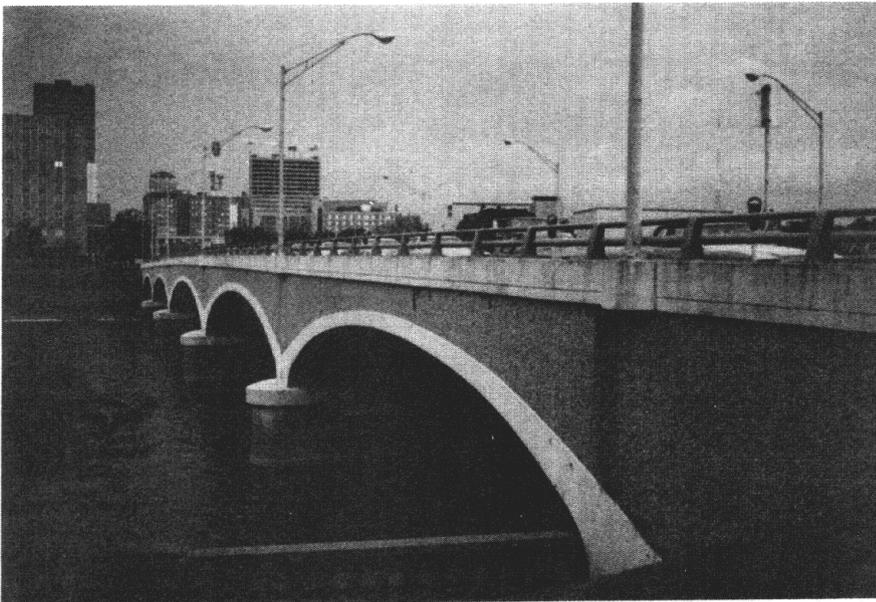


Figure D-31. Grand Avenue Bridge, Des Moines River, Des Moines.

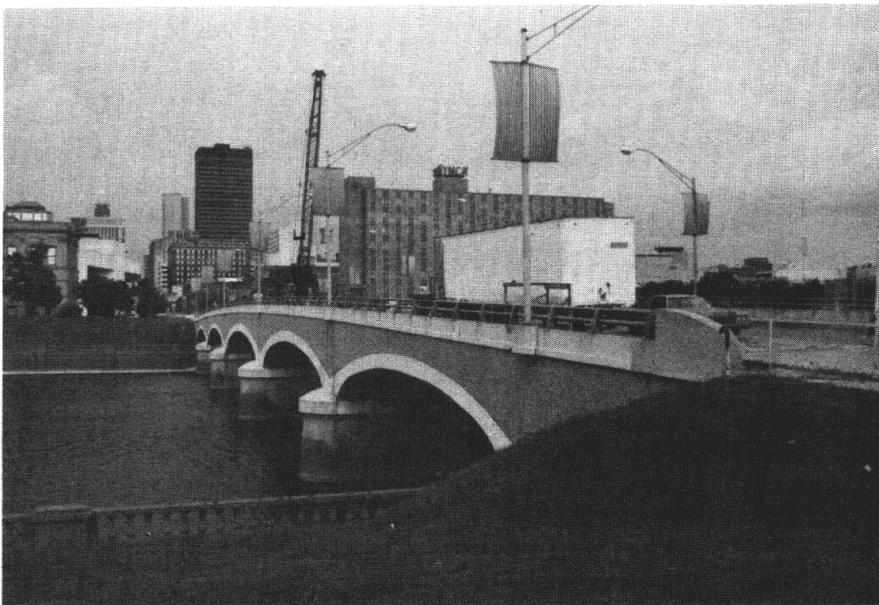


Figure D-32. Locust Street Bridge, Des Moines River, Des Moines.

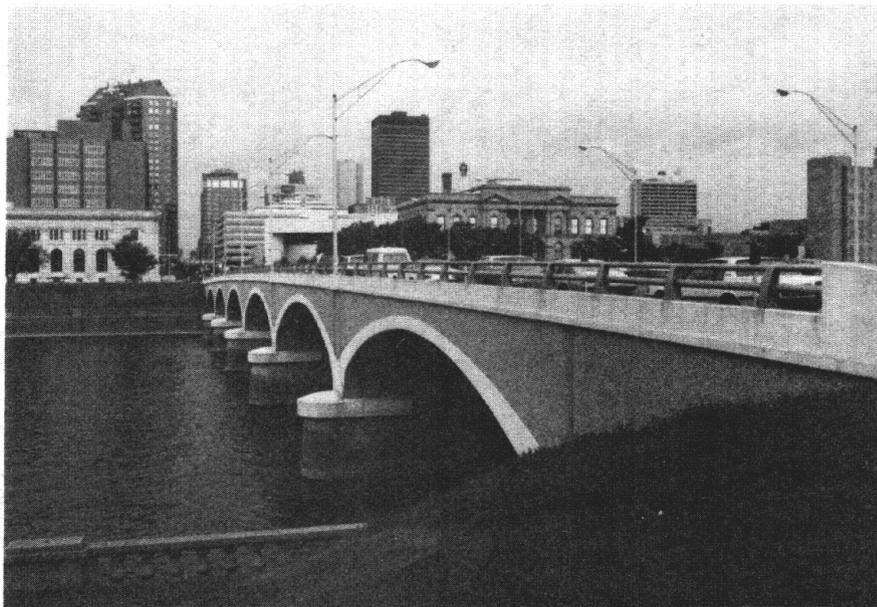


Figure D-33. Walnut Street Bridge, Des Moines River, Des Moines.

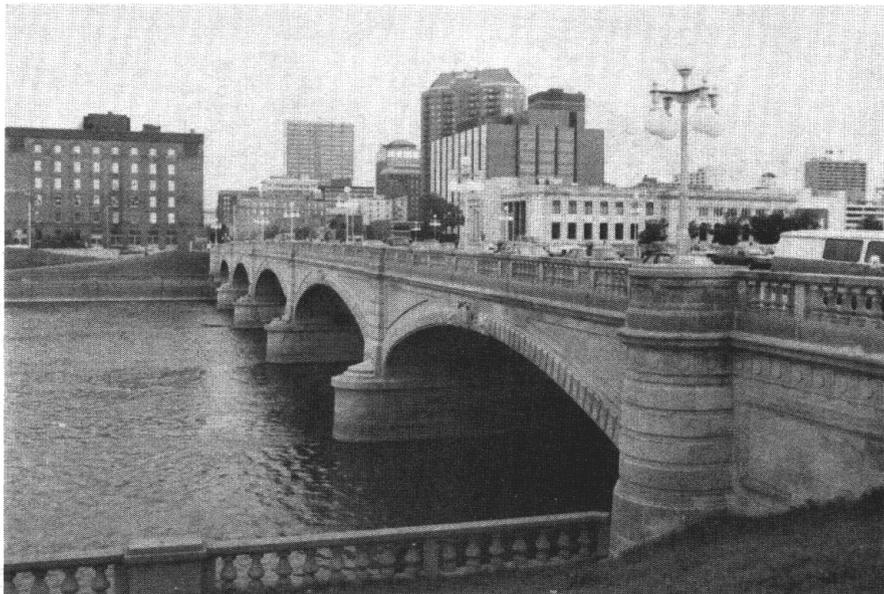


Figure D-34. Court Avenue Bridge, Des Moines River, Des Moines.

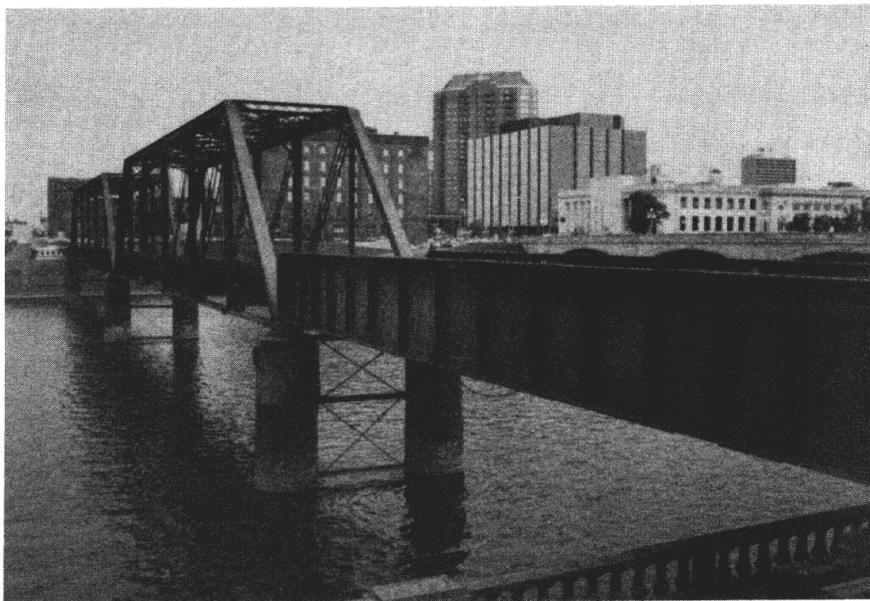
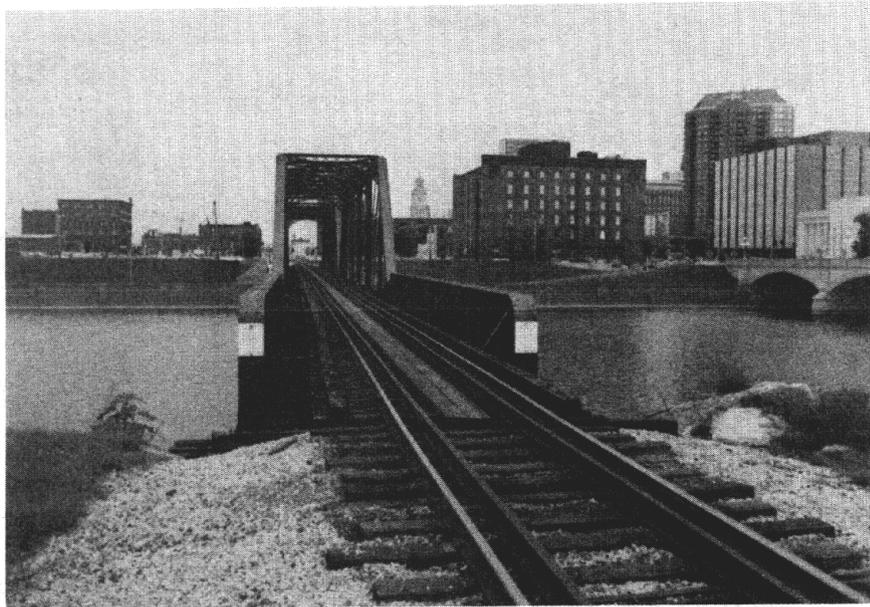


Figure D-35. DMU Railroad Bridge, Des Moines River, Des Moines.

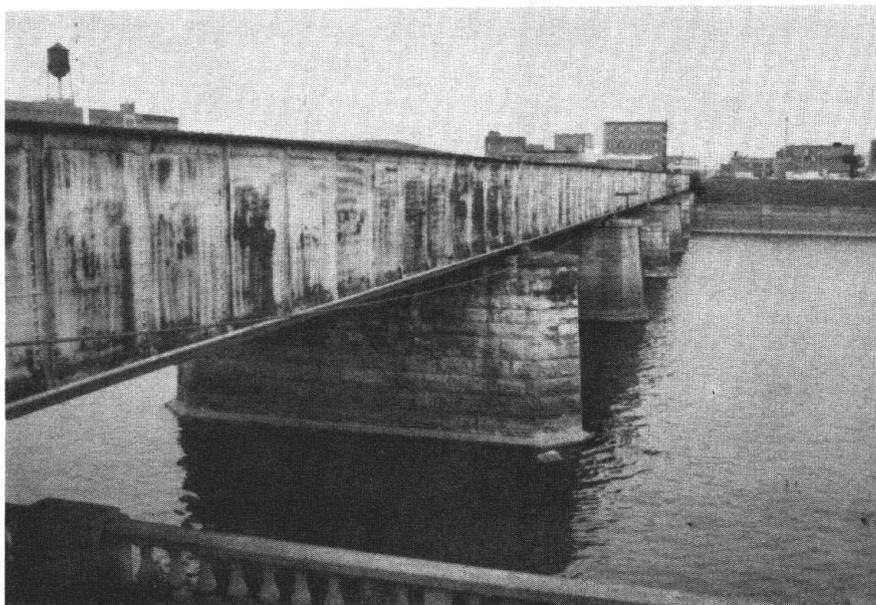
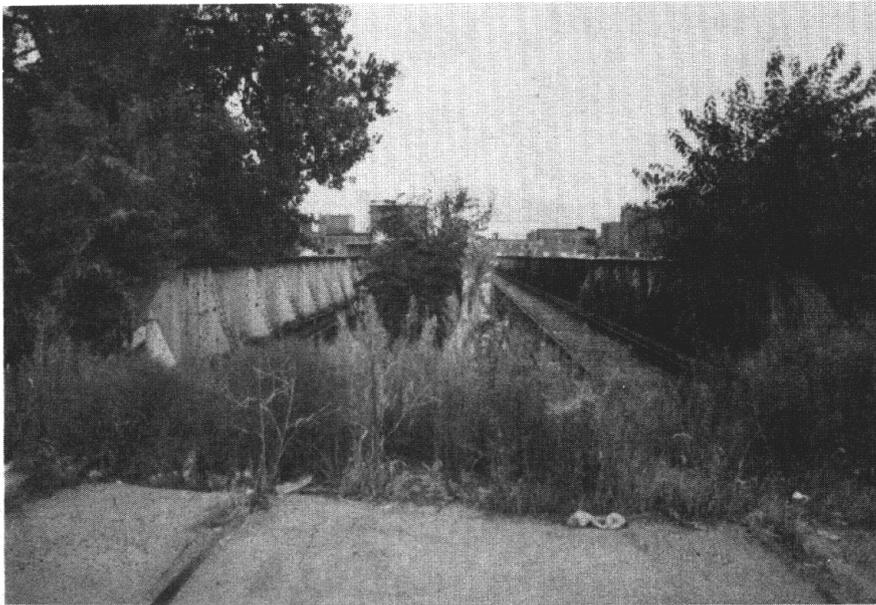


Figure D-36. Old RI Line Railroad Bridge, Des Moines River, Des Moines.



Figure D-37. Scott Street Bridge, Des Moines River, Des Moines.



Figure D-38. C&NW RR Bridge (Below Scott St.), Des Moines R., Des Moines.

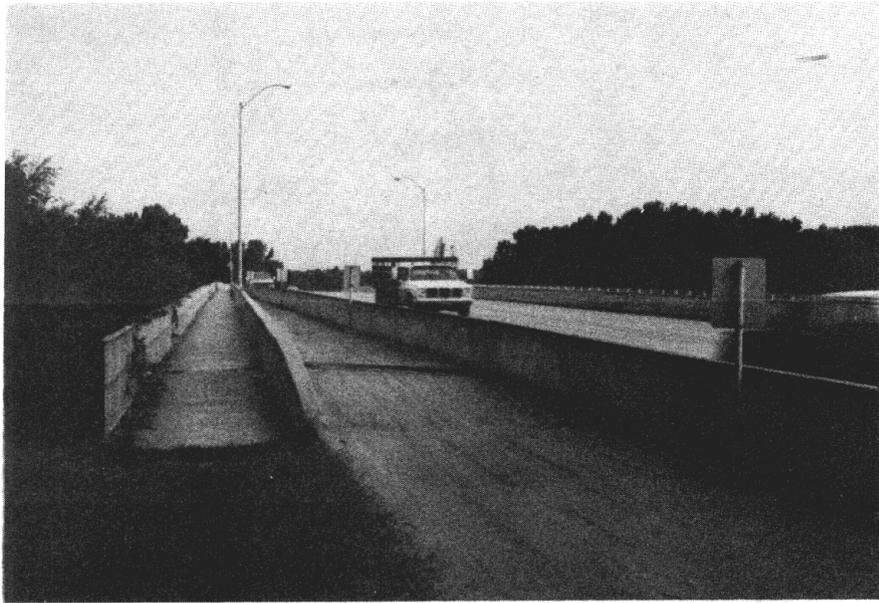


Figure D-39. SE. 6th Street Bridge, Des Moines River, Des Moines.

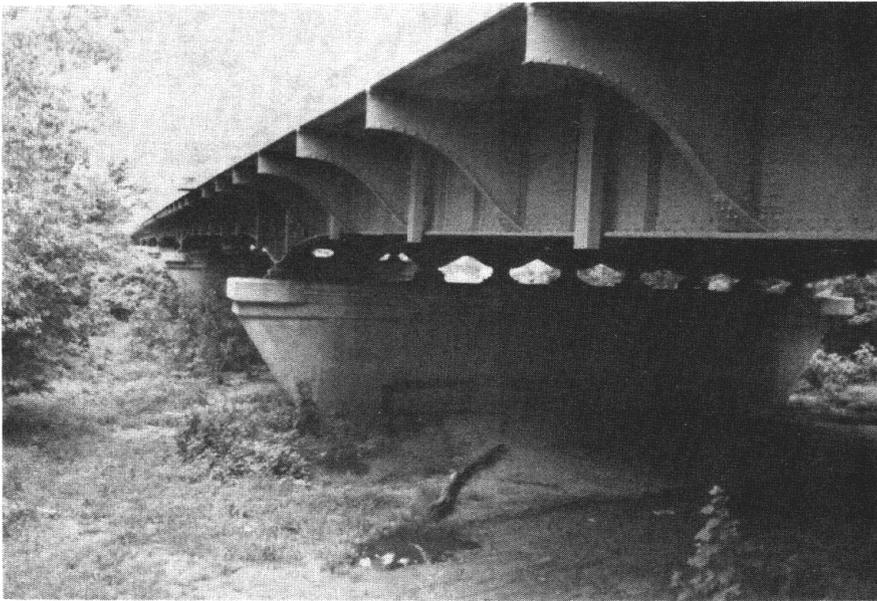


Figure D-40. SE. 14th Street Bridge, Des Moines River, Des Moines.

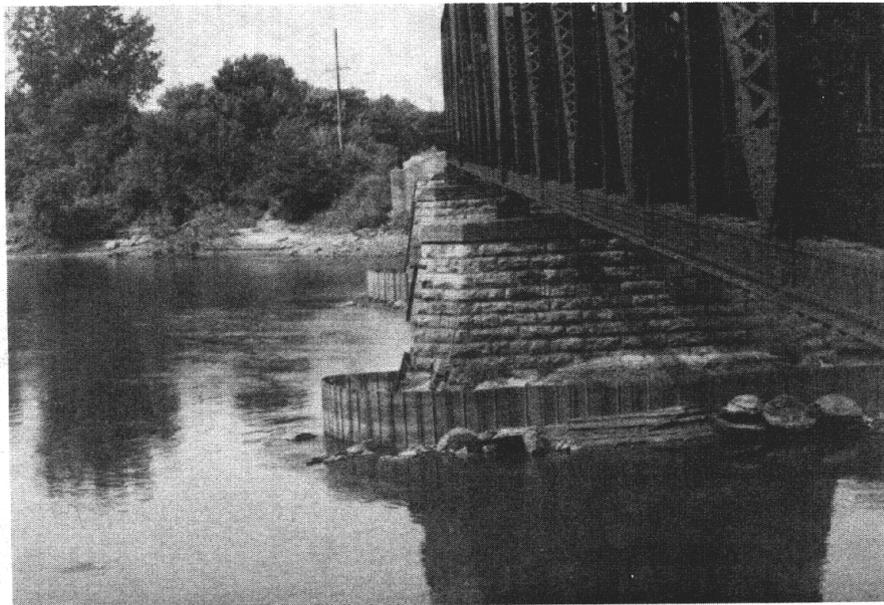


Figure D-41. C&NW RR Br. (Below SE. 14th St.), Des Moines R., Des Moines.



Figure D-42. State Highway 46 Bridge, Des Moines River, Polk County.

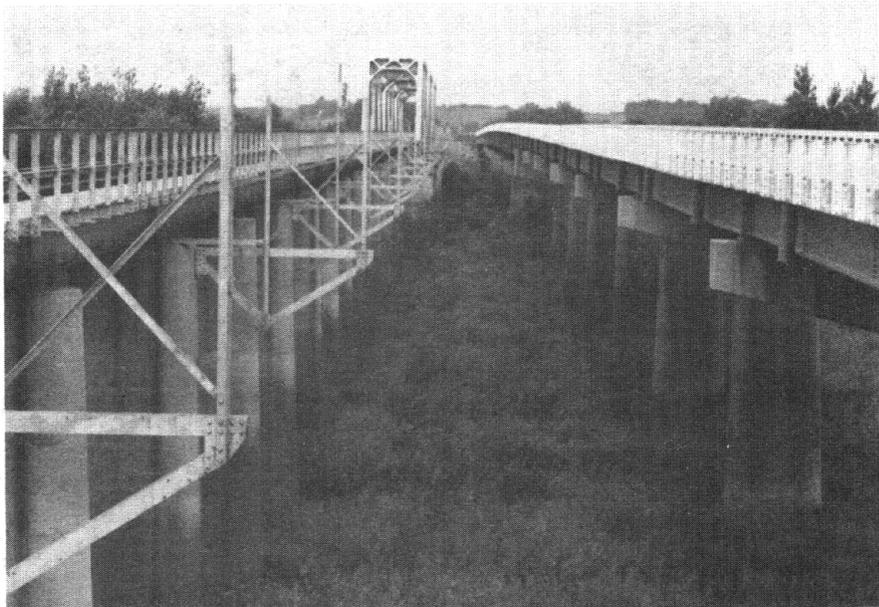
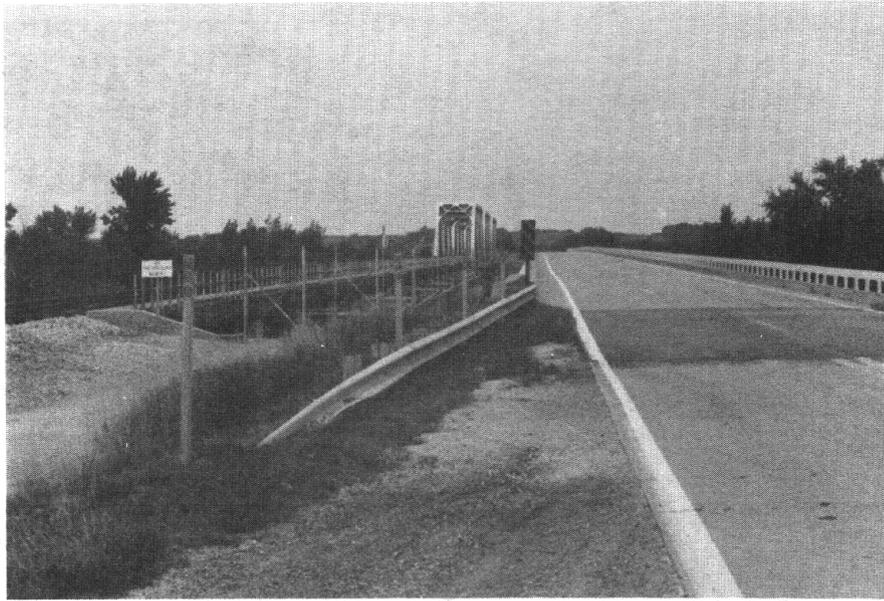


Figure D-43. N&W RR/State Highway 316 Bridges, Des Moines River, Marion Co.

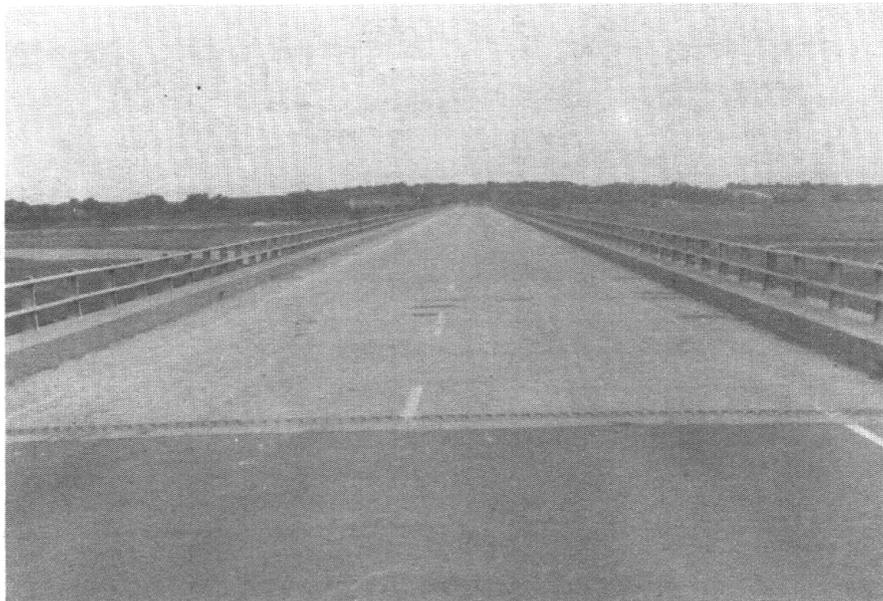


Figure D-44. State Highway 14 Bridge, Des Moines River, Marion County.

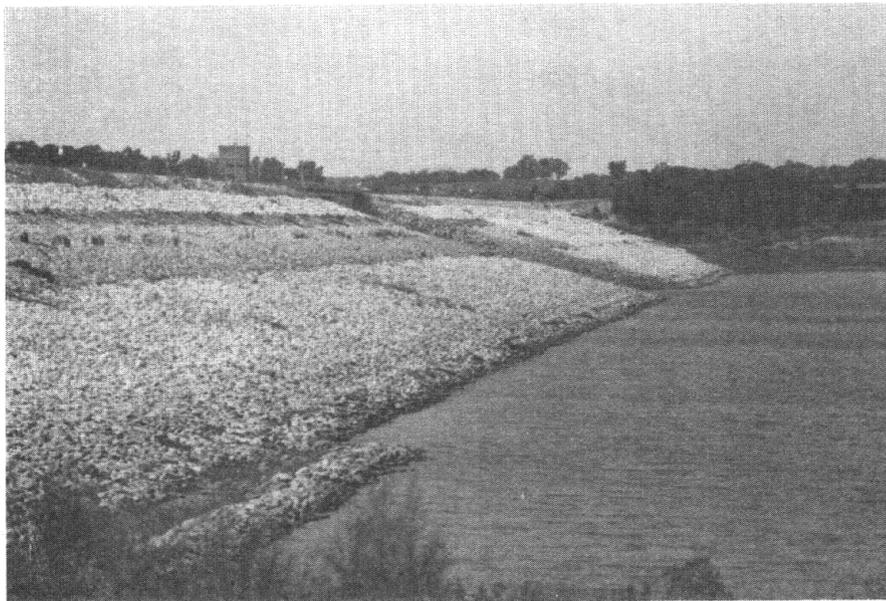


Figure D-45. Red Rock Dam, Des Moines River, Marion County.

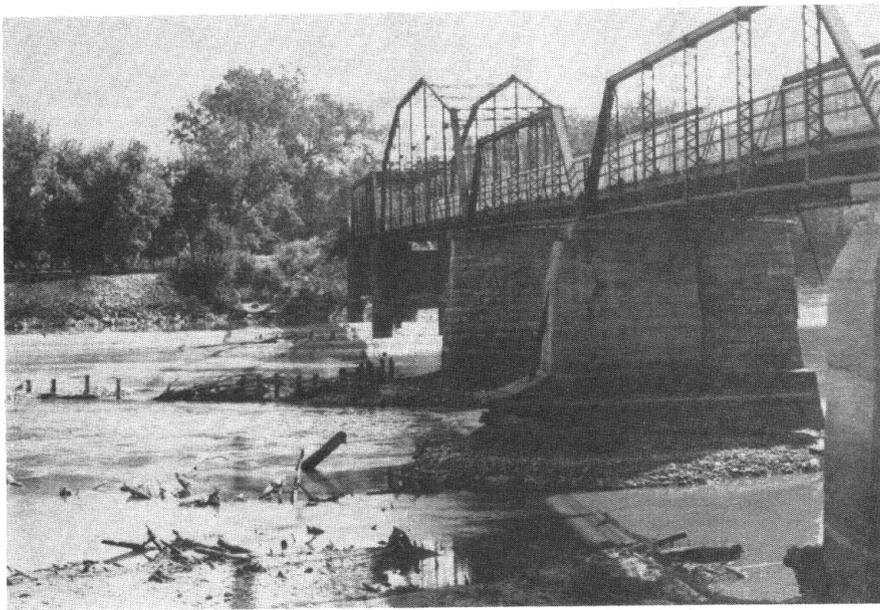
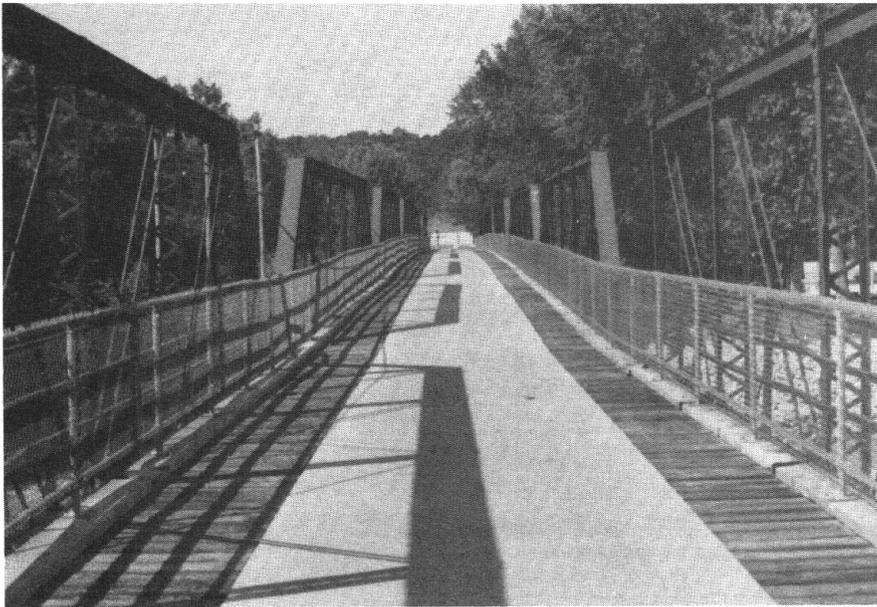


Figure D-46. Foot Bridge (Below Red Rock Dam), Des Moines River, Marion Co.

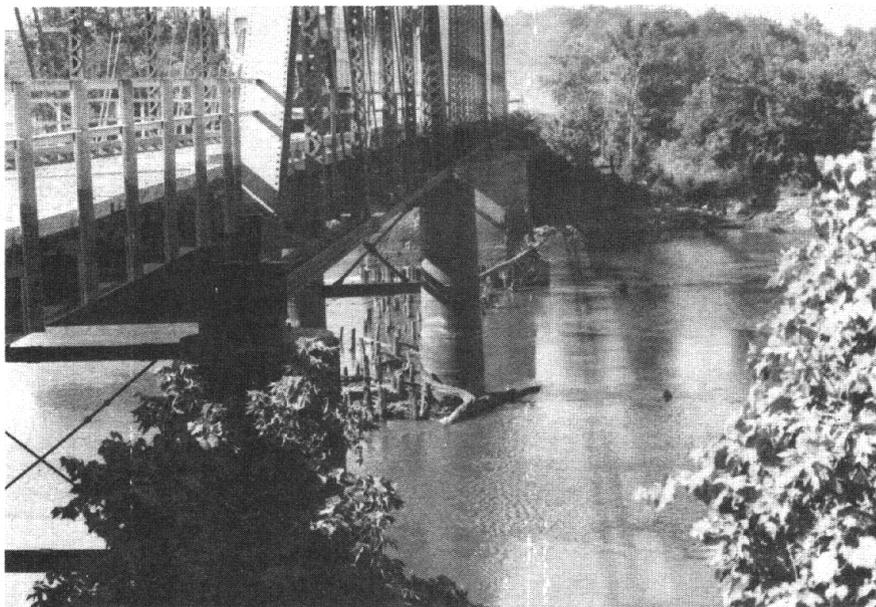


Figure D-47. Harvey Bridge, Des Moines River, Marion County.

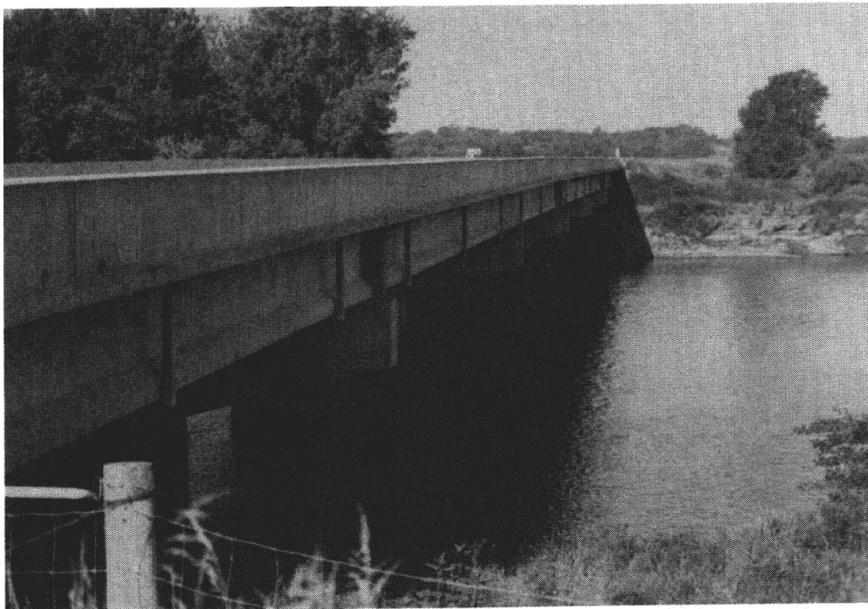
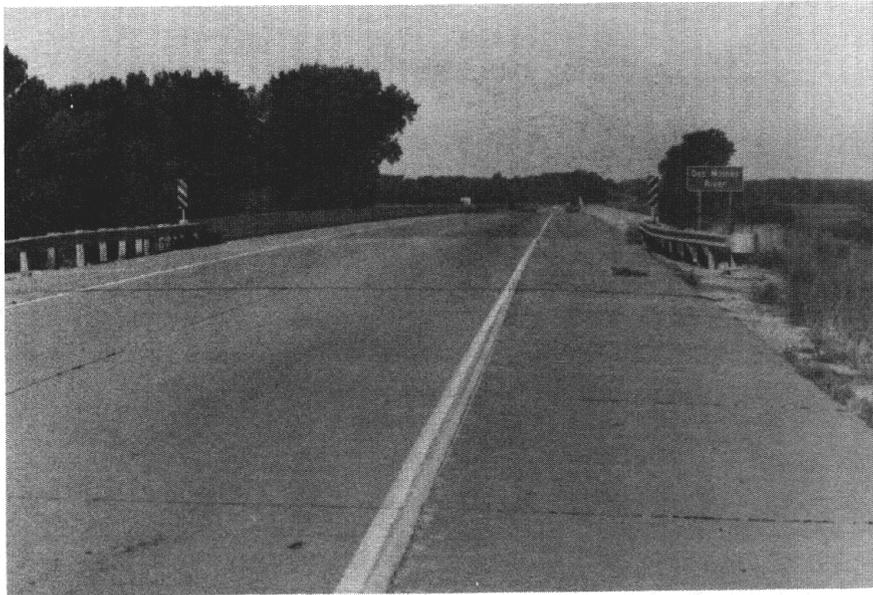


Figure D-48. State Highway 92 Bridge, Des Moines River, Marion County.



Figure D-49. Old U.S. 20 (Second St.) Bridge, Boone River, Webster City.



Figure D-50. Park Street Bridge, Boone River, Webster City.

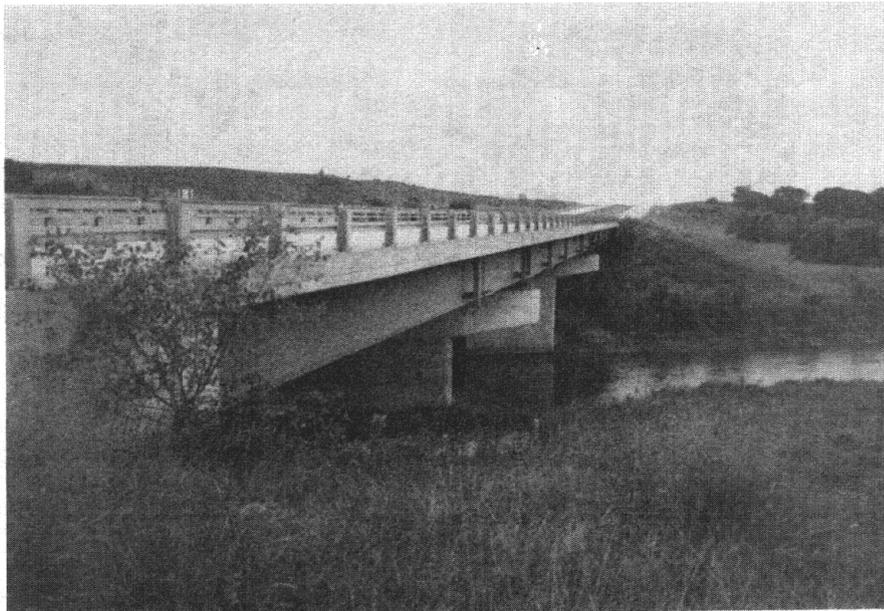
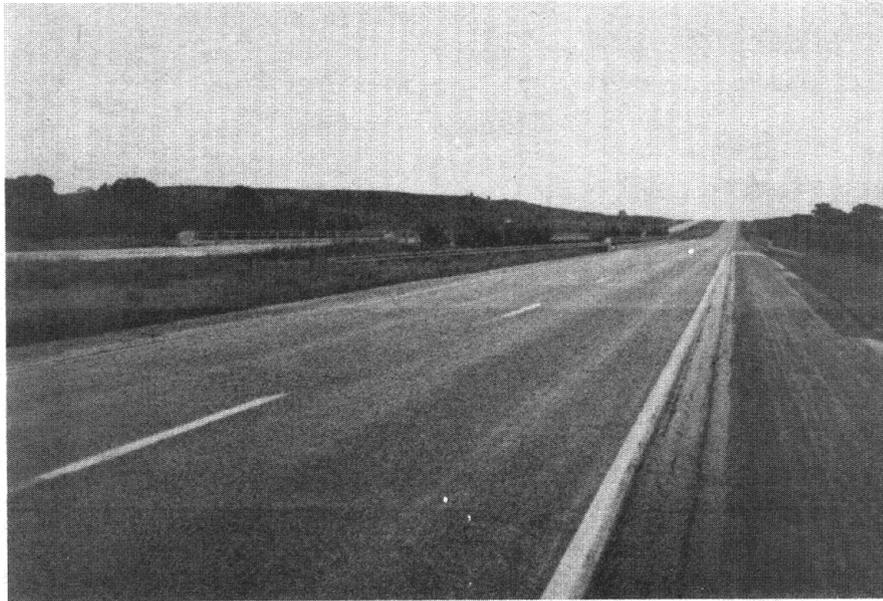


Figure D-51. U.S. Highway 20 Bridge, Boone River, Hamilton County.

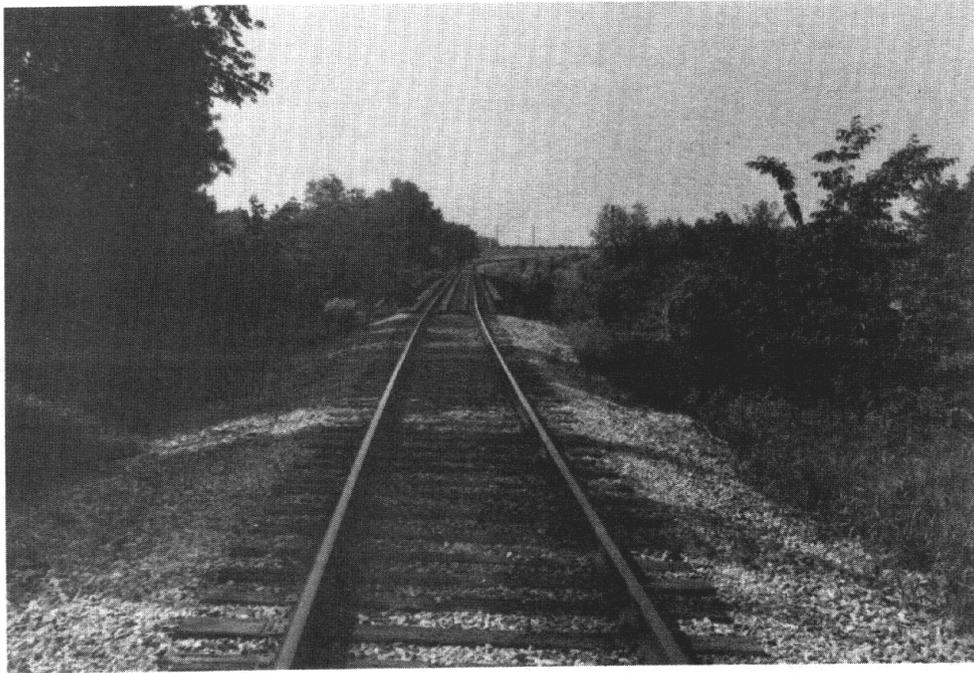


Figure D-52. C&NW RR Bridge (Below U.S. 20), Boone River, Hamilton County.



Figure D-53. State Highway 17 Bridge, Boone River, Hamilton County.



Figure D-54. Albright's Bridge, Boone River, Hamilton County.



Figure D-55. Bever Bridge, Boone River, Hamilton County.



Figure D-56. Tunnel Mill Bridge, Boone River, Hamilton County.



Figure D-57. Bells Mill Bridge, Boone River, Hamilton County.

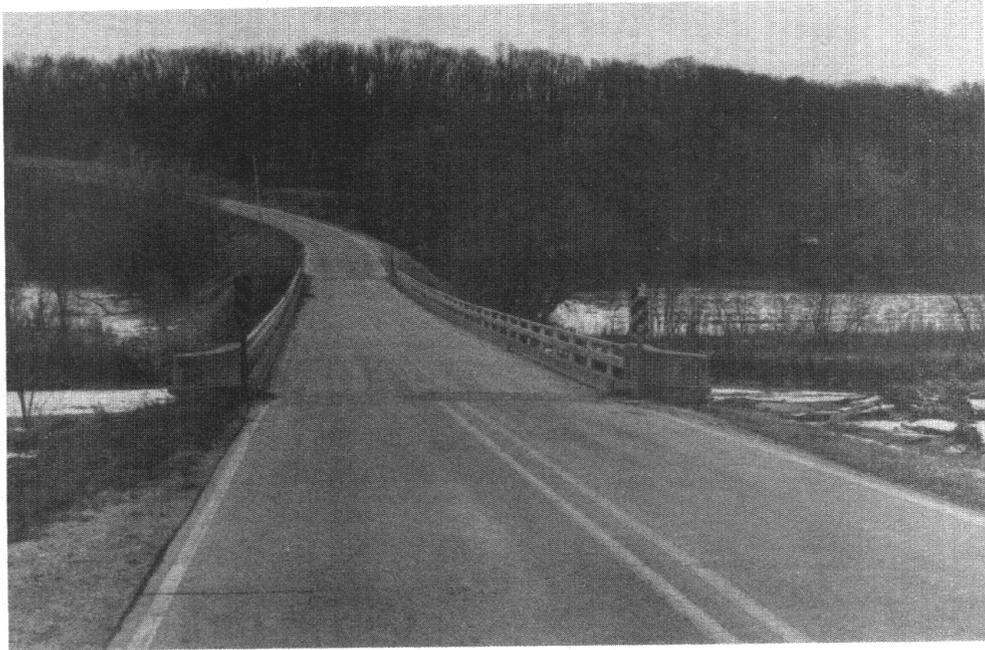


Figure D-58. County Road R-21 Bridge, Boone River, Hamilton County.



Figure D-59. Vegars Bridge, Boone River, Webster County.

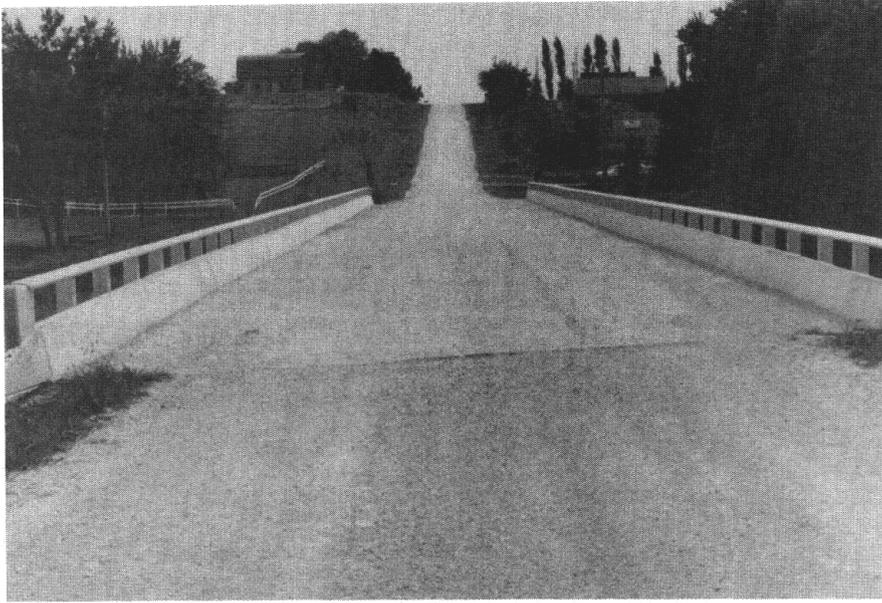


Figure D-60. 140th Avenue Bridge, North River, Warren County.

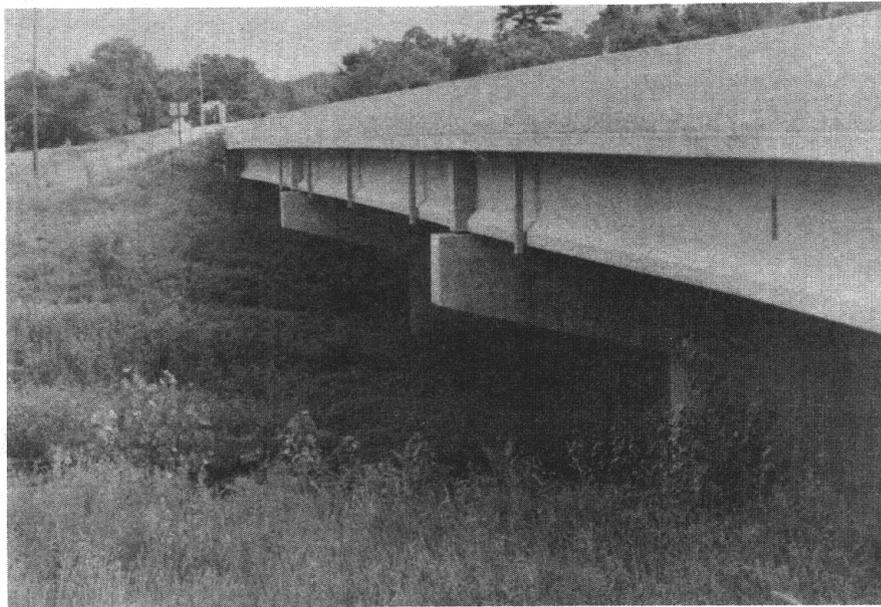


Figure D-61. State Highway 5 Bridge, North River, Warren County.



Figure D-62. SE. Avon Drive Bridge, North River, Carlisle.

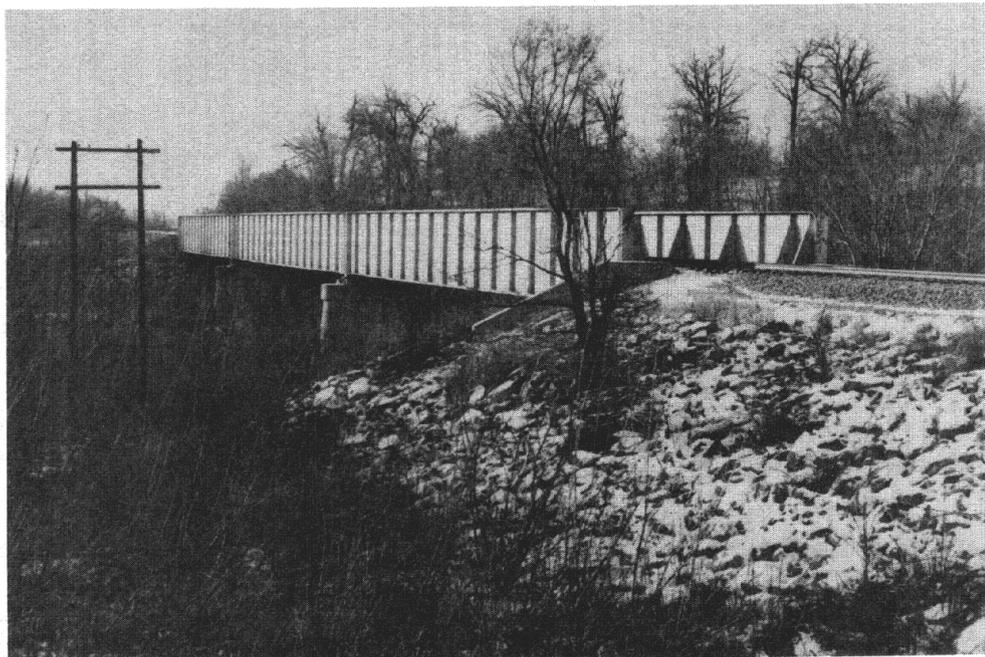


Figure D-63. C&NW RR Bridge (Below SE. Avon Dr.), North River, Carlisle.

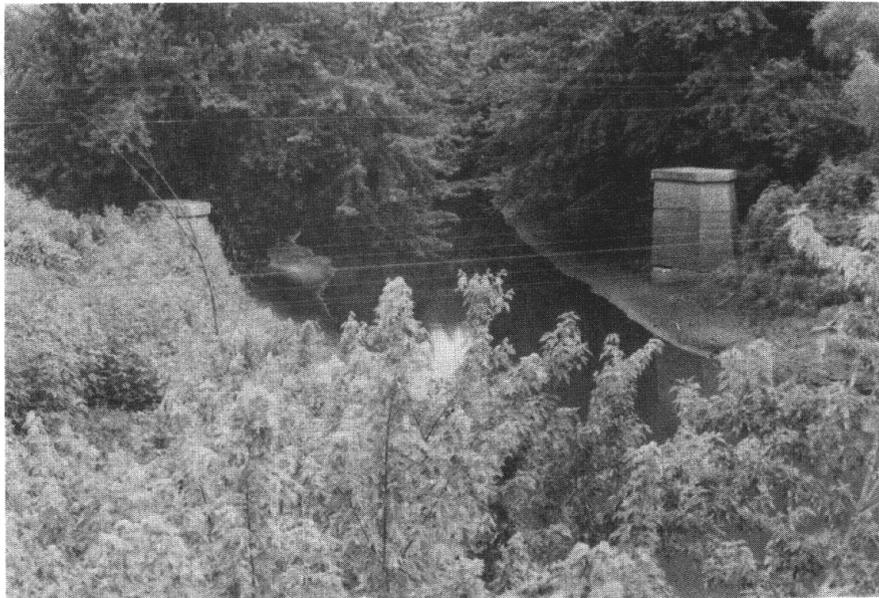


Figure D-64. Old Railroad Bridge (Below C&NW RR), North River, Carlisle.

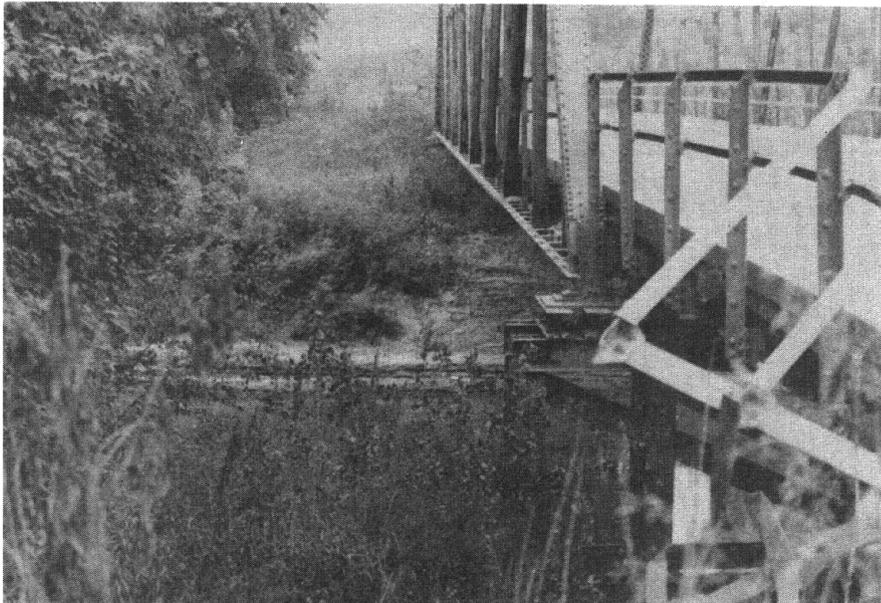


Figure D-65. Clarke Street Bridge, Middle River, Warren County.



Figure D-66. State Highway 5 Bridge, Middle River, Warren County.

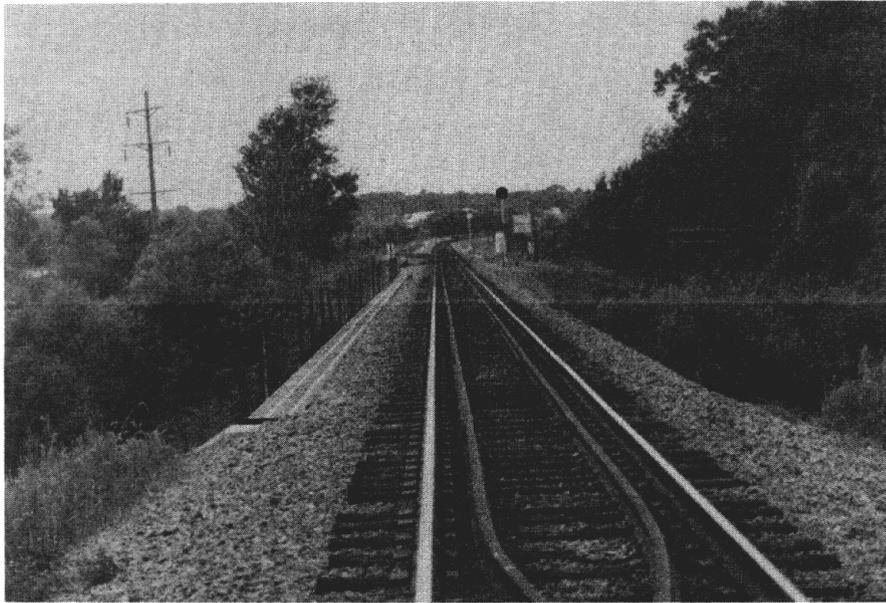


Figure D-67. C&NW RR Bridge (Below State 5), Middle River, Warren County.

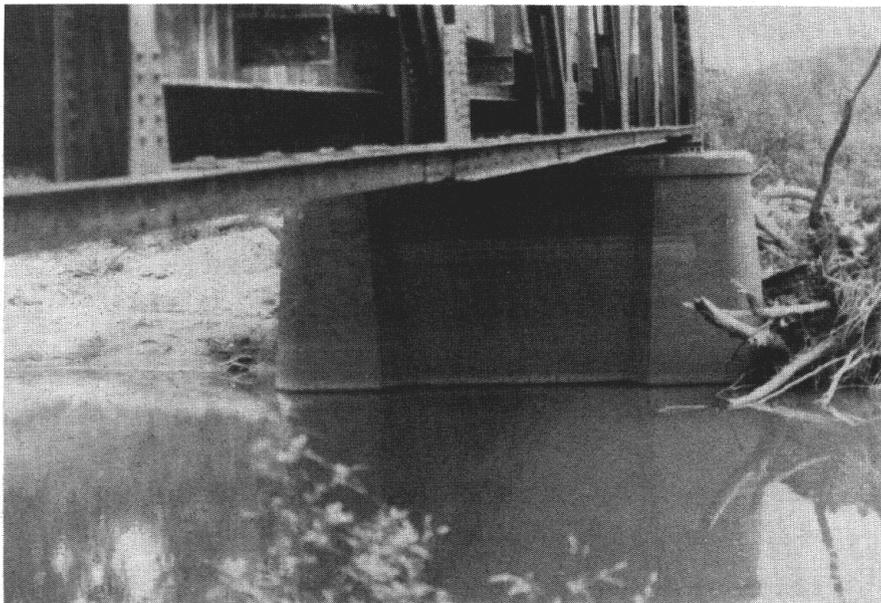


Figure D-68. Elkhorn Street Bridge, South River, Warren County.



Figure D-69. State Highway 5 Bridge, South River, Warren County.



Figure D-70. 63rd Street Bridge, Raccoon River, Des Moines/West Des Moines.

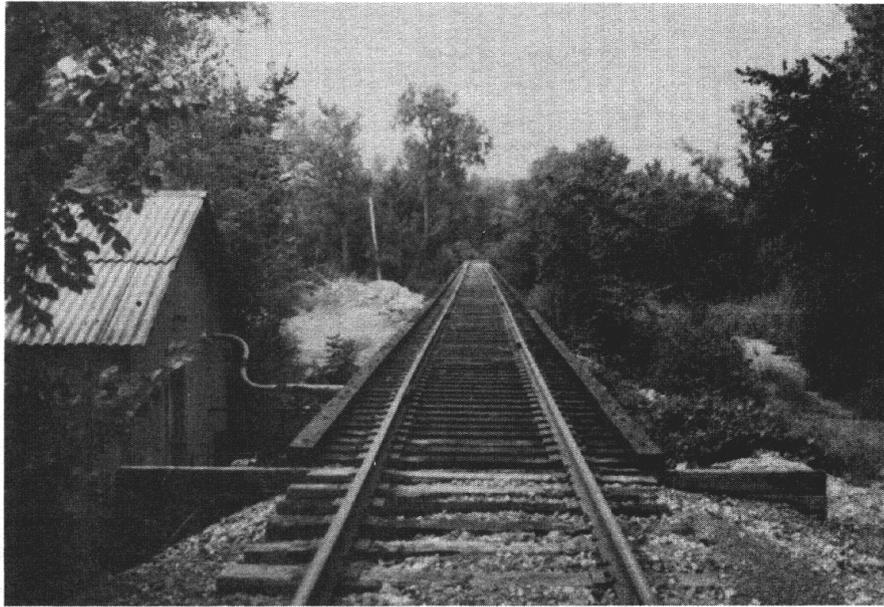


Figure D-71. C&NW RR Bridge (Below 63rd St), Raccoon River, Des Moines.



Figure D-72. Foot Bridge (Waterworks Park), Raccoon River, Des Moines.



Figure D-73. Fleur Drive Bridge, Raccoon River, Des Moines.



Figure D-74. C&NW RR Bridge (Below Fleur Dr.), Raccoon River, Des Moines.



Figure D-75. SW. 9th Street Bridge, Raccoon River, Des Moines.

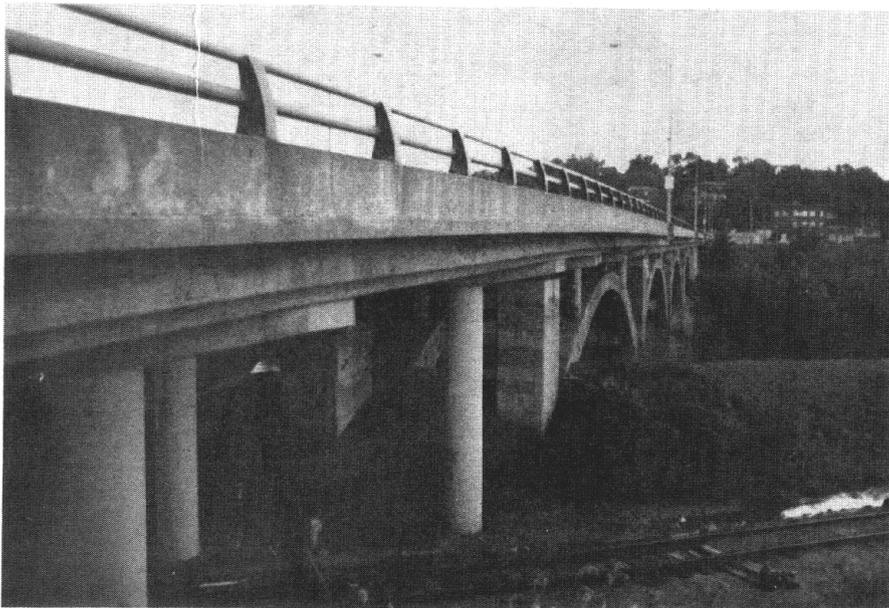
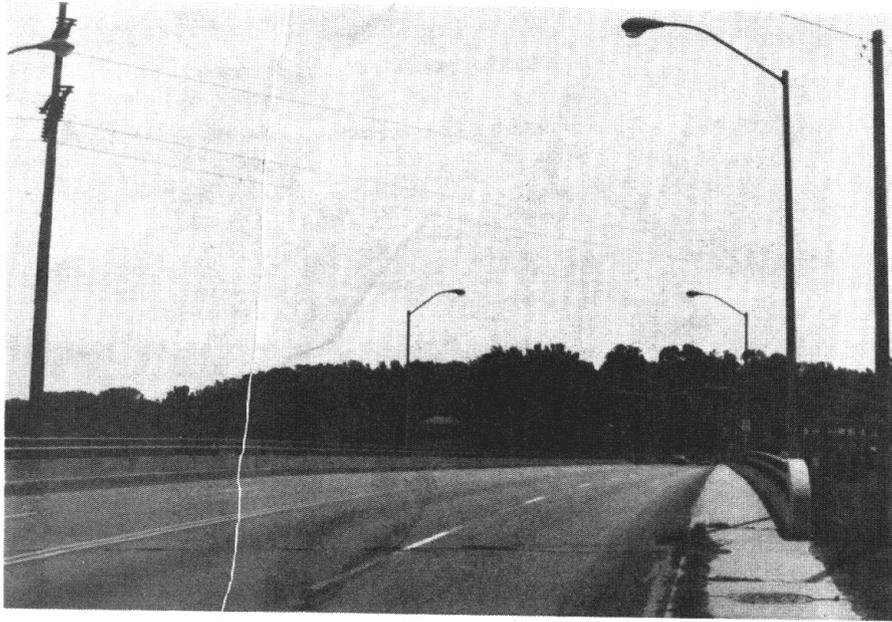


Figure D-76. SW. 7th Street Bridge, Raccoon River, Des Moines.

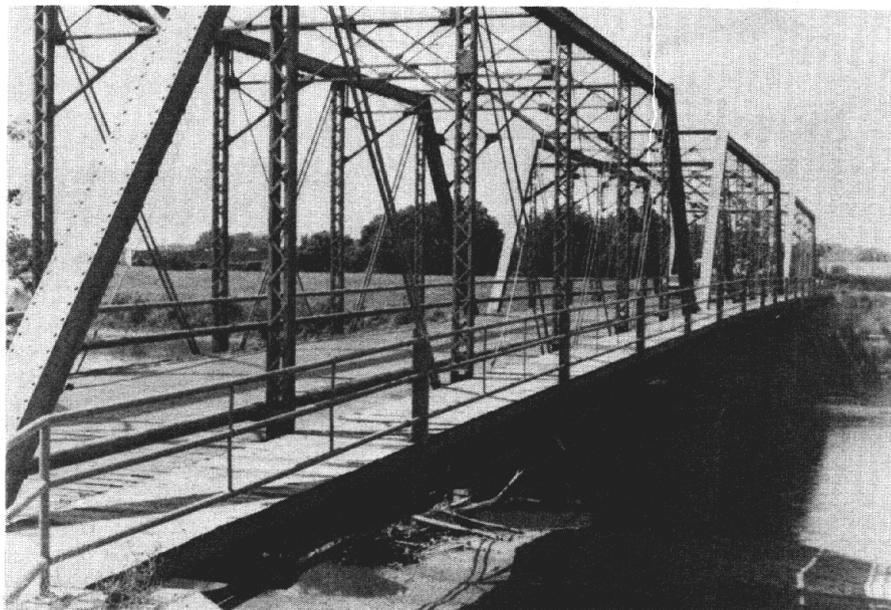


Figure D-77. Jackson Street Bridge, Raccoon River, Des Moines.

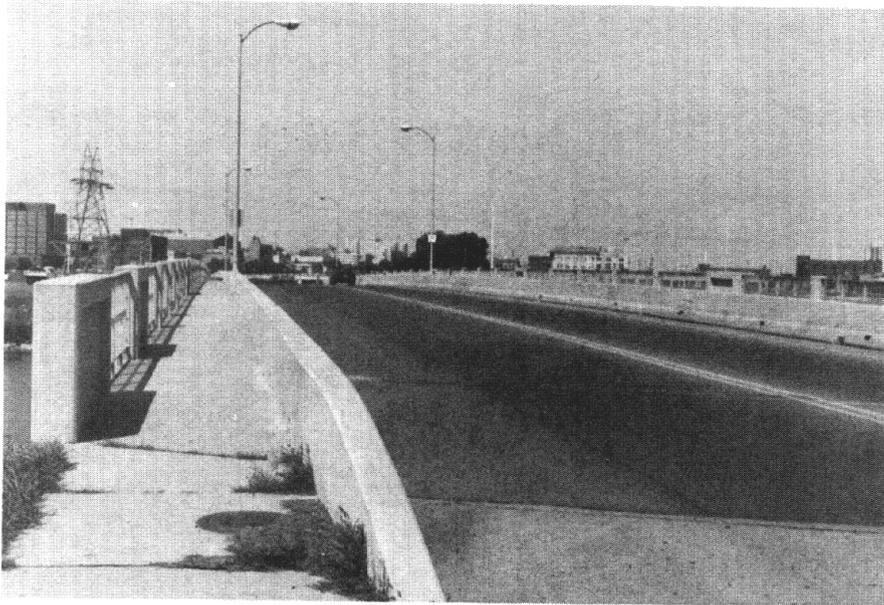


Figure D-78. First Street Bridge, Racoon River, Des Moines.

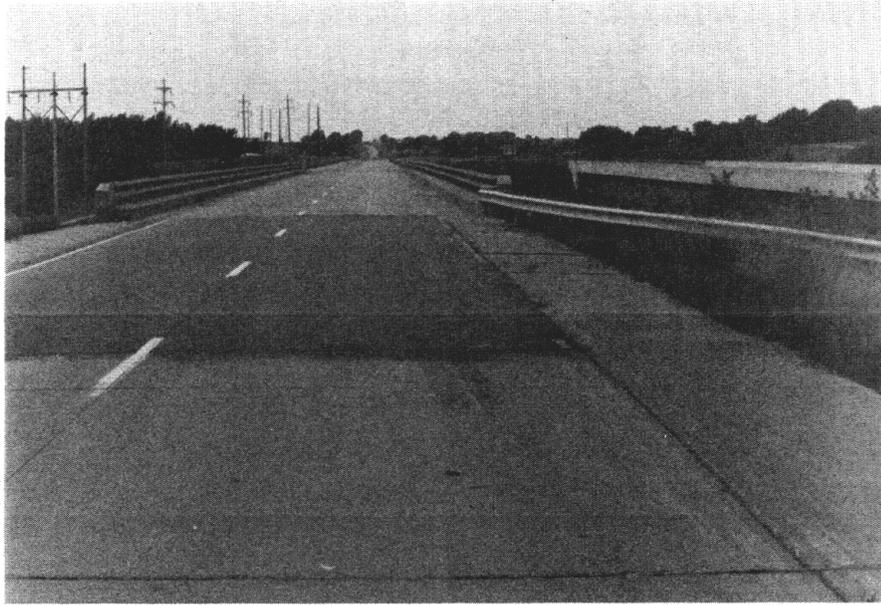


Figure D-79. State Highway 92 Bridge, Whitebreast Creek, Marion County.

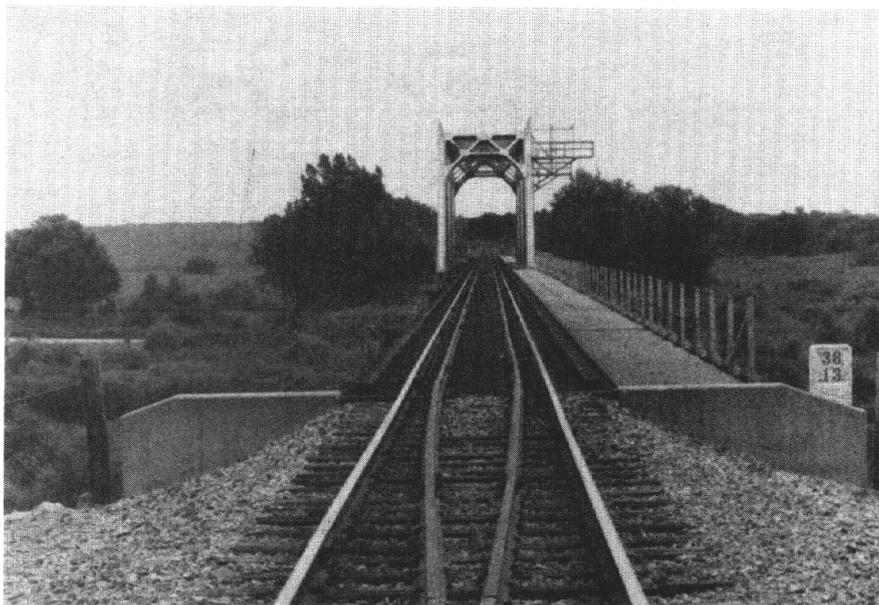


Figure D-80. N&W RR Bridge (Below State 92), Whitebreast Creek, Marion Co.

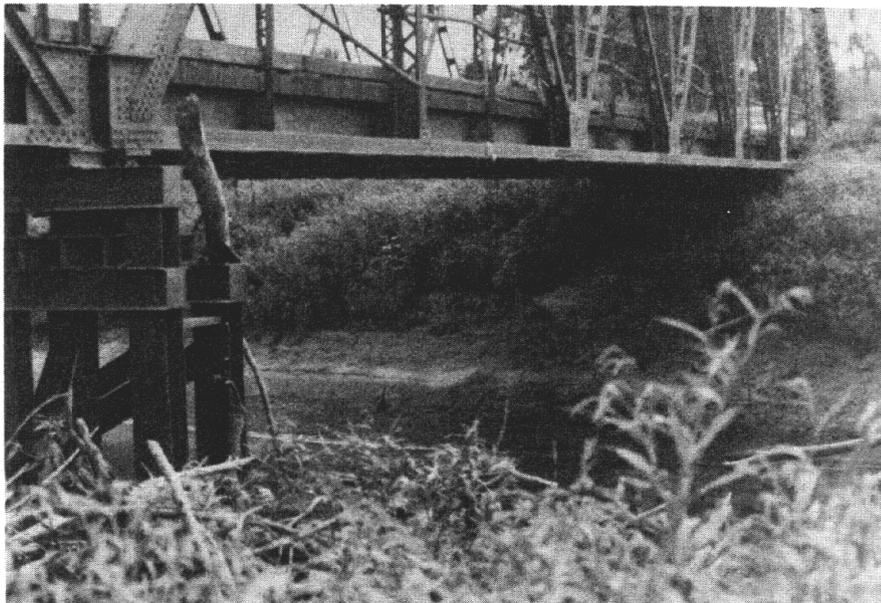


Figure D-81. County Road Bridge, Whitebreast Creek, Marion County.

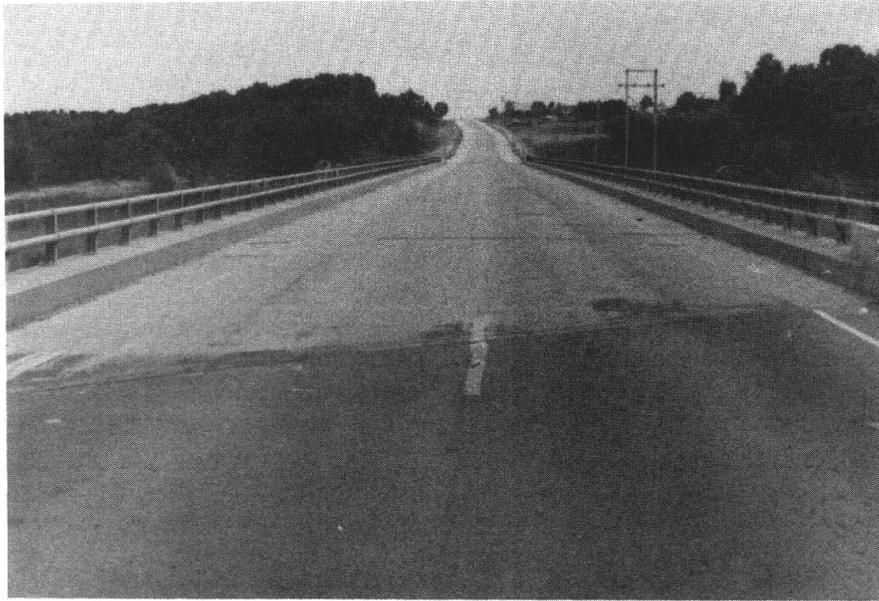


Figure D-82. State Highway 14 Bridge, Whitebreast Creek, Marion County.

CANOE ROUTES

Source: Iowa Float Trips, published by the Iowa Conservation Commission, no date

- A NOTE TO CANOEISTS -

Canoeing is a challenge - a challenge to the canoeist's ability to handle his craft, but more importantly a challenge to the canoeist to use a stream or river and leave the waterway in the condition he found it.

The majority of the trips in this booklet are on streams and rivers classed as non-meandered waterways. The stream bed and all adjacent lands to these waterways are the property of the landowner through whose land the water flows. Appreciate the fact that you are able to use the waterways. Respect the landowner and his property. Fences may inconvenience you at times, but remember, the landowner is required by law to construct a fence across a non-meandered stream to keep livestock within his property lines.

Try your utmost to cooperate with landowners. Whenever possible, ask permission if you know you will have to portage or cross fences enroute. Obtaining permission is doubly important if you plan to picnic or camp.

On meandered waterways, all of the stream bed is owned by the state. The lands adjacent to the water may be state owned, county owned or privately owned. But no matter who owns the land along these meandered waterways, you as a canoeist, are obligated to respect the property and leave it in the condition you found it. **DO NOT BE A LITTERBUG!**

THE BOONE RIVER
WEBSTER CITY TO THE DES MOINES RIVER

When the water on the Boone River is the right depth, its variations in current speed offer the canoeist a pleasant and absorbing challenge.

The Boone has its source in Hancock County, zigzags through Wright and Hamilton Counties, dropping an average of 4.8 feet per mile, finally joining the Des Moines River just above Stratford, at the Webster-Hamilton County line - a point directly south of its source (see figure D-83).

A familiar question as you approach a rapids is, "Where do we want to go?" and occasionally you may decide simultaneously on different courses, and paddle a couple of strokes accordingly. Usually a spot is found to enter the rapids where there appears to be a maximum of depth as disclosed by the smooth surface narrowing to a V point between the riffles.

Put in on the south bank, just below Millards' Bridge on which Highway 17 crosses the Boone 2 miles south of Webster City. At this point the U.S. Geological Survey has a gage for recording the river flow.

The water stood at 3.0 feet as compared to a normal mid-October height of 2.0 feet and year around average of 4.7 feet. An hour brings you to Albright's Bridge.

Bever Bridge is near, the site of the Old Bone's Mill. This mill, built in 1854, has a colorful history, including its continual battle with ice and flood waters, its important business function, a dash of romance, even a murder which today remains unsolved, and finally a thunderous explosion which ended its existence.

Just above this bridge on the left bank is an excellent spot to put in a boat or canoe. Two hundred feet below is a rapids whose swiftness provided the most fun of the day.

In places, the banks of the Boone are very hilly, and 25 minutes below Bever Bridge on the left, the bank rises high with huge boulders protruding.

Ten minutes farther a huge rock borders the river on the right. It rises straight up, 20 or more feet, and is a good 200 feet in length. Above the ledge was an Indian Burial Ground. Clinging to the rock, scores of mud swallow nests are seen, making this an interesting, busy place in spring and summer.

Tunnel Mill Bridge is at the site of the mill built by Robert Watson in the mid-1800's. The 400-foot tunnel was built to by-pass a sweeping horseshoe curve, thus increasing the natural current by a deeper fall at the dam. Remains of the dam still can be seen on the north side of the ridge.

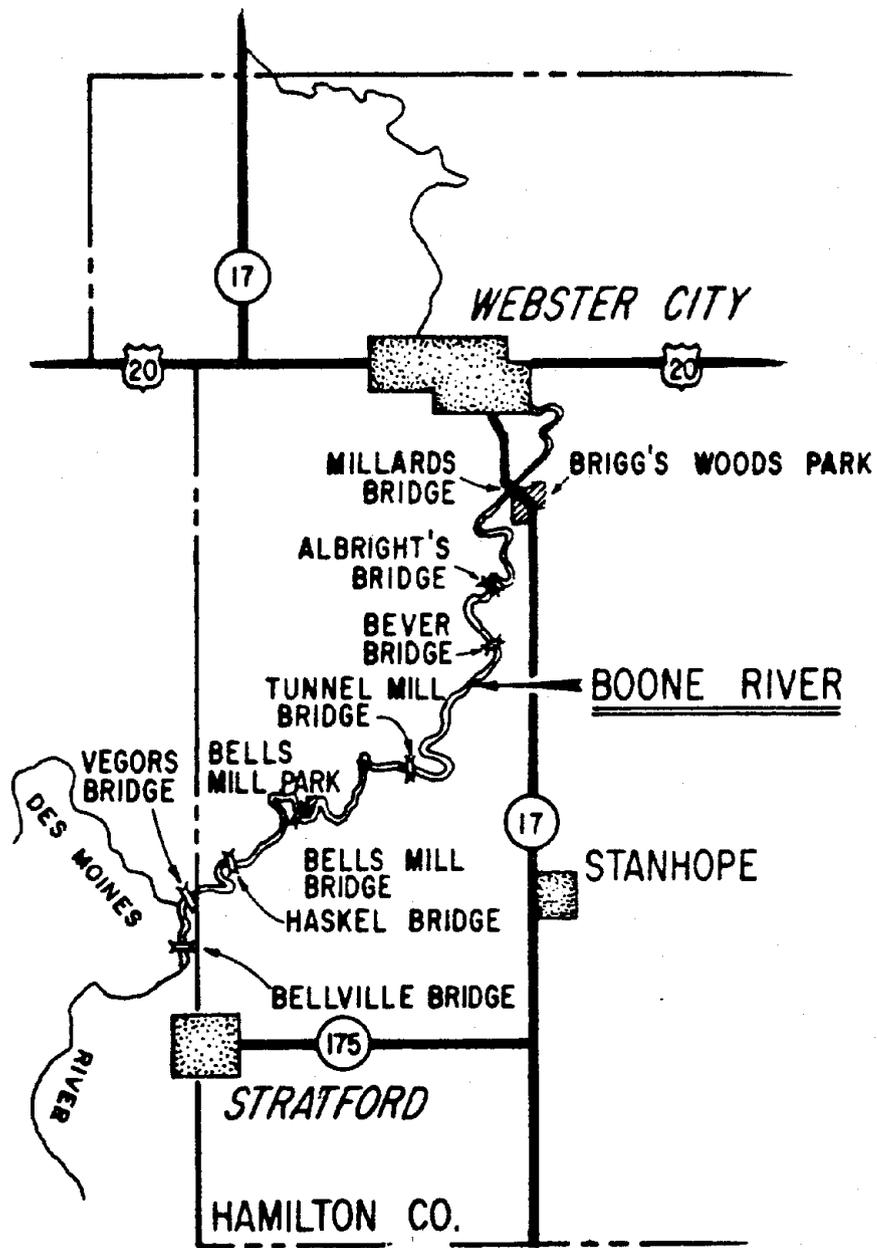


Figure D-83. Boone River - Webster City to the Mouth.

At many of the rapids, there is a parting of the stream forming an island. Along this stretch, it's fun deciding which course to take, which affords the most mystery--seems narrowest, swiftest and most obscured from view.

By mid-afternoon you'll arrive at Bell's Mill Park. This was the site of the mill built by David Eckerson, Methodist preacher, in 1853, which found its way into the Bell Family. On March 2, 1988, Benjamin Bell died and that night, flood waters swept away the dam, stopping the wheels of the mill. Mr. and Mrs. Jasper Bell donated the land for the present county park as a memorial to the pioneers who settled this area.

Just below the present Bell's Mill Bridge on the left is an old abutment of rectangular stones. Trees growing atop the structure are ancient, and you can't help wonder in what way and at what time the abutment served mankind. This was an abutment of a bridge abandoned in 1870. On wintery nights the mystery behind these intriguing places makes fascinating story telling.

Considerable coal has been mined in this area and the river banks below Bell's Mill are black with evidence of its presence.

Twenty minutes later is Haskel Bridge. Here one gets a broad view of the valley and the roadway can be seen winding up over the hills in the distance.

Five minutes later is Vegors Bridge. High on a scenic hill to the north is Vegors Cemetery, a historic spot of early Indian and white burial.

Another five minutes and the Boone joins the Des Moines. The Boone, a rugged individualist upstream, loses all when it pours itself into the Des Moines - a swirl of current where their channels meet--then oblivion!

A mile or so below the junction, Bellville Bridge comes around the bend. Thirty yards or so below it on the right is an excellent place to take out. Our day had been perfect--23 miles of ideal canoeing--water just right--not once forced to wade or portage.

The Boone River offers anglers good catfishing and some nice smallmouth bass.

THE DES MOINES RIVER
KALO TO MADRID

The Des Moines River is Iowa's largest interior stream and traverses over 500 miles along its route. The stretch above Kalo in Webster County offers rather limited float fishing, so we will start our look at the river at Kalo and work our way down (see figure D-84).

Kalo, 6-1/2 river miles below Fort Dodge, is recommended as the place to put in. It can be reached by car by proceeding 4 miles south from Highway 20 on Highway 169, and 3 miles east through Otho. The river is easily accessible at Kalo on the left bank, facing downstream, just below the highway bridge.

From this point the river flows almost straight east for a distance of about 2-3/4 miles. In this stretch several small streams are deeply cut, with towering sandstone walls, and are interesting places to explore. In one of these valleys, opening to the river about 2-1/4 miles below the Kalo bridge, is the Wildcat Cave. The cave consists of several shallow chambers lowered out of the soft sandstone along the west wall.

The river then turns sharply south for about three-fourths of a mile. A low rock wall of great scenic beauty overhangs the left bank throughout this stretch. This is beautiful canoeing water, deeper than the average section, with a rock bottom and a stronger current.

The river then flows west for another mile and as it bends south again, skirts high bluffs of sandstone on the west. Through this bluff a little stream has cut a beautiful gorge which is now the site of Woodman's Hollow State Preserve. This region is rich in Indian lore, and there are said to be Indian mounds of archeological interest on top of the bluffs in this vicinity.

Proceeding on downstream, the river then turns east for another mile, and then south for 2 miles past picturesque bluffs of sandstone and glacial drift on the right downstream side and numerous ravines which extend back from the river. This is the beginning of the Dolliver Memorial State park area which extends along the river on the right bank for a considerable distance. A convenient stop-over place for the canoeist is near the shelter house and public camping grounds which can be seen from the river. This is a good spot of great natural beauty and is indeed a living memorial to the distinguished Iowan whose name it bears. A visit to its many places of interest is highly recommended, and the canoeist visitor may be assured of a friendly welcome from the Park Conservation Officer. The setting is rural and rugged, with beautiful Prairie Creek twisting its way through the sandstone rock of the region amidst a unique variety of trees and plants, especially ferns, in its lovely ravines.

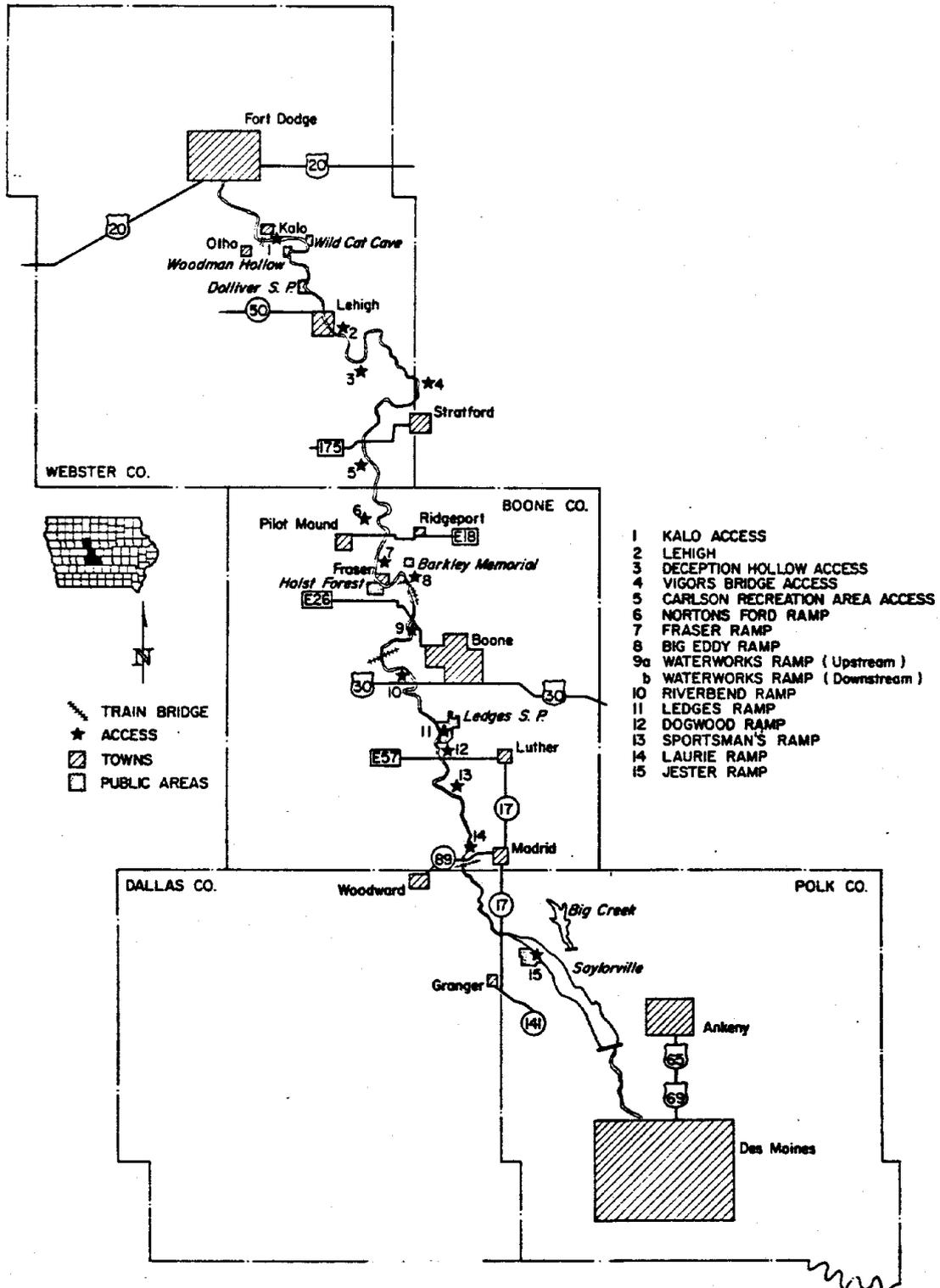


Figure D-84. Des Moines River - Kalo to Madrid.

Of particular interest is Boneyard Hollow. This is a few hundred yards upstream from the landing spot. This deep ravine is fairly wide at its entrance near the river but as it runs back it narrows into a canyon-like gorge and fans out into several smaller ravines. Abrupt sandstone ledges rise 50 to 75 feet on either side.

Legend says that in early days the Indians drove buffalo, deer, and elk over these cliffs from the adjacent prairies. Great quantities of animal bones, Indian arrowheads, axes and other weapons and implements have been unearthed in the hollow by the early settlers.

The Copperas Beds are another must in the canoeist's visit to this interesting park. These are found in a sandstone bluff 150 feet high and several hundred feet long a short distance from the river. This is an unusual deposit of various mineral substances, such as copperas (sulphate or iron, magnesia and sulphur), with many petrified plants exposed. Legend tells us that the Indians used the multicolored copperas powder for war paint and the early pioneers colored the cloth for their clothing from these minerals.

Resuming the trip, the river flows in a southeasterly direction 3 or 4 miles to the Lehigh Bridge. Upstream for a mile and a half from Lehigh, the river has been backed up and the water level of the stream raised about 5 feet by a low head rock dam built across the river just above the bridge.

This dam is of unusual interest. It was constructed over a seven-year period as a community project by a group of Lehigh residents to assist in maintaining the water level upstream for improved fishing and boating.

The take-out place is on the east side of the river just above the Lehigh Bridge where there is a convenient parking area. From here Highway 50 runs west 6-1/2 miles to U.S. Highway 169.

The stretch of the stream between Kalo and Lehigh is about 10-1/2 miles in length and is an easy 5-hour canoe trip. Fishing is good in this segment at the mouths of several small tributaries, including Prairie Creek at Dolliver Park. Expect to creel small mouth, walleye and catfish in these areas. Another good fishing area, Flake's Riffle, is evident 3/4 mile south of Dolliver. Try for walleye and smallmouth here. Between this riffle and the dam at Lehigh is some of the better flathead catfish angling in the region. Below, the rock dam is also a locally popular spot for all the above-mentioned species.

The segment of river from Lehigh to the mouth of the Boone River is a distance of 11 miles and can be traversed in about 5 hours. This area, though not quite as scenic as the Kalo-Lehigh stretch, offers good angling at several spots along the route. About 1 hour downstream is Deception Hollow, a public access area located on the west bank of a sharp curve to the east. Although this access is obscure and difficult to identify from the river, good catfish angling abounds in the immediate vicinity.

An easy 2-hour paddle downstream is another major fishing "hotspot," Brushy Creek. Fish the creek itself for smallmouth bass and the confluence for bass and walleye. Another popular catfish hole (1/2 hour float beyond Brushy Creek) is found when the canoeist enters an area of log snags. Save some angling time for the end of this segment also as the Boone River and its confluence with the Des Moines offer excellent fishing at times for smallmouth and walleye. An adequate takeout point can be reached by traveling up the Boone River 300 yards to the first bridge crossing.

The segment of stream west of Stratford from the Boone River Bridge to Norton's Ford in Boone County is a stream distance of 11-1/2 miles; float time 6 hours. During this trip a canoeist will have a better chance to check his bearings while passing under two highway bridges, the Bellville Bridge about 1 mile below the Boone River mouth and, 5 miles further, Highway 175 Bridge just west of Stratford and the halfway point of this stretch. A 3/4 hour float from there is the Carlson Recreation Area, a Webster County Conservation Board area on the west bank of the river. This is a good rest stop with camping, picnicking and restroom facilities all conveniently located near the river. A canoe may be taken out here, although during periods of low river flow a large sandbar may hamper these efforts.

The trip to Norton's Ford is 3-1/2 miles, less than 2 hours away from the Carlson area.

Fishing along the Boone River-Norton's Ford stretch can be very productive if the angler pays special attention to log jams and cut bank holes where catfish find refuge. Be prepared for good walleye fishing also as this species has recently gained in importance in the creel and is providing some excellent catches during low-flow periods in the spring and fall.

Upon entering Boone County, the Des Moines River offers an environment for boating, canoeing and fishing recreation, as well as areas of scenic and historic interest. The northernmost boat ramp in Boone County is located 1 mile east and 1-1/2 miles north of Pilot Mound on the west side of the river at Norton's Ford. A float by canoe to the next gravel ramp, at the east end of the old Fraser Power Plant dam, is a distance of 4-1/4 miles (1/2 hour) downstream, which spans the stream between Pilot Mound and Story City.

The only bridge crossing the river in this segment is the E-18 bridge about 1-1/3 miles (1/2 hour) downstream, which spans the stream between Pilot Mound and Story City.

At normal mid-summer river water levels, seven good snag areas will be encountered offering good channel catfishing. This area also supports one of the better flathead catfish fisheries in the upper Des Moines River system. A natural rock riffle outcropping 1/3 mile (10 minutes) above the dam is a good place to try for smallmouth bass.

The Fraser Dam was built in 1916 to impound water for the operation of a large steam generated power plant on the west bank of the river. The power plant was constructed by the Ft. Dodge, Des Moines and Southern Railroad to provide electricity to run its electric train system between Ft. Dodge and Des Moines. It has since been razed, but the dam is still intact and offers good angling throughout the year, especially during the spring and fall. The dam concentrates several species including walleye, channel catfish, crappie, smallmouth bass, northern pike and carp.

The stretch of stream from Fraser Dam to Boone Waterworks Dam is a distance of 6-3/4 stream miles (3 hours float time) and offers some of the area's better fishing habitat. A canoe or small boat can be launched at the east end of the Fraser Dam. The first riffle area is located just below the Fraser Bridge which is 3/4 mile (15 minutes) downstream from the dam.

Two miles (45 minutes) further is the "Big Eddy," a popular area for catfish and walleye fishing. Canoeists also will enjoy the area with its rapid currents offering a little more excitement when maneuvering the riffles. A concrete boat ramp is located in the "Big Eddy" area on the northeast side of the river. This ramp is very steep and is probably not suitable for trailer use.

A few hundred yards downstream is the "Little Eddy," another good walleye - catfish spot. It is located directly below the Ft. Dodge, Des Moines and Southern Railway Bridge.

A few minutes downstream from the eddy area is an island that offers a good stopping place for a picnic. This is approximately the halfway point for this stretch of stream.

Continuing downstream, two additional riffles and several log snags are evenly distributed over the remaining 1 hour of the trip. The next bridge encountered, E-26 crossing at Waterworks Park, is about 1/4 mile above the Waterworks Dam. This lowhead dam, constructed to insure a constant supply of water to the Boone city wells located immediately upstream, is another favorite haunt of local anglers. Again, several popular species, including channel catfish, flathead catfish, walleye, smallmouth bass, crappie and carp are readily taken here when the "water is right."

Two boat ramps, a steel grate ramp located on the east bank immediately above the dam and a concrete ramp on the east bank immediately below, offer easy accessibility.

A small campground is maintained by the city of Boone 300 yards above the dam on the east bank.

The stretch of river from the Waterworks Dam to Ledges State Park covers 12 miles (5-1/2 hours) and is an area saturated with history. Immediately below the Waterworks ramp on the east bank, coal slag piles are starkly evident. These and other shale piles in the surrounding area were formed from debris hauled up out of the many shaft coal mines operated in the Coal Bank area between the mid-1860's to the early 1940's.

About 1-1/2 miles (30 minutes) downstream is an area called "Tilleys Hole," a favorite catfishing spot. Just downstream is a natural rock riffle which yields an occasional walleye or smallmouth. Below the riffle on the east bank, evidence of an archeological dig is apparent.

A bridge crossing, the old Wagon Wheel Bridge, built in 1910, is the next item of interest about 3/4 mile (15 minutes) downstream. This is also the site of the first release of wild turkey in 1973 to re-establish the population in Boone County. An early spring morning float trip may be rewarded by a fleeting glimpse of one of these wily birds along the river bank. Also stay alert for the distinctive male gobbling call heard that time of year. Immediately above the bridge is the mouth of Bluff Creek, whose rock delta can at times provide good smallmouth fishing.

About 1/2 mile (15 minutes) downstream stands the Boone Viaduct or "High Bridge," still billed as the longest and highest double track railway bridge in the world. Completed in 1901, this Chicago and Northwestern bridge spans a length of 2,686 feet and stands 185 feet above the river.

One of the better riffles for fishing in this area is located 2-3/4 miles (one hour) downstream from the "High Bridge." Named Bennett's Rock, it is about 1/2 mile (15 minutes) above the old Highway 30 bridge.

Ten minutes below this bridge on the west bank of the river is the Riverbend Access with its concrete ramp. Float time from the Waterworks Dam to this camp is about 2-3/4 hours (6-1/4 miles). A few hundred yards below this ramp is the new Highway 30 bridge.

A good stopping place for a picnic is about 1-1/4 miles (30 minutes) downstream at the apex of the big river bend. Across from the bend, adjacent to Coal Valley, are several rocky areas that provide good fishing for several species.

The remains of another site of historical interest, the bridge abutments of the Kate Shelley Bridge, are still visible 1-1/2 miles (45 minutes) downstream. It was on this bridge, directly east of Moingona, that Kate Shelley crawled that stormy night in July 1881, to warn an oncoming passenger train of the bridge washout at Honey Creek near her home.

Approximately 2-1/2 miles (1 hour 15 minutes) further is Ledges park with a canoe ramp on the east bank of the river. Directly upstream is one of the best fishing snag areas of the trip with submerged trees adjacent to the bank for 200 yards. Fish for catfish and carp here. Just below the ramp is a deep hole, another popular angling spot because of the easy access by vehicle. Fish here for catfish, carp, bullhead and an occasional walleye or northern pike. A rock riffle area extending the entire breadth of the river just below the "deep hole" is another good spot to try for walleye or smallmouth bass.

While at the Ledges a short hike up Pease Creek will reveal the limestone outcropping area for which the park is famous. Picnicking is available close to the ramp and a primitive park campground is available 3 miles from the river.

The stretch of stream from Ledges to the Laurie Access at Madrid spans a distance of 11-1/2 stream miles (5 hours). The first 1/2 mile from Pease Creek mouth to a rocky overlook called Sentinal Rock, contains some of the best fishing for catfish with log snags and deep holes throughout.

About 2-1/2 miles (one hour) below Ledges is the Dogwood Access, with its concrete ramp. It is located on the east bank just upstream from the E-57 bridge, 4 miles west of Luther. This is the only bridge crossing in this stretch.

Sportsman's Landing is the next access area encountered 3-1/2 miles (1-1/2 hours) below Luther Bridge. The concrete ramp is on the east bank and is frequently utilized by catfish anglers fishing the snags and deep water 1/2 mile upstream at Sulfur Springs.

The segment between Sportsman's Ramp and Laurie Access at Madrid is a distance of 5-1/2 miles (2-1/2 hours). Although snags and riffle areas are not as prevalent in this stretch, there are several evenly spaced along the route.

Two of the best fishing areas are the "Blue Hole" starting 1/2 mile below Sportsman's Landing and running downstream for about 1/2 mile, and the riffle at the old Salvation Army Camp.

Laurie Access, with its concrete ramp, is located on the east bank just above the Highway 89 bridge which connects Madrid and Woodward.

THE DES MOINES RIVER
DES MOINES TO RED ROCK LAKE

This stretch of the river, between the Des Moines and the north end of the Red Rock Reservoir, has few boat access areas since the majority of the bridges have been removed from the reservoir floodplain. The terrain of the river valley is relatively level, contributing to the stream's wide, shallow character with alternating cutbanks and sandbars. The scenery is not as diverse as in the northern stretches of the river, but fishing is still very good in several areas (see figure D-85).

Since boat access is at a minimum, it is usually best in most of this stretch to use a small fishing boat with a motor instead of a canoe.

From the city ramp at SE. 14th Street, it is but a few minutes jaunt (3/4 mile) upstream to the Scott Street Dam. This is one of the most popular angling spots in the metropolitan area. Fishing is characterized by spring and fall runs of white bass, walleye, and good catfishing throughout the summer.

Traveling downstream from the city ramp the next access area is on the south bank east of the Highway 46 Bridge near the Iowa Power and Light Plant a stream distance of 5 miles (1 hour by boat and motor). Access is poor there and the dirt ramp is not usable during wet weather. Fishing, however, is good at times for channel catfish, walleye, white bass, and bullhead, especially around the light plant.

The segment of river from the light plant to the Adelphi access is a stream distance to 6-1/2 miles (2 hours by boat). Although there are a few smaller snags and holes distributed along this stretch, the majority of the good habitat begins 1 mile above Adelphi access and continues downstream for several miles. The access itself is poor and the road not always accessible. A boat will have to be slid across a sandbar to reach the river.

Good fish habitat becomes more apparent when traveling the 6 miles (1-3/4 hour by boat) downstream to the next ramp below Adelphi, the Middle River Access. This new concrete ramp is located directly north of the town of Hartford on the south bank. In this stretch there are good catfish snags every 1/3 mile plus other smaller snags scattered throughout. Water depth around most of these is 6 to 9 feet. About 1/3 mile upstream from the Middle River Ramp is the Narrows, a limestone rock outcropping in a bend causing the river to constrict to its narrowest point between Des Moines and Red Rock. In this area, the water depth is over 20 feet and a quiet pool is created harboring catfish, walleye, white bass, and crappie.

The mouth of the Middle River, located a few yards from the ramp, is also a good spot to try, especially for catfish.

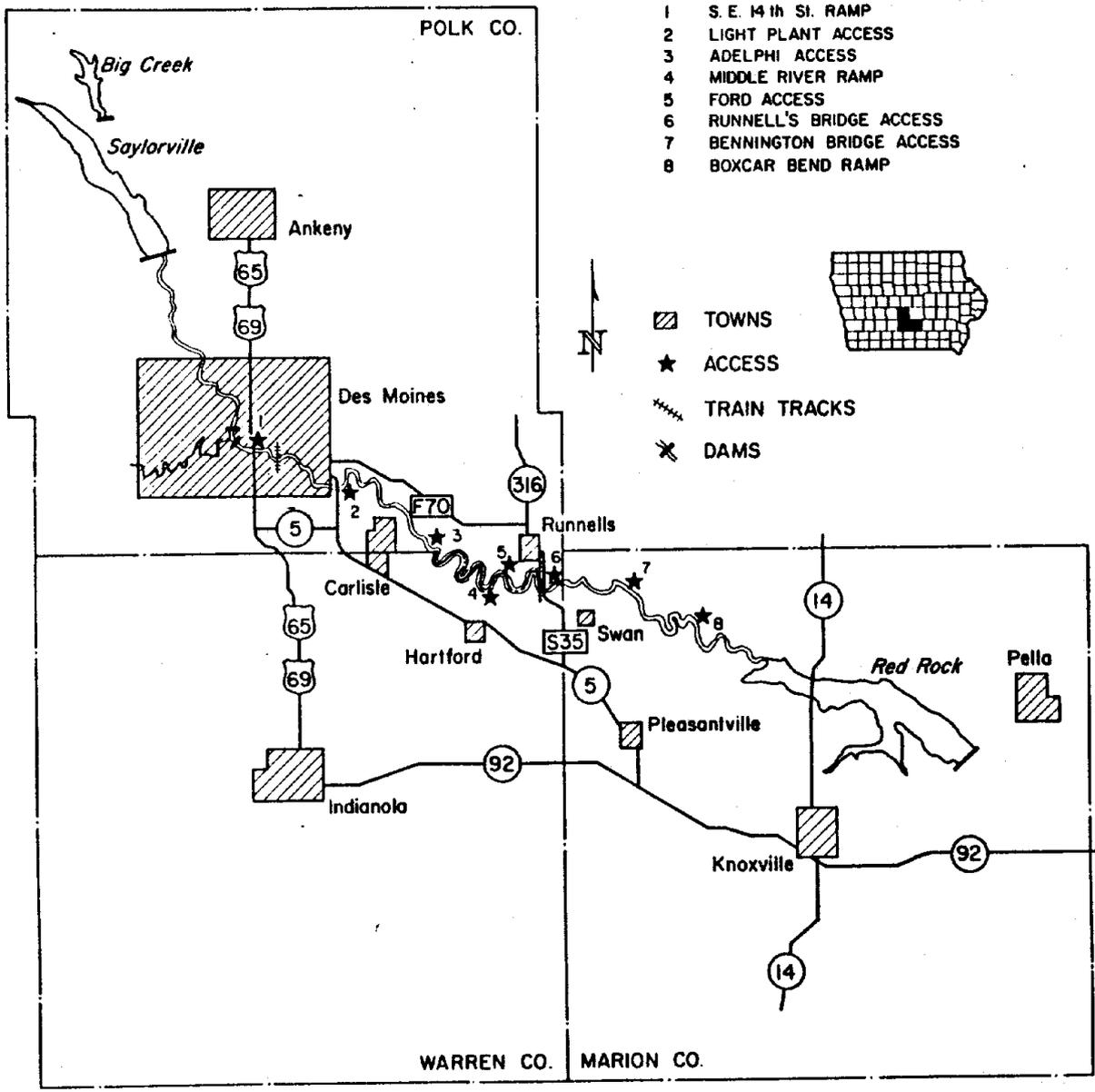


Figure D-85. Des Moines River - Des Moines to Lake Red Rock.

About 1 mile downstream is the Ford Access, with a steep dirt ramp, accessible by driving 1 mile west and 1 mile south of Runnells. The distance between this and the next access, located on the north bank beneath the Runnells Bridge crossing is 3 miles (one hour). Both accesses are suitable for use during dry weather only.

One area of angling interest is a 200-yard stretch of riprap on the south bank 1/2 mile above the Runnells Bridge. This revetment work was done to keep the river contained and to protect an old railway bed from erosion.

The segment of river from the S35 Bridge to the Bennington Bridge Access is a stream distance of 4-1/2 miles (1-1/2 hours). The Bennington Bridge Access is a difficult place to launch since the ramp is no longer usable and a boat must be dragged across the bank. Along this stretch are two cutbacks offering catfish habitat. These are located 1-1/2 and 3 miles downstream. About 1/2 mile above the Bennington Bridge a rock outcropping is accessible from the north shore and is a favorite of local catfishermen.

The final stretch of river from Bennington to the Boxcar Bend is 5-1/2 miles (2 hours). Boat anglers will again find difficulty in using this access as the boat will have to be taken over a steep bank. The effort will be well rewarded, however, as this is one of the best producing catfish areas on the Des Moines River. Fish the cutbanks either direction from this access for good stringers of 1- to 3-pound catfish. The boxcars themselves, placed along the bank to check erosion, provide a permanent structure in deep water habitat and are another of the local hotspots.

Please respect local landowner's property and fences. Ask permission before entering private land. Do not litter.

SAMPLE LOCAL COOPERATION AGREEMENT

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LOCAL COOPERATION AGREEMENT
BETWEEN
THE DEPARTMENT OF THE ARMY
AND

FOR
RECREATION DEVELOPMENT AT

THIS AGREEMENT, entered into this _____ day of _____, 198____, by and between the DEPARTMENT OF THE ARMY (hereinafter referred to as the "Government"), acting by and through the Assistant Secretary of the Army (Civil works), and the _____ (hereinafter referred to as the "Local Sponsor"),

WITNESSETH, that

WHEREAS, under Public Law 99-68, the Supplemental Appropriations Act of 1985, the Secretary of the Army, acting through the Chief of Engineers, is authorized to proceed with planning, design, engineering and construction of the Des Moines Recreational River and Greenbelt, Iowa, Project as reflected in the Joint Explanatory Statement of the Committee of Conference accompanying the Conference Report for H. R. 2577; and

WHEREAS, the Water Resources Development Act of 1986, Public Law 99-662, specified the cost-sharing requirements applicable to the Project; and

WHEREAS, the Local Sponsor has the authority and capability to furnish the cooperation hereinafter set forth and is willing to participate in project cost-sharing and financing in accordance with the terms of this Agreement;

NOW THEREFORE, the parties agree as follows:

ARTICLE 1 - DEFINITIONS

For purposes of this Agreement:

(1) The term "project" shall mean ___(describe work)___.

(2) The term "total project costs" shall mean all costs incurred by the Local Sponsor and the Government directly related to construction of the project. Such costs shall include, but not necessarily be limited to, actual construction costs, costs of applicable engineering and design, continuing planning and engineering costs incurred after October 1, 1985, supervision and administration costs, costs of project construction contract dispute settlements or awards, and the value of lands, easements, rights-of-way, relocations, and dredged material disposal areas provided for the project by the Local Sponsor, but shall not include any costs for betterments or operation and maintenance.

(3) The term "period of construction" shall mean the time from the advertisement of the first construction contract to the time of acceptance of the project by the Contracting Officer.

(4) The term "Contracting Officer" shall mean the Commander of the U.S. Army Engineer District, Rock Island, or his designee.

(5) The term "highway" shall mean any highway, thoroughfare, roadway, street, or other public or private road or way.

ARTICLE 2 - OBLIGATIONS OF THE PARTIES

a. The Government, subject to and using funds provided by the Local Sponsor and appropriated by the Congress, shall expeditiously construct the project, applying those procedures usually followed or applied in Federal projects, pursuant to Federal laws, regulations, and

policies. The Local Sponsor shall be afforded the opportunity to review and comment on all contracts, including relevant plans and specifications, prior to the issuance of invitations for bids. The Local Sponsor also shall be afforded the opportunity to review and comment on all modifications and change orders prior to the issuance to the contractor of a Notice to Proceed. The Government will consider the views of the Local Sponsor, but award of the contracts and performance of the work thereunder shall be exclusively within the control of the Government.

b. Upon completion of the project, or separable element thereof, the Government shall turn the completed element or project over to the Local Sponsor, which shall be solely responsible for operating, maintaining, and rehabilitating the project in accordance with Article 8 hereof.

c. As further specified in Article 6 hereof, the Local Sponsor shall provide, during the period of construction, a cash contribution of 5 percent of total project costs.

d. As further specified in Article 3 hereof, the Local Sponsor shall provide all lands, easements, rights-of-way, and dredged material disposal areas, and perform all relocations and alterations of buildings, utilities, highways, railroads, bridges, sewers, and related and special facilities determined by the Government to be necessary for construction of the project.

e. If the value of the contributions provided under paragraphs c. and d. of this Article represents less than 50 percent of total project costs, the Local Sponsor shall provide during the period of con-

struction an additional cash contribution in the amount necessary to make its total contribution equal to 50 percent of total project costs.

ARTICLE 3 - LANDS, FACILITIES, AND RELOCATION ASSISTANCE

a. Prior to the advertisement of any construction contract, the Local Sponsor shall furnish to the Government all lands, easements, and rights-of-way, including suitable borrow and dredged material disposal areas, as may be determined by the Government to be necessary for construction of the project, and shall furnish to the Government evidence supporting the Local Sponsor's legal authority to grant rights-of-entry to such lands.

b. The Local Sponsor shall provide or pay to the Government the full cost of providing all retaining dikes, wasteweirs, bulkheads, and embankments, including all monitoring features and stilling basins, determined by the Government to be necessary for construction of the project.

c. Upon notification from the Government, the Local Sponsor shall accomplish or arrange for accomplishment, at no cost to the Government, of all alterations and relocations of buildings, highways, railroads (except railroad bridges and approaches), bridges, storm drains, utilities, cemeteries, and other facilities, structures, and improvements determined by the Government to be necessary for construction of the project.

d. The Local Sponsor shall comply with the applicable provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Public Law 91-646, approved January 2, 1971, in acquiring lands, easements, and rights-of-way for construction and subsequent operation and maintenance of the project, and inform all

affected persons of applicable benefits, policies, and procedures in connection with said Act.

ARTICLE 4 - VALUE OF LANDS AND FACILITIES

a. The value of the lands, easements, and rights-of-way to be included in total project costs and credited toward the Local Sponsor's share of total project costs will be determined in accordance with the following procedures:

(1) If the lands, easements, or rights-of-way are owned by the Local Sponsor as of the date this Agreement is signed, the credit shall be the fair market value of the interest at the time such interest is made available to the Government for construction of the project. The fair market value shall be determined by an appraisal, to be obtained by the Local Sponsor, which has been prepared by an independent and qualified appraiser who is acceptable to both the Local Sponsor and the Government. The appraisal shall be reviewed and approved by the Government. The Local Sponsor will not receive credit for the cost of this appraisal.

(2) If the lands, easements, or rights-of-way are to be acquired by the Local Sponsor after the date this Agreement is signed, the credit shall be the fair market value of the right-of-way interest at the time such interest is made available to the Government for construction of the project. The fair market value shall be determined as specified in subparagraph (1) above. If the Local Sponsor pays an amount in excess of the appraised fair market value, it may be entitled to a credit for the excess if the Local Sponsor has secured prior written approval from the Government of its offer to purchase such interest.

(3) If the Local Sponsor acquires more lands, easements, or rights-of-way than are necessary for project purposes, as determined by the Government, then only the value of such portions of those acquisitions as are necessary for project purposes shall be included in total project costs and credited to the Local Sponsor's share.

(4) Credit for lands, easements, and rights-of-way in the case of involuntary acquisitions or which occur after the date this Agreement is signed will be based on court awards, or on stipulated settlements that have received prior Government approval.

(5) For lands, easements, or rights-of-way acquired by the Local Sponsor after this Agreement is signed, credits provided under this paragraph a. will also include the actual incidental costs of acquiring the interest, e.g., closing and title costs, appraisal costs (except the appraisal in paragraph (1) above), survey costs, attorney's fees, plat maps, and mapping costs, as well as the actual amounts expended for any relocation assistance provided in accordance with the obligations under this Agreement.

b. The costs of relocations or modifications of utilities or facilities that will be included in total project costs and credited towards the Local Sponsor's share of total project costs shall be that portion of the actual costs incurred by the Local Sponsor as set forth below:

(1) Highways and highway bridges: Only that portion of the cost as would be necessary to construct substitute bridges and highways to the design standard that the State of _____ would use in constructing a new bridge or highway under similar conditions of geography and traffic loads.

(2) Utilities and facilities: Actual relocation costs, less depreciation, less salvage value, plus the cost of removal, less the cost of betterments. With respect to betterments, new materials shall not be used in any relocation or alteration if materials of value and usability equal to those in the existing facility are available or can be obtained as salvage from the existing facility or otherwise, unless the provision of new material is more economical. If, despite the availability of used material, new material is used, where the use of such new material represents an additional cost, such cost will not be included in total project costs.

ARTICLE 5 - CONSTRUCTION PHASING AND MANAGEMENT

a. To provide for consistent and effective communication between the Local Sponsor and the Government during the term of construction, the Local Sponsor and the Government shall appoint representatives to coordinate on scheduling, plans, specifications, modifications, contract costs, and other matters relating to construction of the project.

b. The representatives appointed above shall meet as necessary during the term of project construction and shall make such recommendations as they deem warranted to the Contracting Officer.

c. The Contracting Officer shall consider the recommendations of the representatives in all matters relating to the project, but the Contracting Officer, having ultimate responsibility for construction of the project, has complete discretion to accept, reject, or modify the recommendations.

ARTICLE 6 - METHOD OF PAYMENT

a. The Local Sponsor shall provide, over the term of construction, the amounts required under Articles 2c. and 2e. (and _____ if continuing authority limitations are involved) of this Agreement. Total project costs are presently estimated to be \$_____, of which an estimated \$_____ will be in the form of lands, easements, rights-of-way, and utility and facility alterations and relocations to be provided by the Local Sponsor. In order to meet its share, the Local Sponsor must provide a total cash contribution presently estimated to be \$_____.

FOR SMALL PROJECTS OR ONE YEAR, USE THE FOLLOWING:

b. The required cash contribution shall be provided as follows: At least (30) calendar days prior to the issuance of the invitation for bids for the (first) construction contract, the Government shall notify the Local Sponsor of its estimated share of project costs. Within (half of above) calendar days thereafter, the Local Sponsor shall provide the Government the full amount of the required contribution by delivering a check payable to "FAO, USAED, ROCK ISLAND" to the Contracting Officer representing the Government. At the time bids are opened, or in the event that total project costs are expected to exceed the estimate given at the outset of construction, the Government shall immediately notify the Local Sponsor of any additional contribution it will be required to make to meet its share of the revised estimate. Within _____ calendar days thereafter, the Local Sponsor shall provide the Government the full amount of the additional required contribution.

IF MORE THAN ONE YEAR UNLESS SPONSOR WISHES TO PAY UP FRONT

b. The Local Sponsor shall provide its required cash contribution in proportion to the rate of Federal expenditures over the term of the construction period in accordance with the following provisions:

(1) For purpose of budget planning, the Government shall notify the Local Sponsor by _____ of each year of the estimated funds that will be required from the Local Sponsor to meet its share of project costs for the corresponding Government fiscal year.

(2) (Between 30 and 60) days prior to the award of the (first) construction contract, the Government shall notify the Local Sponsor of its share of project costs, including costs attributable to the project incurred prior to the initiation of construction, for the first fiscal year of construction. Within (one-half of 30-60, depending on the period selected in line one) days thereafter, the Local Sponsor shall (select one: provide the requisite amount to the Government in cash by delivering a check payable to "FAO, USAED, ROCK ISLAND DISTRICT" to the Contracting Officer, or verify to the satisfaction of the Government that it has deposited the requisite amount in an escrow account acceptable to the Government, with interest accruing to the Local Sponsor, or present to the Government an irrevocable letter of credit acceptable to the Government in an amount sufficient to meet its obligation.)

(3) For the second and subsequent fiscal years of project construction, the Government shall, 60 days prior to the beginning of the fiscal year, notify the Local Sponsor of its share of project costs for that fiscal year. No later than 30 days prior to the beginning of the fiscal year, the Local Sponsor shall make the necessary funds

available to the Government through the funding mechanism specified above. As construction of the project proceeds, the Government may adjust the amounts required to be provided under this paragraph to reflect actual project costs.

(4) If at any time during the period of construction the Government determines that additional funds will be needed from the Local Sponsor to meet its required share of project costs, the Government shall so notify the Local Sponsor and the Local Sponsor, within (30-60) days from receipt of notice, shall make the necessary funds available through the funding mechanism specified above.

c. The Government will draw on the (funds, or escrow account, or letter of credit) provided by the Local Sponsor such sums as it deems necessary to cover contractual and in-house fiscal obligations attributable to the project as they are incurred, as well as project costs incurred by the Government prior to the initiation of construction.

d. Upon completion of the project (or an agreed-upon separable element) and resolution of all relevant contract claims and appeals, the Government shall compute the total project costs (or the cost of the separable element) and tender to the Local Sponsor a final accounting of its share of project costs. In the event the total contribution by the Local Sponsor is less than its minimum required share of project costs at the time of the final accounting, the Local Sponsor shall, within 90 calendar days after receipt of written notice, make a cash payment to the Government of whatever sum is required to meet its minimum required share of project costs. In the event the Local Sponsor has made cash contributions in excess of 5 percent of

total project costs which result in the Local Sponsor's having provided more than its required share of project costs, the Government shall within 90 days of the final accounting, subject to the availability of appropriations, return said excess to the Local Sponsor; however, the Local Sponsor shall not be entitled to any refund of the 5 percent cash contribution required pursuant to Article 2c. hereof. If the Local Sponsor's total contribution under this Agreement (including lands, easements, rights-of-way, relocations, and dredged material disposal areas provided by the Local Sponsor) exceeds 50 percent of total project costs, the Government shall, subject to the availability of appropriations, refund the excess to the Local Sponsor within 90 days of the final accounting.

ARTICLE 7 - DISPUTES

Before any party to this Agreement may bring suit in any court concerning an issue relating to this Agreement, such party must first seek in good faith to resolve the issue through negotiations or other forms of non-binding alternative dispute resolution mutually acceptable to the parties.

ARTICLE 8 - OPERATION, MAINTENANCE AND REHABILITATION

a. The Local Sponsor shall operate, maintain, replace, and rehabilitate the project (or separable elements thereof) upon completion in accordance with regulations or directions prescribed by the Government.

b. The Local Sponsor hereby gives the Government a right to enter, at reasonable times and in a reasonable manner, upon land which it owns or controls for access to the project for the purpose of inspection, and, if necessary, for the purpose of completing, operating, repairing,

maintaining, replacing, or rehabilitating the project. If an inspection shows that the Local Sponsor for any reason is failing to fulfill the obligations under this Agreement without receiving prior written approval from the Government, the Government will send a written notice to the Local Sponsor. If the Local Sponsor persists in such failure for 30 calendar days after receipt of the notice, then the Government shall have a right to enter, at reasonable times and in a reasonable manner, upon lands the Local Sponsor owns or controls for access to the project for the purpose of completing, operating, repairing, maintaining, replacing, or rehabilitating the project. No completion, operation, repair, maintenance, replacement, or rehabilitation by the Government shall operate to relieve the Local Sponsor of responsibility to meet its obligations as set forth in this Agreement, or to preclude the Government from pursuing any other remedy at law or equity to assure faithful performance pursuant to this Agreement.

ARTICLE 9 - RELEASE OF CLAIMS

The Local Sponsor shall hold and save the Government free from all damages arising from the construction, operation, and maintenance of the project, except for damages due to the fault or negligence of the Government or its contractors.

ARTICLE 10 - MAINTENANCE OF RECORDS

The Government and the Local Sponsor shall keep books, records, documents, and other evidence pertaining to costs and expenses incurred pursuant to this Agreement to the extent and in such detail as will properly reflect total project costs. The Government and the Local Sponsor shall maintain such books, records, documents, and other

evidence for a minimum of three years after completion of construction of the project and resolution of all claims arising therefrom, and shall make available at their offices at reasonable times, such books, records, documents, and other evidence for inspection and audit by authorized representatives of the parties to this Agreement.

ARTICLE 11 - FEDERAL AND STATE LAWS

In acting under its rights and obligations hereunder, the Local Sponsor agrees to comply with all applicable Federal and state laws and regulations, including Section 601 of Title VI of the Civil Rights Act of 1964 (Public Law 88-352) and Department of Defense Directive 5500.11 issued pursuant thereto and published in Part 300 of Title 32, Code of Federal Regulations, as well as Army Regulation 600-7, entitled "Nondiscrimination on the Basis of Handicap in Programs and Activities Assisted or Conducted by the Department of the Army".

ARTICLE 12 - RELATIONSHIP OF PARTIES

The parties to this Agreement act in an independent capacity in the performance of their respective functions under this Agreement, and neither party is to be considered the officer, agent, or employee of the other.

ARTICLE 13 - OFFICIALS NOT TO BENEFIT

No member of or delegate to the Congress, or resident commissioner, shall be admitted to any share or part of this Agreement or to any benefit that may arise therefrom.

ARTICLE 14 - COVENANT AGAINST CONTINGENT FEES

The Local Sponsor warrants that no person or selling agency has been employed or retained to solicit or secure this Agreement upon agreement or understanding for a commission, percentage, brokerage, or

contingent fee, excepting bona fide employees or bona fide established commercial or selling agencies maintained by the Local Sponsor for the purpose of securing business. For breach or violation of this warranty, the Government shall have the right to annul this Agreement without liability, or, in its discretion, to add to the Agreement or consideration, or otherwise recover, the full amount of such commission, percentage, brokerage, or contingent fee.

ARTICLE 15 - TERMINATION OR SUSPENSION

a. If at any time the Local Sponsor fails to make the payments required under this Agreement, the Secretary of the Army shall terminate or suspend work on the project until the Local Sponsor is no longer in arrears, unless the Secretary determines that continuation of work on the project is in the interest of the United States. Any delinquent payment shall be charged interest at a rate, to be determined by the Secretary of the Treasury, equal to 150 per centum of the average bond equivalent rate of the 13-week Treasury Bills auctioned immediately prior to the date on which such payment became delinquent, or auctioned immediately prior to the beginning of each additional 3-month period if the period of delinquency exceed 3 months.

b. If the Government fails to receive annual appropriations in amounts sufficient to meet project expenditures for the then-current or upcoming fiscal year, the Government shall so notify the Local Sponsor. After 60 days either party may elect without penalty to terminate this Agreement or to suspend performance thereunder, and the parties shall conclude their activities relating to the project and proceed to a final accounting in accordance with Article 6.

ARTICLE 16 - NOTICES

a. All notices, requests, demands, and other communications required or permitted to be given under this Agreement shall be deemed to have been duly given if in writing and delivered personally, given by prepaid telegram, or mailed by first-class (postage prepaid), registered, or certified mail, as follows:

If to the Local Sponsor:

If to the Government:

District Engineer
U.S. Army Engineer District, Rock Island
Clock Tower Building, P. O. Box 2004
Rock Island, Illinois 61204-2004

b. A party may change the address to which such communications are to be directed by giving written notice to the other in the manner provided in this section.

c. Any notice, request, demand, or other communication made pursuant to this Article shall be deemed to have been received by the addressee at such time as it is personally delivered or on the third business day after it is mailed, as the case may be.

ARTICLE 17 - CONFIDENTIALITY

To the extent permitted by the law governing each party, the parties agree to maintain the confidentiality of exchanged information when requested to do so by the providing party.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement
as of the day and year first above written.

THE DEPARTMENT OF THE ARMY

(LOCAL SPONSOR)

By _____
(Name)
Assistant Secretary of the Army
(Civil Works)

By _____
(Title)

Date: _____

Date: _____

CERTIFICATE OF AUTHORITY

I, _____, do hereby certify that I am the Attorney for _____, that the _____ is a legally constituted public body with full authority and legal capability to perform the terms of the Agreement between the Department of the Army and _____, for local cooperation in connection with _____, and to pay damages, if necessary, in the event of its failure to perform in accordance with Section 221 of Public Law 91-611, and that the person who has executed the Agreement on behalf of the _____ has acted within his statutory authority.

IN WITNESS WHEREOF, I have hereunto made and executed this Certificate this _____ day of _____, 198_____.

Attorney for _____

COMMITTEE PRINT 99-53

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(99-53)

DATA RELATING

TO

H.R. 6

(DES MOINES RECREATIONAL RIVER AND
GREENBELT PROJECT)



SEPTEMBER 1986

Printed for the use of the Committee on Public Works and Transportation

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DES MOINES RECREATIONAL RIVER AND GREENBELT PROJECT

The boundaries of the Des Moines Recreational River and Greenbelt Project are in accordance with the February 21, 1986, recommendation of the Greenbelt Advisory Committee, and are shown on maps which are on file in the office of the US Army Engineer District, Rock Island, Illinois. The Greenbelt lands lie within the following sections, townships and ranges west of the 5th Principal Meridian:

In T89N, R28W: Sec. 29 - S 1/2; Sec. 30 - E 1/2; Sec. 31 - SE 1/4; Sec. 32; Sec. 33 - All south of RR; and Sec. 34 - SW 1/4 south of Railroad.

In T88N, R25W: Sec. 5 - S 1/2; Sec. 6 - S 1/2; Sec. 7 - All exc. SW 1/4; Sec. 8 and 17; Sec. 18 - All exc. NW 1/4; Sec. 19, 30, and 31; and Sec. 32 - SW 1/4.

In T88N, R28W: Sec. 13 - SE 1/4; Sec. 24 - NE 1/4; Sec. 25 - S 3/4; and Sec. 36.

In T88N, R27W: Sec. 21 - SE 1/4; Sec. 22 - All exc. NE 1/4; Sec. 26 - SW 1/4; Sec. 27; Sec. 28 - E 1/2; Sec. 31 - W 1/2; Sec. 33 - NE 1/4; Sec. 34; and Sec. 35 - W 1/2.

In T88N, R28W: Sec. 5 and 6; Sec. 7 - E 1/2; Sec. 8; Sec. 9 - SE 1/4; Sec. 10 - S 1/2; Sec. 11 - S 1/2; Sec. 19 - SW 1/4; Sec. 14, 15, 16, and 17; Sec. 18 - NE 1/4; Sec. 20 - NE 1/4; Sec. 21, 22, and 23; Sec. 24 - W 1/2; Sec. 25 - W 1/2; Sec. 26, 27, 28, 33, 34, 35, and 36.

In T87N, R25W: Sec. 6; and Sec. 7 - NW 1/4.

In T87N, R26W: Sec. 1; Sec. 2 - SE 1/4; Sec. 7 - E 1/2; Sec. 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17; Sec. 18 - E 1/2; Sec. 19, 20, 21, and 22; Sec. 23 - N 1/2; Sec. 24 - NW 1/4; Sec. 28 - W 1/2; Sec. 29, 30, and 31.

In T87N, R27W: Sec. 2 - W 1/2; Sec. 3; Sec. 4 - E 1/2; Sec. 6 - W 1/2; Sec. 7 - W 1/2; Sec. 9 - W 1/2; Sec. 10, 11, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25 and 26; Sec. 27 - E 1/4; Sec. 28 - All exc. SE 1/4; Sec. 29, 30, 34, 35 and 36.

In T87N, R28W: Sec. 1 - All exc. SW 1/4; Sec. 2 - W 1/2; Sec. 3 - NE 1/4; Sec. 10 - All exc. SW 1/4; Sec. 11, 12, 13, and 14; Sec. 15 - E 1/2; Sec. 22 - E 1/2; and Sec. 23 - NW 1/4.

In T86N, R26W: Sec. 6 - N 1/2.

(1)

In T86N, R27W: Sec. 1, 2, 3, and 4; Sec. 5 - E 1/2; Sec. 7, 8, 9, 10, 11, and 12; Sec. 15 - All exc. SE 1/4; Sec. 16, 17, and 18; Sec. 19 - N 1/2; Sec. 20 and 21; Sec. 22 - All exc. NE 1/4; Sec. 26 - SW 1/4; Sec. 27, 28, 29, 33, and 34; and Sec. 35 - W 1/2.

In T86N, R28W: Sec. 1, 12 and 13; and Sec. 24 - N 1/2.

In T85N, R26W: Sec. 7 - SW 1/4; Sec. 18 and 19; Sec. 20 - SW 1/4; Sec. 29, 30, 31, and 32.

In T85N, R27W: Sec. 1 - S 1/2; Sec. 2 and 3; Sec. 4 - E 1/2; Sec. 8 - E 1/2; Sec. 10, 11, 12, 13, 14 and 15; Sec. 16 - E 1/2; Sec. 20 - SE 1/4; Sec. 21, 22, 23, 24, 25, 26, 27, 28, 32, 33, 34, 35 and 36.

In T84N, R26W: Sec. 5, 6, 7, and 8; Sec. 9 - W 1/4; Sec. 17 - NW 1/4; Sec. 18 and 19; Sec. 20 - W 1/2; Sec. 30, 31, 32 and 33.

In T84N, R27W: Sec. 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 25, 26, and 27; Sec. 28 - NE 1/4; Sec. 34, 35, and 36.

In T83N, R26W: Sec. 2 - W 1/4; Sec. 3, 4, 5, 6, 7, 8, 9 and 10; Sec. 11 - W 1/4; Sec. 14 - W 1/2; Sec. 15, 16, 17, 18, 19, 20, 21, 28, 29, and 30; Sec. 31 - E 1/2; Sec. 32, 33, 34 and 35.

In T83N, R27W: Sec. 1, 2, and 3; Sec. 11 - E 1/4; Sec. 12 and 13; Sec. 14 - E 1/2; Sec. 23 - E 1/2; Sec. 24 and 25.

In T82N, R28W: Sec. 1 - W 3/4; Sec. 2, 3, 4, and 5; Sec. 8 - E 1/2; Sec. 9, 10, and 11; Sec. 12 - W 1/4; Sec. 15 and 16; Sec. 17 - E 1/2; Sec. 20 - E 1/2; Sec. 21 and 22; Sec. 23 - SW 1/4; Sec. 26 - W 1/2; Sec. 27 and 28; Sec. 29 - All exc. NW 1/4; Sec. 30 - S 1/2; Sec. 31, 32, 33, 34, and 35; and Sec. 36 - S 1/2.

In T81N, R25W: Sec. 9 - S 1/2; Sec. 10 - SW 1/4; Sec. 14 - W 1/2; Sec. 15 and 16; Sec. 18 - S 1/2; Sec. 19, 20, 21, and 22; Sec. 23 - W 1/2; Sec. 26 - All exc. NE 1/4; Sec. 27, 28, 29, 30, 32, 33, 34, and 35; and Sec. 36 - W 1/2.

In T81N, R26W: Sec. 1 - All exc. SE 1/4; Sec. 2, 3, and 4; Sec. 6 - NW 1/4; Sec. 9, 10, and 11; Sec. 13 - S 1/2; Sec. 14, 15, 23, and 24; Sec. 25 - N 1/2; and Sec. 26 - NE 1/4.

In T80N, R24W: Sec. 6 - W 1/2; Sec. 7 - W 1/2; Sec. 17 - SW 1/4; Sec. 18, 19, and 20; Sec. 29 - All exc. SE 1/4; Sec. 30 and 31; and Sec. 32 - All exc. NE 1/4.

In T80N, R25W: Sec. 1 and 2 - All exc. Polk City; Sec. 3, 4, 10, 11, 12, 13, and 14; Sec. 23 - E 1/2; Sec. 24 and 25; and Sec. 36 - E 1/2.

In T79N, R24W: Sec. 5; Sec. 6 - All exc. SW 1/4; Sec. 7 - E 1/2; Sec. 8; Sec. 9 - W 1/4; Sec. 15 - W 1/2 south of I-80; Sec. 16 - All of NW 1/4 and S 1/2 of Section 16 lying south of I-80; Sec. 17; Sec. 18 - S 1/2 N 1/2 and SE 1/4; Sec. 21 - E 3/4; Sec. 22 - NW 1/4 and W 1/2 SW 1/4; Sec. 27; Sec. 28 - E 1/2; Sec. 34 - NE 1/4; and Sec. 35 - All exc. SE 1/4.

In T78N, R20W: Sec. 33 - S 1/2.

In T78N, R21W: Sec. 27 - SE 1/4; Sec. 30 - All exc. NE 1/4; Sec. 31; and Sec. 34 - E 1/2.

In T78N, R22W: Sec. 19 - W 1/2; Sec. 22 - S 1/2; Sec. 24; Sec. 25 - E 1/2; Sec. 27; Sec. 29 - All of Sec. 29 lying SW of Railroad; Sec. 30, 31, 32, 33, and 34; Sec. 35 - S 1/2; and Sec. 36 - All exc. NW 1/4.

In T78N, R23W: - Sec. 8 - SE 1/4; Sec. 9 - W 1/2; Sec. 13 - SW 1/4; Sec. 14 - S 1/2; Sec. 15 and 16; Sec. 17 - That part SW of Railroad and SE 1/4, and NE 1/4 NE 1/4; Sec. 18 - All south of Railroad; Sec. 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, and 30; Sec. 32 - E 1/2; Sec. 33, 34, 35, and 36.

In T78N, R24W: Sec. 3 - W 1/2; Sec. 4 - E 1/2; Sec. 7 - SE 1/4; Sec. 8, 9, 10, 11, and 12; Sec. 13 - All exc. SW 1/4; Sec. 14 - N 1/2; Sec. 16 - N 1/2; Sec. 17 - W 1/2 lying north of Railroad; Sec. 18; Sec. 23 - S 1/2; Sec. 24 - S 1/2; Sec. 25 and 26.

In T78N, R25W: Sec. 12, 13, and 14; Sec. 15 and 21 - All SE of Railroad; Sec. 22; Sec. 23 - W 1/2; Sec. 27 - N 1/2; Sec. 28 - N 1/2; and Sec. 29 - E 1/2.

In T77N, R19W: Sec. 19 - E 1/2 NE 1/4; Sec. 20; Sec. 21 - S 3/4; Sec. 28, 29, 30, 31, 32, and 33; Sec. 34 - S 1/2; Sec. 35 - S 1/2.

In T77N, R20W: Sec. 3 - S 1/2; Sec. 4 - All exc. SW 1/4; Sec. 9 - E 1/2; Sec. 10 - W 1/2; Sec. 11 - S 1/2; Sec. 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, and 36.

In T77N, R21W: Sec. 2; Sec. 3 - E 1/2; Sec. 4 - W 1/2; Sec. 6 - All exc. NE 1/4; Sec. 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, and 27; Sec. 28 - E 1/2; Sec. 35 and 36.

In T77N, R22W: Sec. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14; Sec. 15 - E 1/2; Sec. 16 - NW 1/4; Sec. 17 - All exc. NW 1/4; Sec. 19 - N 1/2; Sec. 20 - N 1/2; Sec. 22, 23, 24, 25, and 26; Sec. 27 - All exc. NW 1/4; Sec. 33 - E 1/2 SE 1/4; Sec. 34, 35, and 36.

In T77N, R23W: Sec. 1, 2, 3, and 4; Sec. 5 - All exc. NW 1/4; Sec. 7 - N 1/2; Sec. 8 - N 1/2; Sec. 10, 11, and 12; Sec. 14 - W 1/2; Sec. 15; and Sec. 22 - N 3/4.

In T76N, R18W: Sec. 7, 8, 17, 18, 19, 20, 21, and 23; Sec. 26 - W 1/2; Sec. 27, 28, and 29; Sec. 30 - All exc. SW 1/4; Sec. 32 - E 1/2; Sec. 33 and 34; and Sec. 35 - W 1/4.

In T76N, R19W: Sec. 1 - W 1/2; Sec. 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, and 22; Sec. 23 - All exc. W 1/4; Sec. 24, 25, 26, and 27; Sec. 28 - N 1/2; Sec. 29 - N 1/2; Sec. 30 - N 3/4; Sec. 32 - SE 1/4; Sec. 33 and 34; Sec. 35 - N 1/2; and Sec. 36 - N 1/2.

In T76N, R20W: Sec. 1, 2, 3, 4, 5, and 6; Sec. 8 - N 1/2; Sec. 10 - S 1/4; Sec. 11 - All exc. NW 1/4; Sec. 12, 13, 14, and 15; Sec. 16 - SE 1/4; Sec. 22, 23, 24, 25, 26, 27, and 28; Sec. 31 - E 1/2; Sec. 32, 33, and 34; and Sec. 35 - W 1/2.

In T76N, R21W: Sec. 1 and 2; and Sec. 3 - E 1/4.

In T76N, R22W: Sec. 1, 2, 3, and 4; Sec. 5 - SE 1/4; Sec. 7 - E 1/2; Sec. 8 and 9; Sec. 10 - N 1/2; Sec. 11 - All exc. SW 1/4; Sec. 12, 17, 18, and 19; Sec. 20 - N 1/2; Sec. 21 - NW 1/4; Sec. 30; and Sec. 31 - N 1/2.

In T75N, R17W: Sec. 7, 17, and 18; Sec. 19 - N 1/2; and Sec. 20 - NW 1/4.

In T75N, R18W: Sec. 1 - S 1/2; Sec. 2 and 3; Sec. 4 - All exc. SW 1/4; Sec. 10 - E 1/2; Sec. 11, 12, and 13.

In T75N, R19W: Sec. 3 - NW 1/4; Sec. 4 - All exc. SE 1/4; and Sec. 5 - N 3/4.

In T75N, R20W: Sec. 2 - W 1/2; Sec. 3 and 4; Sec. 5 - All exc. SW 1/4; Sec. 7 - SE 1/4; Sec. 8 - All exc. NW 1/4; Sec. 9 and 10; Sec. 11 - N 3/4; Sec. 15 - NW 1/4; Sec. 16 and 17; Sec. 18 - SE 1/4; Sec. 19; Sec. 20 - N 3/4; Sec. 21 - N 3/4; and Sec. 30 - N 1/2.

In T75N, R21W: Sec. 23 - E 1/2; Sec. 24; Sec. 25 - NE 1/4; Sec. 26; Sec. 27 - SE 1/4; Sec. 34 - NE 1/4; and Sec. 35 - N 1/2.

ENGINEER REGULATION 1165-2-400 (EXTRACT)

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CHECK LIST OF NEW FACILITIES WHICH MAY BE
PROVIDED IN RECREATION DEVELOPMENTS
AT CORPS WATER RESOURCE PROJECTS 1/

<u>Activity/Facility</u>	<u>Joint Cost 2/</u>	<u>Cost Shared 3/</u>	<u>100% Other 4/</u>
I. <u>Access and Circulation</u>			
Roads <u>5/</u>		x	x
Turnarounds	x	x	x
Trails		x	x
Hiking		x	x
Jogging/Exercise			x
Bicycle		x	x
Equestrian/without jumps		x	x
Snowshoe		x	x
Cross Country Ski		x	x
Ski Slopes			x
Chairlifts/Tows			x
Snowmobile		x	x
ORV		x	x
Water			
Slalom			x
Artificial White Water			x
Parking <u>5/</u>		x	x
Bridges and Culverts		x	x
Boat Launching Devices			
Mechanical			x
Surfaced Ramps	x ^{2/}	x	x
Boat Piers (Fixed or Floating)		x	x
Walks		x	x
Steps (Outdoor)		x	x
Ramps		x	x
Fishing piers and attendant facilities		x	x

II. Structures

Sanitation	<u>x6/</u>		
Vault Toilets		x	
Comfort Station		x	x
Washhouse		x	x
Bathhouse		x	x
Bath-Changehouse		x	x
Fish Cleaning Station		x	x

	<u>Joint Cost</u>	<u>Cost Shared</u>	<u>100% Other</u>
Shelters			
Picnic		x	x
Overlook		x	x
Trail			x
Group Camp			
Cabins and Dormitories			x
Dining Hall			x
Infirmaries			x
Amphitheatres		x	x
Caretaker Quarters			x
Outdoor Cooking		x	x
Beaches		x	x
Docks		x	x
Tent pads		x	x
Swimming Beaches		x	x
Visitor Center	x2/		x
Nature Center			x
Historical Centers			x
Archeological Centers			x
Environmental-Education Centers			x
Lodges/Cabins			x
Hotels/Motels			x
Restaurants/Snack Bars			x
Stores/Commissaries			x
Bait/Tackle Shops			x
Marina			x
Docks/Piers			x
Fuel Dispensing/Storage			x
Repair Facilities			x
Storage Facilities			x
Swimming Pools			x
Clubhouse			x
Stables			x
Corrals			x
Equestrian Jumps/Courses			x
Fountains/Statuary			x
Decorative Lakes/Ponds			x
Decorative Promenades			x
Maintenance and Operation			
Vehicle and Material Storage			x
Garages			x
Work Shops			x
Utility Buildings			x
Inflammable Storage			x
Administrative Facilities			x
Gate House, Control Structures			x

	<u>Joint Cost</u>	<u>Cost Shared</u>	<u>100% Other</u>
Boat Storage			x
Employee Quarters			x
Bulk Storage			x

III. Utilities

Water Supply			
Municipal System		x	x
Wells		x	x
Treatment Plant		x	x
Storage		x	x
Distribution		x	x
Fountain and Outlets		x	x
Irrigation System		x	x
Sewage and Waste Water Disposal			
Municipal System		x	x
Septic Tanks and Tile Fields		x	x
Treatment Plants		x	x
Oxidation Lagoon		x	x
Sanitary Dump Station (Boats and Camping Trailers)		x	x
Camp Waste Water and Garbage Disposal		x	x
Storm Drainage			x
Telephone			x
Electrical			
Lighting		x	x
Lift Pumps		x	x
Hook-up		x	x
Gas, Natural/Propane		x	x
Land Fill			x
Incinerator			x

IV. Site Preparation

Clearing and Grubbing (Includes vista clearing)		x	x
Grading and Land Form		x	x
Tree Planting		x	x
Shrub Planting		x	x
Other Planting (Perennials, etc.)			x
Turf Establishment		x	x
Reforestation		x	x

	<u>Joint Cost</u>	<u>Cost Shared</u>	<u>100% Other</u>
V. <u>Park Furniture</u>			
Picnic Tables		x	x
Grills and Fireplaces		x	x
Campfire Circles		x	x
Trash Receptacles		x	x
Benches		x	x
Trailer/Tent Pads		x	x
Flag Poles			x
Lantern Hangers		x	x
VI. <u>Play Facilities</u>			
Courts			
Multiple Use		x7/	x
Tennis			x
Basketball			x
Handball			x
Shuffleboard			x
Volleyball			x
Horseshoe Pits			x
Sports/Play Fields			
Baseball with			
Backstop		x	x
Bleachers			x
Dugouts			x
Fencing			x
Lighting			x
Playfield Area (open			
space)		x	x
Marking/Goals			x
Play Equipment			
Standard		x	x
Elaborate 8/			x
Golf Course/Putting			
Greens			x
VII. <u>Signs</u>			
Entrance-Directional-Marker		x	x
Traffic Control			
(Vehicular and Pedestrian)		x	x
Instruction			
(Includes Fire Danger			
Notices)		x	x

	<u>Joint Cost</u>	<u>Cost Shared</u>	<u>100% Other</u>
VIII. <u>Interpretive Guidance and Media</u>			
Display Boards		x	x
Display Cases			x
Interpretive Markers (Natural, Historical, Archeological, etc.)		x	x
Electronic Audio-Visual Devices			x
Exhibit Space			x
IX. <u>Protection, Control, Health and Safety</u>			
Protection and Control			
Gates and Barricades	x	x	x
Cattle Guards		x	x
Walls and Fencing		x	x
Guardrails	x	x	x
Breakwater-fishing walkways		x	x
Entrance Stations		x	x
Aquatic Use-Zoning and Marking		x	x
Fire Fighting and Protection			x
Communication			x
Vandalism and Theft Control Devices			x
Campground Registration Box		x	x
Health and Safety			
Lighting		x	x
Life Guard Stand (Where life guard services are authorized)			x
First Aid Station			x
Traffic Counters		x	x

1/ Includes new and completed reservoirs, local protection, navigation projects, etc. Facilities not listed must be justified and approved prior to commitments made to cost sharing partners. This check list will be modified as appropriate.

9 Aug 1985

- 2/ The facilities to be provided are to be limited to those required for minimum health and safety; beyond these the Corps will also provide type "C" visitor centers and operational boat ramps.
- 3/ Facilities to be cost shared are limited to standard designs that do not include embellishments such as decorative stone work, planters, elaborate designs or pretentious space.
- 4/ Includes facilities which may not be resource oriented, are revenue producing or are over and above that which would normally be provided at a water resource project.
- 5/ When roads and/or parking are to be used and/or designed for use under more than one financing category/ cost will be allocated on the basis of estimated use by function. The discretion of the D.E. is to be applied.
- 6/ Minimum sanitary facilities are limited to those that meet minimum Federal and local health requirements.
- 7/ Grading and paving, to the extent they represent least cost alternatives to stabilizing floodways, may be used by local interests for recreational activities or facility developments not eligible for cost sharing. Such grading and paving may be done by the Corps to specifications more costly than necessary for floodway stabilization provided the additional cost is met by a non-Federal sponsor.
- 8/ Includes extensive specialized play equipment over and above basic climbing, swinging and sliding apparatus.

PERTINENT CORRESPONDENCE

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GENERAL DESIGN MEMORANDUM
 DES MOINES RECREATIONAL RIVER AND GREENBELT
 DES MOINES RIVER, IOWA

APPENDIX H
 PERTINENT CORRESPONDENCE

TABLE OF CONTENTS

<u>Correspondence</u>	<u>Advisory Committee Appointment</u>	<u>Letter of Assurance</u>	<u>Page</u>
Letter from the Highland Park Business Club, Des Moines, dated 1 May 1985	No	No	H-1
Letter from the Boone County Auditor for the Board of Supervisors, dated 13 September 1985	Yes	No	H-4
Letter from the City of Polk City dated 13 September 1985	Yes	No	H-5
Letter from the City of Fort Dodge, dated 16 September 1985	Yes	No	H-6
Letter from the Marion County Board of Supervisors, dated 20 September 1985	Yes	No	H-7
Letter from the Office of the Governor, State of Iowa, dated 23 September 1985	Yes	No	H-8
Letter from the City of Johnston, dated 24 September 1985	Yes	No	H-9
Letter from the Polk County Board of Supervisors, dated 24 September 1985	Yes	No	H-10
Letter from the City of Des Moines, dated 24 September 1985	Yes	No	H-11
Letter from Ivan J. Richards, dated 30 September 1985	Yes	No	H-12
Letter from the City of Fort Dodge, dated 1 October 1985	Yes	No	H-13
Letter from the Iowa Conservation Commission, dated 3 October 1985	No	No	H-14

Pertinent Correspondence (Cont'd)

<u>Correspondence</u>	<u>Advisory Committee Appointment</u>	<u>Letter of Assurance</u>	<u>Page</u>
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Letter from the Department of the Army, Office of the Assistant Secretary, to the Honorable Neal Smith, House of Representatives, dated 4 October 1985	Yes	No	H-24
Letter from the Honorable Neal Smith, House of Representatives, dated 11 October 1985	No	No	H-29
Letter from the Polk County Board of Supervisors, dated 28 October 1985	No	Yes	H-32
Letter from the Iowa Conservation Commission for the Planning Subcommittee of the Advisory Committee, dated 31 October 1985	No	No	H-35
Letter from the City of Boone, dated 7 November 1985	Yes	No	H-39
Letter from the City of Johnston, dated 11 November 1985	No	Yes	H-40
Distribution Letter for the Draft Plan for Engineering and Design, Des Moines Recreational River and Greenbelt, dated 20 November 1985	No	No	H-43
Letter from the City of Runnells, dated 22 November 1985	Yes	No	H-45
Letter from the Heart of the Hawkeye Council of Camp Fire, Camp Hantesa, dated 26 November 1985	No	No	H-46
Letter from the Iowa State Historical Department, Office of Historic Preservation, dated 2 December 1985	No	No	H-47
Letter from the City of Fort Dodge, dated 5 December 1985	No	Yes	H-48
Letter from the Iowa Conservation Commission, dated 6 December 1985	No	Yes	H-51

Pertinent Correspondence (Cont'd)

<u>Correspondence</u>	<u>Advisory Committee Appointment</u>	<u>Letter of Assurance</u>	<u>Page</u>
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Letter from the U.S. Department of the Interior, Fish and Wildlife Service, dated 12 December 1985	No	No	H-55
Letter from the U.S. Environmental Protection Agency, Region VII, dated 12 December 1985	No	No	H-56
Letter from the U.S. Department of the Interior, National Park Service, dated 13 December 1985	No	No	H-57
Letter from the Federal Emergency Management Agency, Region VII, dated 13 December 1985	No	No	H-59
Letter from the Iowa Conservation Commission for the Advisory Committee, dated 16 December 1985	No	No	H-60
Letter from the Marion County Board of Supervisors, dated 16 December 1985	No	Yes	H-61
Letter from the Jasper County Board of Supervisors, dated 16 December 1985	No	Yes	H-64
Letter from the Boone County Board of Supervisors, dated 18 December 1985	No	Yes	H-66
Letter from the Warren County Board of Supervisors, dated 27 December 1985	Yes	No	H-69
Letter from the Iowa Conservation Commission for the Advisory Committee, dated 2 January 1986	No	No	H-70
Letter from the City of Lehigh, dated 10 January 1986	Yes	No	H-71

Pertinent Correspondence (Cont'd)

<u>Correspondence</u>	<u>Advisory Committee Appointment</u>	<u>Letter of Assurance</u>	<u>Page</u>
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Letter from the Webster County Board of Supervisors, dated 14 January 1986	Yes	Yes	H-73
Letter from the City of Carlisle, dated 29 January 1986	Yes	No	H-75
Letter from the Iowa Conservation Commission, dated 29 January 1986	No	No	H-76
Letter from Mary Jane Paez, Advisory Committee Member, dated 12 February 1986 w/atc	No	No	H-77
Letter from the Town of Lehigh, dated 26 February 1986	No	No	H-81
Letter from the Iowa Conservation Commission for the Advisory Committee, dated 3 March 1986	No	No	H-82
Public Information Fact Sheet, dated 7 March 1986	No	No	H-84
Distribution letter for the Final Plan for Engineering and Design, dated 10 March 1986	No	No	H-85
Letter from the Town of Lehigh, dated 13 March 1986	No	Yes	H-87
Letter from the Iowa Conservation Commission, dated 17 March 1986	No	No	H-89
Letter from the Iowa State Historical Department, Office of Historic Preservation, dated 24 March 1986	No	No	H-90
Letter from the Office for Planning and Programming, dated 24 March 1986	No	No	H-91

Pertinent Correspondence (Cont'd)

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Letter from the Iowa State Historical Department, Office of Historic Preservation, dated 2 April 1986	No	No	H-94
Letter from the City of Des Moines, dated 7 April 1986	No	Yes	H-95
Letter from the U.S. Department of the Interior, Fish and Wildlife Service, dated 10 April 1986	No	No	H-99
Letter from the U.S. Department of the Interior, Fish and Wildlife Service, dated 10 April 1987	No	No	H-100
Letter from the U.S. Environmental Protection Agency, Region VII, dated 15 April 1986	No	No	H-101
Letter from the U.S. Environmental Protection Agency, Region VII, dated 15 April 1986	No	No	H-102
Letter from the Iowa Conservation Commission, dated 16 April 1986	No	No	H-103
Letter from Jim Humeston, dated 17 April 1986	No	No	H-105
Letter from the U.S. Department of Agriculture, Soil Conservation Service, dated 5 May 1986	No	No	H-107
Letter from the Iowa State Historical Department, Office of Historic Preservation, dated 6 May 1986	No	No	H-108
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Pertinent Correspondence (Cont'd)

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Letter from the U.S. Department of the Interior, Fish and Wildlife Service, dated 28 May 1986	No	No	H-116
Letter from the U.S. Environmental Protection Agency, Region VII, dated 29 May 1986	No	No	H-117
Letter from MIDAS Council of Governments, dated 29 May 1986	No	No	H-118
Letter from the Polk County Conservation Board, dated 13 June 1986	No	No	H-119
Letter from the City of West Des Moines, dated 11 August 1986	Yes	No	H-121
Letter from the City of Johnston, dated 3 September 1986	No	No	H-122
Letter from the U.S. Department of Agriculture, Soil Conservation Service, dated 7 October 1986	No	No	H-123
Letter from the Hamilton County Board of Supervisors, dated 10 October 1986	Yes	No	H-124
Letter to the Des Moines Recreational River and Greenbelt Advisory Committee, dated 10 October 1986	No	No	H-125
Letter from the MIDAS Council of Governments, dated 22 October 1986	No	No	H-128
Letter from the City of Stratford, dated 10 November 1986	Yes	No	H-129

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Letter from the Iowa Department of Natural Resources for the Advisory Committee, dated 8 January 1987	No	No	H-133
Letter from the United States Department of Interior, Fish and Wildlife Service, Planning Aid Letter, dated 27 January 1987	No	No	H-134
Letter from the U.S. Department of Agriculture, Soil Conservation Service, dated 30 January 1987	No	No	H-143
Letter from the U.S. Department of Agriculture, Soil Conservation Service, dated 5 February 1987	No	No	H-144
Letter from the U.S. Department of Agriculture, Soil Conservation Service, dated 12 February 1987	No	No	H-146
Letter from the City of Johnston, dated 2 March 1987	No	No	H-147
Letter from Simpson College, dated 3 March 1987	No	No	H-148
Letter from the City of Polk City, dated 12 March 1987	No	Yes	H-149
Letter from the City of Des Moines, City Plan and Zoning Commission, dated 3 April 1987	No	No	H-151
Letter from the United States Department of Interior, National Park Service, dated 8 April 1987	No	No	H-156

Pertinent Correspondence (Cont'd)

<u>Correspondence</u>	<u>Advisory Committee Appointment</u>	<u>Letter of Assurance</u>	<u>Page</u>
Letter from the U.S. Department of the Interior, Bureau of Land Management, dated 17 April 1987	No	No	H-158
Letter from the City of Dayton, dated 20 May 1987	No	Yes	H-159
Letter from the City of West Des Moines, dated 28 May 1987	No	Yes	H-162
Letter from the City of Johnston, dated 27 July 1987	No	No	H-165
Letter from Kreykes Law Office, dated 29 July 1987	No	No	H-166
Letter from the City of Dayton, dated 3 August 1987	Yes	No	H-167
Letter from the Hamilton County Board of Supervisors, dated 1 September 1987	No	Yes	H-168
Letter from the United States Department of the Interior, Fish and Wildlife Service, Coordination Act Report, dated 15 September 1987	No	No	H-169

HIGHLAND PARK—DES MOINES BUSINESS CLUB

HIGHLAND PARK — THE REALIZING COMMUNITY

P. O. Box 4020 H. P. Station
Des Moines, Iowa 50333

May 1, 1985

Mr. Larry McLean,
Flood Plain Mgmt/Spec. Studies Branch, Planner
Corps of Engineers
Clocktower Building
Rock Island, Illinois 61201

Dear Mr. McLean,

On February 14th of this year, the Highland Park-Des Moines Business Club in cooperation with the Des Moines Izaak Walton League, the J.N. Darling Foundation, and the Sierra Club, sponsored a tour of the Des Moines River Greenbelt area between Saylorville Lake and the upper reaches of Red Rock Lake.

Many representatives of government agencies participated in the tour. The tour was designed to create interest and participation in a design for the future which will be enhanced, hopefully, by passage of the "Des Moines River Greenbelt Bill".

This bill is now in the U.S. Congress as part of the Omnibus Water Projects Bill (HR-6). Our organizations have come together to help coordinate public interest and participation in this legislation which addresses shared goals.

We have attached a copy of the actual legislation as well as a list of tour participants and pertinent maps for your information.

Iowa has no "national parks". This federal legislation proposes designation of the Des Moines River corridor from Highway 20 near Fort Dodge to Highway 92 at Ottumwa as a national water resources area development project, similar in some ways to a national park with federal funding assistance.

We are building on the uniqueness of the existing Saylorville Greenbelt. This project exemplifies the public benefit to be gained by interagency cooperation of governmental bodies.

The overall proposed project area is quite large and our organizations agree that the momentum and primary support must come from the Greater Des Moines area -- involving all levels of government within this area.

Federal designation and funding for the Des Moines River Greenbelt is a primary objective, but this in itself does not "create" the Greenbelt project which so many now envision.

Federal legislation can provide the catalyst and seed money, but state and local entities must assume the responsibility of planning, programming, and implementing the various elements of this comprehensive public project.

H-1



The federal legislation authorizes the Corps of Engineers to operate the 20/92 corridor much like a national park. The advisory council, created by the legislation, would be the central authority. Members of this council will be appointed by the political authority in the various involved towns, cities, counties, and the state.

We visualize that the advisory council would assist in the selection of professional riverfront development organizations, assist in the adoption of master plans, and identify various projects for which funding is not available and then translate these needs to the various civic and business organizations.

The logical sequence for immediate state and local action is summarized below.

1. State, county and civic agencies should publicly adopt the Des Moines River Corridor as a priority development project, as should the City of Des Moines.
2. A professional study of the Greater Des Moines River segment should be commissioned by the City Council and the Board of Supervisors -- with the involvement of the Iowa State Conservation Commission and the U. S. Army Corps of Engineers.

The study would include, a.) an assessment of current land uses and future land acquisition needs, b.) identification of areas for parks, preserves, housing, commercial enterprises, marinas, restaurants, civic attractions, etc., c.) assessment of water level controls and use and access on the river, and d.) identification of appropriate public and private entities to sponsor various projects.

3. Develop one Master Plan for adoption by the City of Des Moines and Polk County as the official riverfront development program.
4. Implement the plan through initiatives of various government and private entities. This may involve a Greater Des Moines Riverfront Development Authority to coordinate funding, implementation, and public input.
5. Rural segments outside the Greater Des Moines area should be similarly studied and planned for with the state and federal agencies taking the lead roles.

We feel that these ideas could represent some very significant benefits both to the State of Iowa and to Greater Des Moines. Among them are:

1. A unique image for Greater Des Moines. Des Moines is a riverfront city within the fork of the Des Moines and Raccoon Rivers. This should be a "theme" for the city's development and promotion nationally. This has proven successful in many other cities.
2. Green space. Riverfront development offers quality outdoor space which is needed for successful downtown development. Also, every Iowan can directly benefit from the availability of the recreation and green space offered by the river basin.
3. Economic development. With proper development and promotion, the overall project area can become significant regionally and nationally as a public attraction. This generates people, business, and jobs as well as providing a quality environment attractive for industry, workers, and families.

There is tremendous momentum building within the project area. Many outstanding projects are now underway. A few key examples include the historic railroad line at Boone, the Iowa Arboretum near Madrid, the Boone River protected waters project, and developments at Saylorville, Big Creek, and Red Rock Lakes.

The Highland Park-Des Moines Business Club has had a longstanding involvement. The area along the Des Moines River from Grand Avenue to the Saylorville Dam is well within the area served by the Club. The Botanical Center, Union Park, the coming Japanese Tea Garden, Birdland Marina and Sports Complex, Prospect Park, Riverview Park, J.C. White Park, as well as the Saylorville Trail are all part of riverfront development supported by the Highland Park-Des Moines Business Club.

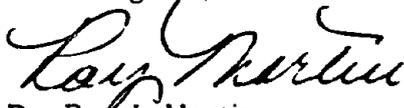
The involvement of the Izaak Walton League and the J. N. Darling Foundation has been in initiating and coordinating the federal greenbelt legislation. The Des Moines Izaak Walton League Chapter and the J. N. Darling Foundation are committed to ongoing support of this project.

Also, there is developing interest and excitement from another structured civic group, the Life Members of the Telephone Pioneers of America with 5,000 members statewide.

What is important now is a unity of purpose and action -- so that these and future projects will result in public benefits far greater than the sum of each project alone.

We thank you for your support of federal legislation (HF-6) and your backing of these additional support and development projects.

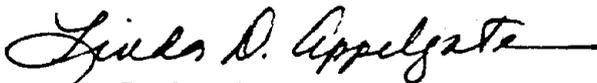
Warm regards,



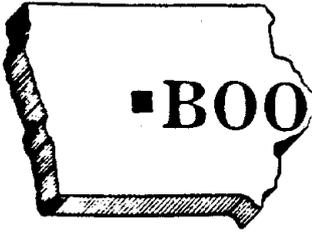
Dr. Ray I. Martin
Highland Park-Des Moines Business Club



Lee Dallager
Izaak Walton League
J. N. Darling Foundation



Linda D. Appelgate
Sierra Club



ALBERT G. SORENSEN

PHONE: AC 515 432-112.

BOONE COUNTY AUDITOR

COURT HOUSE
THIRD & STATE STREETS

BOONE, IOWA 50036

September 13, 1985

District Engineer
U.S. Army Engineer District, Rock Island
ATTN: Planning Division
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Sir:

On September 13, 1985, the Boone County Board of Supervisors met and Jay E. Carlson made a motion to appoint the following people to represent Boone County on the Advisory Committee of the Des Moines River Area Greenbelt as provided in U.S. H.F. 6. Harold A. Eich seconded the motion. Carried.

Richard D. Woodard 515-432-5901
RR 5
Boone, Iowa 50036

Michael J. O'Brien 515-432-5382
RR 4
Boone, Iowa 50036

Sue Welch (Alternate) 515-432-1417
RR 5
Boone, Iowa 50036

Sincerely,

Albert G. Sorensen
Boone County Auditor

AGS/sp



City of Polk City

City Hall
Polk City, Iowa 50226
Phone: 984-6233

September 13, 1985

Dept. of the Army
Corps of Engineers
Colonel William C. Burns
District Engineer
P.O. Box 2004
Rock Island, Illinois 61204

Dear Colonel Burns:

Per your letter of September 5, 1985, reference representatives to the Advisory Committee, I hereby submit the following names as my appointments:

William R. Burch, Representative
1201 Broadway
Rural Route #1
Polk City, Iowa 50226
Phone #515-984-6184

Gary E. Frederiksen, Alternate
6173 N.W. 120th Ave.
Polk City, Iowa 50226
Phone #515-984-6106

If you have any questions, or need further information, you can contact me at City Hall.

Sincerely,


Lloyd M. Tracy, Mayor
City of Polk City, Iowa

LMT/dd

James A. Janvrin
Mayor

Council at Large
Augie Avelleyra, Jr.
Jane Burleson
Richard Snyder



CITY OF FORT DODGE, IOWA

Dennis W. Milefchik
City Clerk

Council Ward
Jim Cormack, Ward 1
G.W. (Jerry) Snyder, Ward 2
Will Patterson, Ward 3
V.H. (Buck) Boekelman, Ward 4

September 16, 1985

William C. Burns
Colonel, Corps of Engineers
District Engineer
Department of the Army
Rock Island District
Corps of Engineers
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

With reference to your memorandum of September 5, 1985 regarding the Des Moines River Area Greenbelt, this is to advise you that Mayor James A. Janvrin will represent the City of Fort Dodge. The alternate will be Dan Payne, Director of Parks, Recreation & Forestry.

Sincerely,

A handwritten signature in cursive script that reads "J.A. Janvrin".

JAMES A. JANVRIN
MAYOR

dm

MARION COUNTY BOARD OF SUPERVISORS
COURT HOUSE

KNOXVILLE, IOWA 50138
TELEPHONE 828-2231

September 20, 1985

District Engineer
U.S. Army Engineer District, Rock Island
ATTN: Planning Division
Clock Tower Building - P.O.Box 2004
Rock Island, Illinois 61204-2004

To Whom It May Concern:

The Board of Supervisors have appointed Dwight Johnston
of Route 1, Knoxville, IA 50138 and Kenneth Uitermarkt
of 608 East 1st., Pella, IA 50219 to be our Representatives
on the Des Moines Recreation River and Greenbelt Advisory
Committee on October 11, 1985.

Thank you,



Harold DeZwart, Chairman
Board of Supervisors

HD/dc



OFFICE OF THE GOVERNOR

STATE CAPITOL
DES MOINES, IOWA 50319
515 281-5211

TERRY E. BRANSTAD
GOVERNOR

September 23, 1985

Colonel William C. Burns
District Engineer
U.S. Army Engineer District,
Rock Island
ATTN: Planning Division
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

Pursuant to the 1985 Water Projects Bill signed by President Reagan on August 16, 1985, I am pleased to appoint five Iowa citizens to the Des Moines River Area Greenbelt Advisory Committee.

The members are:

Ralph Schlenker
R.R. #4
Indianola, Iowa 50125
515/961-4618 (H)
515/281-2371 (O)

Lee Dallager
4037 Cottage Grove
Des Moines, Iowa 50306
515/279-4762 (H)
515/284-7369 (O)

Darlene Frazier
518 - 6th Street
Boone, Iowa 50036
515/432-7330 (H)
515/432-5012 (O)

Ruth Hoover
1403 W. 13th Street, S.
Newton, Iowa 50208
515/792-7338 (H)
515/627-5743 (O)

Larry Wilson
State Conservation Commission
Wallace State Office Building
Des Moines, Iowa 50319
515/281-5385

Thank you for sending to me information on the Greenbelt, and advising me of the appointment procedure.

Sincerely,

Terry E. Branstad
Governor

TEB/jrb

CITY
OF
JOHNSTON

"The Gateway to Saylorville Dam"

City Hall
5765 Merle Hay Road
P.O. Box 156
Johnston, Iowa 50131
Phone 515 278-2344

September 24, 1985

Mr. James Schnerre
U.S. Army Engineer District, Rock Island
ATTN: Planning Division
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Mr. Schnerre:

To confirm our telephone conversation of this date, Mayor Mary Ann Roberts has appointed Mary Jane Paez to represent the City of Johnston on the Des Moines Recreation River and Greenbelt Advisory Committee. Mayor Roberts has chosen to serve as the alternate to that committee. The addresses of the appointee and the alternate are as follows:

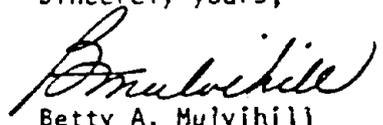
Mary Jane Paez
7240 N.W. 58th Street
Johnston, Iowa 50131 PH: (515)278-1170

Mary Ann Roberts
6602 N.W. Beaver Drive
Johnston, Iowa 50131 PH: (515)276-2926

We will forward information about the October 11th meeting to both of these persons.

If there is anything further you require, please advise.

Sincerely yours,



Betty A. Mulvihill
City Clerk/Treasurer

BAM:mb



COUNTY OF POLK
BOARD OF SUPERVISORS
DES MOINES, IOWA 50309
(515) 286-3121

RICHARD BRANNAN
Chairman

JACK BISHOP

RAY STEPHENS

MARTHA WILLITS

MURRAY DRAKE

September 24, 1985

William C. Burns, Colonel
U. S. Corps of Engineers
Clock Tower Building - P. O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

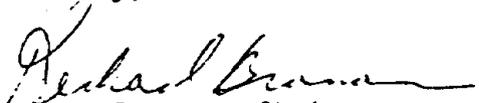
I wish to inform you that the Polk County Board of Supervisors has made its appointments to the Des Moines River Area Greenbelt Advisory Committee. The appointments are:

Richard Brannan, Supervisor, Polk County Office Building,
2nd and Court Avenues, Des Moines, Iowa 50309, 286-3117

Doug Smith, 10th Floor, Hubbell Bldg., 904 Walnut,
Des Moines, Iowa 50309, 283-3162

On behalf of the Board of Supervisors, I want to express our pleasure with the opportunity to develop the Greenbelt recreation area. This project should be of benefit to all of the people of this State and we look forward to working with the Corps of Engineers.

Sincerely,


Richard Brannan, Chairman
Polk County Board of Supervisors

RB/MS/ms

cc: U. S. Representative Neal Smith

September 24, 1985



MAYOR PETE CRIVARO
CITY HALL
EAST FIRST AND LOCUST
DES MOINES, IOWA 50307
(515) 281-4944

ALL-AMERICA CITY 1949, 1976, 1981

District Engineer
U.S. Army Eng. District, Rock Island
Attention: Planning Division
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Sir:

This will acknowledge receipt of your notice dated September 18th, advising of an organizational meeting for the Des Moines Recreation River and Greenbelt Advisory Committee on October 11th, at 1:00 P.M., Wallace State Office Building, East Ninth and Grand, here in Des Moines,

I will be out of the City on that date so I am appointing Mr. James Muto, President of the Des Moines Park & Recreation Commission, as my alternate for that meeting.

Sincerely,


Pete Crivaro
Mayor

pc/j

cc: Mr. James Muto

Hartford, Iowa

Sept. 30, 1985

District Engineer
U. S. Army Engineer
District, Rock Island

Dear Sirs:

Having recently been notified of my appointment to serve on the advisory Committee studying the Des Moines River Area Greenbelt project, I request that you send me pertinent information regarding the plan. I would appreciate a detailed map of the area and some insight as to the ultimate goal of the project.

Sincerely,

Ivan J. Richards

Ivan J. Richards

RR 1, Box 26

Hartford, Iowa

50118

James A. Janvrin
Mayor

Council at Large
Augie Avelleyra, Jr.
Jane Burleson
Richard Snyder



CITY OF FORT DODGE, IOWA

Dennis W. Milefchik
City Clerk

Council Ward
Jim Cornack, Ward 1
G.W. (Jerry) Snyder, Ward 2
Will Patterson, Ward 3
V.H. (Buck) Boekelman, Ward 4

October 1, 1985

William C. Burns
Colonel, Corps of Engineers
District Engineer
Department of the Army
Rock Island District
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

Re: Organizational Meeting for the Des Moines Recreation
River and Greenbelt Advisory Committee for October 11

Dear Colonel Burns:

In as much as Governor Branstad and his staff will be in Fort Dodge on October 11, 1985 for local government week, I feel that I and Mr. Payne should meet with the governor to express our views on pending legislature and community development block grants for Fort Dodge on that date.

Therefore, we are sending Mike Norris, City Forester, to represent Fort Dodge and he will report back to us whatever information you discussed at the meeting.

I am sorry that I am missing the first meeting, but as you see it is unavoidable.

Sincerely,

A handwritten signature in cursive script that reads "James A. Janvrin".

JAMES A. JANVRIN
MAYOR

dm

cc: Mike Norris
City Forester

H-13

COMMISSIONERS

BAXTER FREESE, Chairman — Wellman
RICHARD THORNTON, Vice-Chairman — Des Moines
JOHN D. FIELD — Hamburg
SAM KENNEDY, III — Clear Lake
MARIAN PIKE — Whiting
WILLIAM B. RIDOUT — Estherville
THOMAS E. SPAHN — Dubuque



Larry J. Wilson — Director
Wallace State Office Building, Des Moines, Iowa 50319-003-
515/281-5145

An EQUAL OPPORTUNITY Agency

October 3, 1985

Mike Cockerill
Chief, Environmental Analysis Branch
Corps of Engineers
Rock Island District
Clock Tower Building
Rock Island, Illinois 61201

Dear Mike:

Here is a tentative list of possible projects within the Des Moines River Greenbelt Area. It is not complete, but has several representative types of projects the state and county conservation agencies see as needs for the area, both now and in the future. No priorities have been established on this list. Not all of the projects attached are outside of currently existing Corp project areas, but most of them are. These can be more accurately defined upon request.

At the October 11 meeting, someone should be prepared to explain cost-share arrangements, land ownership status necessary before federal money is available on a project, and ownership of a development or property after such is developed or acquired, using federal funds.

There will undoubtedly be other questions concerning the implementation of this project.

Call me in advance of the October 11 meeting if I can be of assistance.

Very truly yours,

Larry J. Wilson, Director
Iowa Conservation Commission

LJW/fb

Enclosure

DES MOINES RIVER CORRIDOR DEVELOPMENTS

A. Multi-use Trail for Biking, Hiking, Etc. The trail would be located along the Des Moines River, and the upland areas above the river, from below Red Rock Dam to Highway 20 in Fort Dodge. Portions of the trail already exist at Red Rock and Saylorville Lakes, below the Red Rock and Saylorville Dams, in Des Moines, and also at Big Creek State Park. Other parts of the trail would be located on paved roads in park and recreation areas. The segments of trail that would be constructed, and the estimated costs, are as follows:

1. Segment I, from Big Creek State Park to Ledges State Park	\$2,700,000
2. Segment II, from Ledges State Park to Holst Forest	\$1,600,000
3. Segment III, from Holst Forest to Dolliver Memorial State Park	\$3,200,000
4. Segment IV, from Dolliver Memorial State Park to Fort Dodge	\$1,500,000
5. Segment V, from Pleasant Hill to Upper End of Red Rock	\$1,400,000
6. Segment VI, from Upper End of Red Rock to Elk Rock State Park	\$2,200,000
7. Segment VII, from the Des Moines River into Brushy Creek State Park	<u>\$ 700,000</u>
TOTAL	\$13,300,000

Master plans and estimated costs already exist for the trail through Des Moines, the portion from Elk Rock to Red Rock Dam and the segment of the trail from Cherry Glen Recreation Area to Big Creek State Park. Other spur trails should be planned, in addition to those already proposed.

B. Canoe Portages and Approximately 12 Canoe Accesses on the Des Moines and Boone Rivers. Each includes pit-vault toilet, parking, access road, graveled and stabilized ramp, trash receptacle, etc. \$ 700,000

- C. Overnight Facilities for Trail Users and Canoeists. At seven locations, provide overnight facilities specifically designed for trail users and canoeists. Primitive camping, fire-rings and lantern posts, allow for group reservations, provide water if possible, 50-75 sites each, tables, small lean-to shelters, bicycle and canoe racks, etc. \$1,500,000
- D. Fishing Piers. Approximately 10 handicap accessible fishing piers, installed in conjunction with other facilities. \$ 500,000
- E. Concession Facilities. Four additional sites, serving canoeists, campers, bikers, hikers, rafters, fishermen, and park users. Provide rental of canoes, bicycles, rafts, etc. Provide return trip transportation. \$1,000,000
- F. Off-Road Vehicle Recreation Area. Provide approximately 2,000 acres for all-terrain vehicles, 4-wheel drive vehicles, motocross (motorcycles and bicycles), tractor pulls, pick-up pulls, snow-mobiling, etc. Unsupervised recreation as well as organized events. Suitable area, already being use by off-road vehicles, is located west of Madrid. Facilities, run by concessionnaire, include access road, vehicle trails, event center/grandstand, rest rooms, etc. Need area with a combination of flood-plain and hills for vehicle trails, and high ground for permanent facilities. \$2,500,000
- G. Boone Forks Outpost Development Area. With 1840's design theme (log buildings, sidewalks, railings, etc.) for camping, staging area for canoes and bicycles, hostel, etc., located at the fork of the Boone and Des Moines Rivers. \$1,200,000
- H. Miscellaneous Development Along Rivers, Trails, and Scenic Valley Road Route. Includes rest stops, overlooks, benches, signs, information kiosks, comfort stations, drinking fountains, picnic tables, shelters, telephones, bike racks, side trails, canoe racks, trash receptacles, etc. \$1,400,000

I Archaeological and Historical Studies. Preliminary studies would be needed before construction. These studies would provide educational benefits, artifacts for interpretation, and research opportunities.

- | | |
|--|-------------|
| 1. Preliminary Studies (Phase I) | \$ 800,000 |
| 2. Detailed Studies and Research (Phases II and III) | \$1,000,000 |

J. Establish Scenic Valley Road Route. Along existing paved county and state roads, provide a designated route for those wishing to visit points of interest in the Des Moines River corridor. \$ 100,000

K. Boat Ramps. Four additional boat ramps and parking should be provided. \$ 160,000

L. Historic Preservation and Restoration. Selected historic sites should be restored for interpretive purposes. These sites should be determined from more detailed study.

M. Private Developments. Private developments which do not conflict with the purposes of the area, and enhance recreational opportunities, should be encouraged. For example, the Boone and Scenic Valley Railroad presently shuttles groups, that stay at two private campgrounds located along the Des Moines River, to the City of Boone and back.

Total Cost of Proposed Development Items

A Through K

\$24,000,000

Other Costs:

Planning	5% of Project Cost
Engineering	10% of Facilities Cost
Administration and Control	5% of Project Cost
Operation and Maintenance	4% of Facilities Cost / year

SC/mk:El

LEDGES STATE PARK DEVELOPMENT

Facility or Improvement	Cost
1. Picnic Shelters (8 Total)	\$ 80,000
2. Playground at Campground	10,000
3. Footbridges (8 Total)	120,000
4. Picnic Tables and Grills (for existing campground & picnic areas)	50,000
5. Bus Stops (8 Total)	15,000
6. Shuttle Bus and Trailer Unit	50,000
7. Pit Vaults (2 Total)	45,000
8. Modern Toilets (2 Total)	105,000
9. Renovation of Existing Trails	150,000
10. Construction of New Trails	250,000
11. Water System and Wastewater Treatment for Lower Ledges	80,000
12. Archeology Studies and Research	30,000
13. Interpretive Center and Wildlife Exhibit	1,500,000
14. Upgrade and Pave Highway 164 From Boone to Ledges (3.8 Miles)	1,100,000
15. Upgrade and Pave Perimeter Road on South & East Sides of Ledges (1.3 Miles)	280,000
16. Reconstruct Bridge at Pea's Creek Outlet	50,000
17. Restore CCC Structures	60,000
18. Riverfront Stabilization and Development (Fishing Jetties and Pier, Boat Ramp, Parking, Grills, Picnic Tables, Etc.)	670,000
19. Campground for Canoeists	50,000
20. Install Underground Primary Electric to Lower Ledges	<u>25,000</u>
Total	\$4,720,000

The above proposed facilities include items from the Master Plan for Ledges, as well as additional facilities that should also be provided in conjunction with the Des Moines River Greenbelt Project.

DES MOINES RIVER GREENBELT

Forestry Section Proposals

Create a 10,000-acre state forest near Fraser in Boone County, incorporating the present 333-acre Holst State Forest and 40-acre Barkley State Forest Areas.

The proposed area would contain at least two units, one on each side of the Des Moines River. It would include a high percent of very steep land, presently with interspersed tree and grass cover.

Enhancement of the greenbelt project by the state forest would include; reduced erosion, improved water quality flowing into the river, provide several forms of recreational opportunity not now available (hunting, trail use, dispersed camping, nature study) and improved scenic vistas.

Land acquisition costs at \$300/acre:	\$3,000,000
Annual operational costs:	150,000

Acquire 16,000 acres of rough land within one-half mile of the river above the Saylorville project to establish and maintain woodland or prairie cover. The projected area is based upon an average of 640 acres per mile of river.

The project would increase forest cover toward the Conservation Commission's statewide goal of 3,000,000 acres, enhance water quality, improve aesthetics of the greenbelt and provide public recreational opportunities not now available.

Land acquisition costs at \$300/acre:	\$4,800,000
Vegetation establishment on 4,000 acres:	800,000

MEMORANDUM

September 30, 1985

TO: Jim Zohrer, Iowa Conservation Commission

FROM: Bob Hamilton, Polk County Conservation Board

Your letter last week invited suggestions for acquisition and/or development projects in the Des Moines River Greenbelt. The following are suggestions for consideration without any prioritizing having taken place:

1. Development of access, parking, and boat ramps (conservation pool level and high-water level) for day-use including hunting, fishing (boat and shoreline), etc., at NW 128th Street and Saylorville Lake, south side of lake.
2. Acquisition of additional wildlife area on north side of Saylorville Lake on NW 128th Street.
3. Acquisition and development of Moran property at NW 128th Street and NW 118th Avenue to replace portions of Jester Park lost to Saylorville Lake, to enhance existing area, and to provide access to Jester Park during Saylorville Lake high-water periods.
4. Acquisition or development of pastureland not subject to flooding, west of NW 107th Street and south of NW 116th Avenue and/or north of NW 114th Avenue and east of Beaver Avenue. The area has potential for equestrian development but lacks pasture for horses.
5. Acquisition and development of land in angle of Beaver Avenue and NW 112th Street for day use: picnic, educational center, lake view, etc.
6. Development including reshaping of the flat area on the Saylorville Lake shore, in Jester Park, for camping use.
7. Acquisition and development of 100 acre property at Yellow Banks Park, east of SE 72nd Street. Will accommodate 80 campsites, playgrounds, restrooms (including water and sewer).
8. Acquisition of extension of bluff area at Yellow Banks Park to the east, including 180 acres of timber for picnics, shelters, scenic overlook of Des Moines River.
9. Acquisition and development of swimming area in land being excavated in vicinity of SE 80th Street.
10. Acquisition and development of a boat ramp between SE 80th Street and the City of Runnells.
11. Acquisition and development of a SE Polk County area shooting range for rifles, handguns and shotguns.

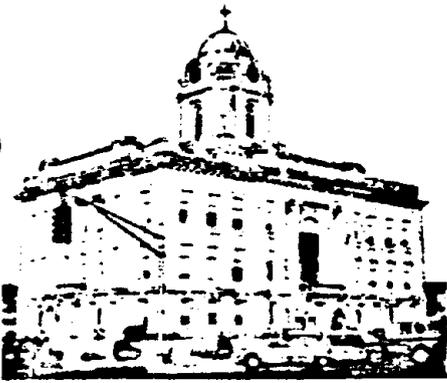
12. Acquisition and development of bike path connections between Yellow Banks Park and existing bike paths.
13. Acquisition and development of bike trails on the west side of Saylorville Lake, connecting entire greenbelt.
14. Expansion of Visitors Center at Saylorville Lake.
15. Development of an historical display building/nature interpretive center in the Yellow Banks Park area.
16. Development of more swimming beaches on Saylorville Lake, including one at Jester Park.
17. Development of sledding/tobogganing hill with tow facilities.

Webster County

- 35-acre land acquisition four miles southeast of Dayton at a cost of approximately \$20,000.
- 236-acre land acquisition five miles northwest of Stratford at a cost of approximately \$70,000.

Polk County

- 100-acre acquisition and development at Yellow Banks Park. Development to include 80 campsites, playgrounds, rest rooms for a rough cost of \$250,000.
- Acquisition of 180 acres of land at Yellow Banks Park for an approximate cost of \$110,000.
- Acquisition and development of land near Southeast 80th Street--cost unknown.
- Acquisition and development of boat ramp near Runnells for an approximate cost of \$40,000.
- Acquisition and development of a shooting range in southeast Polk County--cost unknown.
- Acquisition and development of bike path connecting Yellow Banks Park with the existing bike path--cost unknown.
- Development of an historical display-nature center in Yellow Banks Park for an approximate cost of \$200,000.



Jasper County Court House

Jasper County Board of Supervisors

Box 944
Newton, Iowa 50208
Phone 515-792-7016

Jeanne Bridenstine
Robert L. Butler
Larry Vander Werff

October 4, 1985

William C. Burns
Colonel, Corp of Engineers
District Engineer
Rock Island, Illinois

Dear Sir:

Upon receiving your organizational meeting notice of the Greenbelt Advisory Committee, the Jasper County Board of Supervisors appointed the following two persons to represent the County.

Dennis Black
Jasper County Courthouse
Newton, IA 50208
Office Phone: (515) 792-9780
Home: R.R. #1, Box 77
Grinnell, IA 50112

Tom Mott
704 W. 4th St. S.
Newton, IA 50208
Office Phone: (515) 792-9161
Home: (515) 792-2882

Sincerely,

Jeanne Bridenstine
Chairperson
Jasper County Board of Supervisors

JB/ch



DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY

WASHINGTON, DC 20310-0103

October 4, 1985

Honorable Neal Smith
House of Representatives
Washington, D. C. 20515

Dear Congressman Smith:

This follows up on our September 25, 1985, meeting in your office during which I offered to provide information on the Army Corps of Engineers plans for implementation of the Des Moines Recreational River and Greenbelt, Iowa, project. Specifically, I would like to address the following: Corps of Engineers representation on the Advisory Committee; planning process, including issues requiring resolution; cost sharing; and relationship of the Recreation and Greenbelt area to the existing Saylorville Lake and Lake Red Rock projects.

Advisory Committee

There will be a meeting of the Advisory Committee on October 11, 1985. The following individuals will represent the Corps of Engineers on the Advisory Committee and will be present on October 11th: Dudley Hanson, Chief of Planning, and Henry Pfiester, Chief of Operations, both of the Rock Island District of the Corps. In addition, Darrell Lewis, Chief, Natural Resources Branch, Office of the Chief of Engineers, also will attend. Attendance at follow-on meetings by a representative of the Office of the Chief of Engineers will depend on the frequency of the meetings and the type of technical expertise desired by the Committee.

Planning Process

The Army Corps of Engineers will proceed in an orderly manner to implement the Des Moines Recreational River and Greenbelt project. The Recreation and Greenbelt area, as conditionally authorized and

funded in P. L. 99-88, would serve the purposes of recreation, environmental enhancement, and bank stabilization. The only official document describing the project is the summary included in the Conference Report accompanying P. L. 99-88. A detailed analysis has not been completed, nor has a report been developed by the Corps of Engineers for the project. To this end, the Corps intends to complete and coordinate a Des Moines Recreational River and Greenbelt General Design Memorandum in Fiscal Years 1986 and 1987 at an estimated cost of \$600,000.

As an initial step, a Plan for Engineering and Design is scheduled to be completed by January 1986. The plan will:

- > Establish the appropriate scope and content of the General Design Memorandum;
- > Describe the role of the Advisory Committee, the responsibilities of cooperating agencies, real estate acquisition procedures, public involvement, and coordination procedures;
- > Define the scope of economic, environmental, and engineering analyses, which, within the framework of the Principles and Guidelines and in light of specific state and local concerns as provided for in Sections 3 and 5 of the Principles, are to be used to scope the plan in the General Design Memorandum;
- > Address other administrative processes necessary to the implementation and administration by the Corps of the project; and
- > Provide letters of assurance from potential project sponsors indicating that they are aware of the necessary local cooperation which will be required and that they are willing to meet those requirements.

The General Design Memorandum will result in a comprehensive plan and a plan for initial development, should it be determined that the total cost of the

comprehensive plan exceed 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 such as the following:

- > Identification of boundaries for, and features of, the Recreation and Greenbelt area;
- > Evaluation of benefits (outputs) and costs;
- > Cost sharing and financing;
- > 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 cooperatives from local sponsors.

Cost Sharing

As planning associated with preparation of the General Design Memorandum moves ahead, the specific outputs of the plan will become better defined. This is a prerequisite, as we discussed, for applying appropriate cost sharing. At this time, the Corps is using the cost sharing provisions of S. 1567 in proceeding with projects funded under P. L. 99-88, including the Des Moines Recreational River and Greenbelt project. In accordance with S. 1567 cost sharing would be as follows:

- > Recreation would be cost shared 50-50 percent with local interests responsible for operation and maintenance.
- > Fish and wildlife enhancement will be a Federal cost when the 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, anadromous fish, or when 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. When benefits of enhancement do not qualify as national, 25 percent of the enhancement costs will be provided by non-Federal interests except when the benefits are limited to a single state in which case non-Federal interests will be required to contribute 33 1/3 percent.

- > 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 will be based on the purpose for acquisition; for example, prevention of erosion on lands bought for recreational purposes would be 50-50 percent with local interests responsible for operation and maintenance.

Saylorville Lake and Lake Red Rock

The improvements at Saylorville Lake and Lake Red Rock which address the Greenbelt purposes of recreational development and fish and wildlife enhancement could be an integral part of the Greenbelt plan. Recreation development on project lands could be recommended under the authority for the separate projects. In reality, however, with today's Federal budget deficits and changed priorities, the Administration policy is that only limited Federal funds should be made available for recreation developments. Consequently, increased non-Federal participation in construction financing at Red Rock and Saylorville is essential if there is going to be substantial development of these projects.

I trust this information meets your present needs. Should you require additional information, please feel free to call.

Sincerely,

SIGNED

Robert K. Dawson
Acting Assistant Secretary of the Army
(Civil Works)

CF: SASG
DAEN-CW-SA (file)
DAEN-CWZ-X
SACW (read, signer)
Docu. No. 221 (61,5)
SD/ele, 10/4/85

NEAL SMITH

MEMBER OF CONGRESS
FOURTH DISTRICT, IOWA

WASHINGTON OFFICE

2373 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
PHONE (202) 225-4426

DISTRICT OFFICES:

544 INSURANCE EXCHANGE BUILDING
DES MOINES, IOWA 50309
PHONE (515) 284-4634

P.O. Box 1748

215 POST OFFICE BUILDING
AMES, IOWA 50010
PHONE (515) 232-8221

**Congress of the United States
House of Representatives
Washington, D.C. 20515**

October 11, 1985

CHAIRMAN
APPROPRIATIONS SUBCOMMITTEES FOR:
DEPARTMENT OF COMMERCE
DEPARTMENT OF JUSTICE
DEPARTMENT OF STATE
FEDERAL JUDICIARY
SMALL BUSINESS ADMINISTRATION
FEDERAL TRADE COMMISSION
F.B.I.
S.E.C.
F.C.C.
INTERNATIONAL TRADE COMMISSION
U.S. TRADE REPRESENTATIVE
U.S. ARMS CONTROL AGENCY
UNITED NATIONS AGENCIES

MEMBER
APPROPRIATIONS SUBCOMMITTEES FOR:
AGRICULTURE
DEPARTMENT OF HEALTH AND HUMAN
SERVICES
DEPARTMENT OF LABOR
DEPARTMENT OF TRANSPORTATION
N.L.R.B.
R.R. RETIREMENT BOARD
NATIONAL INSTITUTES OF HEALTH
SOCIAL SECURITY
PUBLIC HEALTH SERVICE
MISCELLANEOUS RELATED AGENCIES
MEMBER
COMMITTEE ON SMALL BUSINESS

Colonel William C. Burns
DEPARTMENT OF THE ARMY
Corps of Engineers
Rock Island District
Clock Tower Building
Rock Island, Illinois 61201

Dear Colonel:

I am very disappointed that I am unable to be at the organizational meeting for the first Greenbelt and Recreation Area Advisory Committee but, I am on a Conference Committee of the House and Senate members dealing with the problems relating to extension of the debt limit and cannot arrive in Des Moines in time for the meeting.

I assume the Advisory Committee will organize today and decide when they want to meet for regular meetings and how a special meeting can be called. In addition to that, they need to work as soon as possible on developing an inventory of ideas, projects or rules which will enhance the value of this area for those people who in addition to flood control and minimum flow are interested in environmental, recreation, wildlife and other improvements. Some of the projects and practices recommended by the Advisory Committee will require either federal funding or local funding or both and the method of paying for them and their priority may depend upon the extent to which cost sharing at the local level is required under rules yet to be developed. However, that does not prevent going ahead now with the development of ideas and determining or at least discussing their priority at a later meeting.

October 11, 1985

Your staff and I have had the opportunity to review this matter and I have met twice in recent days with the Acting Assistant Secretary of the Army Robert Dawson and his staff. As you are aware there are still some matters which have not been finalized relative to the kinds of projects which will be cost shared and which ones will be constructed or performed either under a 100% federal appropriations or with Operation and Maintenance funds. I doubt if some of these matters will be

settled for several weeks. However, I am expecting that the Corps will allocate from existing funds the amount needed to develop a plan of operation for this project and that the broad outline of a plan of operation for this project will be ready by early next year. The help and full participation of the Advisory Committee in developing any preliminary plan is very important; therefore, it is necessary for the Advisory Committee to move ahead as soon as possible.

Some of the proposed projects or changes in operation will not cost money or could easily be handled with your annual Operation and Maintenance funds within the capacity of resources of the Corps. These ideas which do not require separate new funding also need to be developed into proposals. It is important that local people have this Advisory Committee through whom they can funnel their ideas for action by the Corps and where appropriate by further appropriations legislation. The Advisory Committee is very important in this process.

On Wednesday, the Senate and House Conferees agreed to the additional \$4.3 million for this Des Moines River area that was not included in the President's budget for FY '86. \$1.8 million of that is for the access road and you are aware of the possibilities for the other \$2.5 million. You may want to relate those possibilities to the Advisory Committee. We do not know yet if the particular bill providing that \$4.3 million will be signed in the law by the President but, I am hopeful that it will be approved either by his signature or in a Continuing Resolution.

Please express to the group my thanks to each and every one of them for their interest and their time in serving on this Advisory Committee and perhaps you may want to expand on our previous discussion as to their important role. This is not an Advisory Committee in the ordinary sense but is much more important than that. It could be called a Board of Governors. Under the law it is necessary for the Corps to have final authority, but it is anticipated that the greatest of weight at all times will be given to recommendations of the Advisory Committee within the resources available. Also, the Advisory Committee is the conduit between the Corps and the hundreds of thousands of people who are involved in the Des Moines River area either as residents or visitors of the project or both.

Colonel William C. Burns
Page 3
October 11, 1985

Again, I emphasize how disappointed I am that I cannot be at this first meeting of the Advisory Committee today, but I will certainly make every effort to attend a future meeting.

With best wishes to everyone, I remain

Sincerely,

Neal Smith

Neal Smith
Member of Congress

NS:aq



COUNTY OF POLK
BOARD OF SUPERVISORS
DES MOINES, IOWA 50309
(515) 286-3121

RICHARD BRANNAN
Chairman
JACK BISHOP
RAY STEPHENS
MARTHA WILLITS
MURRAY DRAKE

October 28, 1985

Colonel William C. Burns
District Engineer
U.S. Army Engineer District
Rock Island, Clocktower Building
P.O. 2004
Rock Island, Illinois 61204 2004

Dear Colonel Burns:

The purpose of this letter is to provide assurance that Polk County is aware of the necessary local cooperation which will be required for the Des Moines Recreation River and Greenbelt Iowa projects in which the County may act as a local sponsor. Polk County is willing to meet those requirements for projects developed and recommended by the Advisory Committee and which the governing body of Polk County approves as a joint developed federal/local project.

It is understood that federally assisted elements of the Greenbelt Project must be in compliance with federal law and criteria governing the development of this project for the authorized purposes of recreational development, environmental enhancement and stream bank stabilization. It is further understood that this letter of assurance does not constitute a legally binding commitment on the part of Polk County, and that a formal local cooperation agreement will not be required until the time of construction and in accordance with the criteria governing local cooperation at time.

It is understood that the criteria governing local cooperation at this time for the project purposes would in general require the local sponsor to pay or contribute in kind the percent specified for each project purpose of the initial capital cost of the project development, with the value of any lands or facilities furnished by the sponsor to be credited toward its share, hold and save the government harmless from damages except those resulting from fault or negligence of the government, operate, maintain and replace the developed lands and facilities at no cost to the government, and comply with certain federal laws concerning

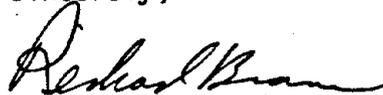
land acquisition, relocation assistance, and civil rights.

The law authorizing this project, Public Law 99-88 requires project cost sharing under the terms acceptable to the Secretary of the Army, or under terms and conditions provided for in subsequent legislation when enacted into law. It is understood that at this time the Corp of Engineers is using the cost sharing provisions of pending Senate Bill S.1567 in proceeding with projects under Public Law 99-88, including the Des Moines Recreation River and Greenbelt Project. In accordance with S.1567 cost sharing would be as follows:

- A. Recreation would be cost shared 50% with local interest responsible for operation and maintenance.
- B. Fish and wildlife enhancement will be a federal cost when the enhancement provides benefits that are determined to be national, including benefits to species that are identified by the National Marine Fisheries Service to be of a national economic importance, species that are subject to treaties or international convention to which the United States is a party, anadromous fish, or when 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. When benefits of enhancements do not qualify as national but are multi-state, 25% of the enhancement costs will be provided by non-federal interests. When the benefits are limited to a single State, non-federal interests will be required to contribute 33 1/3%.
- C. Prevention of erosion to federal lands would be at federal expense. Prevention of erosion to private lands would be 100% non-federal. Prevention of erosion to lands purchased as part of the project will be based on the purpose of acquisition; for example, prevention of erosion of land bought for recreational purposes would be 50% with local interest responsible for operation and maintenance.

Thank you for your attention to this matter.

Sincerely,



Richard Brannan, Chairman
Polk County Board of Supervisors

MOVED BY W. L. Latta, SECONDED BY Beckup
that the following Resolution be adopted:

WHEREAS, Polk County, Iowa is a participate in the Advisory Committee which is planning the Des Moines Recreation River and Greenbelt Project, and

WHEREAS, a Letter of Assurance for potential Des Moines Recreation River and Greenbelt projects has been requested from local governments participating in the Des Moines Recreation River and Greenbelt Advisory Committee, and

WHEREAS, said Letters of Assurance are not a legally binding document, but rather are intended to demonstrate a good faith intent by potential local sponsors to participate with the U.S. Army Corp of Engineers assisted projects for the Greenbelt, and

WHEREAS, it is in the best interest of the citizens of Polk County that a Letter of Assurance be forwarded to the U.S. Army Corp of Engineers to demonstrate the good faith intent by Polk County to participate with the Corp of Engineers assisted projects for the Greenbelt.

NOW THEREFORE BE IT RESOLVED that the Polk County Board of Supervisors do herein approve the attached Letter of Assurance and do authorize the Chairman to sign same and submit to the U.S. Army Corp of Engineers.

POLK COUNTY BOARD OF SUPERVISORS

Richard Brannan

Chairman

SUBMITTED BY:

Richard Brannan

Richard Brannan, Chairman
Polk County Board of Supervisors

COMMISSIONERS

BAXTER FREESE Chairman - Wellman
RICHARD THORNTON Vice Chairman - Des Moines
JOHN D. FIELD - Hamburg
SAM KENNEDY, III - Clear Lake
MARIAN PIKE - Whiting
WILLIAM B. RIDOUT - Esterville
THOMAS E. SPAHN - Dubuque



Larry J. Wilson — Director
Wallace State Office Building, Des Moines, Iowa 50319-00
515:281-5145

An EQUAL OPPORTUNITY Agency

October 31, 1985

Mr. Larry McLean
Rock Island Corps of Engineers
Clock Tower Building, Box 2004
Rock Island, IL 61204-2004

Re: Des Moines River Area Greenbelt

Dear Larry:

The Planning Subcommittee of the Des Moines River Area Greenbelt Advisory Committee met on October 30, 1985. The subcommittee compiled the following information to be included in the Corps of Engineers' draft Engineering and Design Plan.

Roles of the Advisory Committee

- A. Primary decision makers for the greenbelt's development and management. The greenbelt is considered an Iowa project for which the Corps processes and facilitates Advisory Committee recommendations in the format required to receive federal funding.
- B. Generate project ideas for the greenbelt and establish a priority list for their implementation.
- C. Establish and maintain open communications with the constituents they represent while serving on the committee.
- D. Advise Iowa's Congressional delegation of the committee's position on greenbelt issues requiring legislative resolution. Note: Corps of Engineers' members on the Advisory Committee may need to be excluded from this activity, depending on the particular issue being addressed.

2. Greenbelt Purpose Statement

The purpose of the Des Moines River Area and Greenbelt is to develop and manage natural resources, cultural features, outdoor recreation facilities, and environmental education programs in a manner that makes wise use of land and water resources and that attracts outdoor recreation use and economic development to the area.

3. Greenbelt Concept

The concept of the Des Moines River Area and Greenbelt is to coordinate existing and new federal, state, county, and city conservation recreation, cultural, and environmental education projects by linking them to collectively maximize the attraction of recreation use and economic development.

4. Types of Projects for Greenbelt Development

The following is a list of project types that are suitable for greenbelt development. This list was developed by categorizing the specific projects compiled by subcommittee members and submitted to me prior to our meeting.

horse trails/riding paths
small parks
fishing docks, piers, jetties, and accesses
campsites for the handicapped
dams up and down river
hiking and interpretive trails
cross-country ski trails
streambank stabilization
picnic areas with toilets
archaeological investigation and site preservation
continuous hiking/biking path from Hwy. 20 to Hwy. 92
soil erosion structures
access roads
skating pond
beach area on river with boating and picnicking facilities
canoe facilities
primitive campsites
trail from Brushy Creek State Recreation Area to Des Moines River
boundary and area signage
wildlife exhibits
land acquisition for forest and watershed protection
shooting range
historical and nature centers
winter sports recreation area
trails on abandoned railroads between towns and Des Moines River
expand existing recreation areas/facilities
local theme retail areas
coordinated greenbelt road sign system
snowmobiling areas
trail from Walnut Woods State Park to Des Moines River
pedestrian promenades
riverfront parks and development
outdoor sports complex with lights

portages for dams
marinas
boat docks
tree nursery
area reforestation
wildlife habitat enhancement
sewer outlet repair
theme park development
flood control structures
recreate historical settings
environmental/habitat demonstration areas
economic development
prepare master plan for urban riverfront development

5. Greenbelt Management Comments

The following comments on possible greenbelt management policies were included in some of the subcommittee members' lists of projects. These management concepts, and many more, will need to be reviewed by the Advisory Committee and final recommendations developed. I have included the comments received to date in order to provide you with preliminary information to begin considering how it will be addressed in the Engineering and Design Plan.

- greenbelt emphasizes environmental protection rather than economic development
- area should be kept natural
- motorized vehicles allowed on trails in population areas only
- some areas should be free from hunting and noisy recreation activities
- retain hunting areas
- develop greenbelt for multiple use
- increase water depth at Red Rock Lake

The following people attended the October 30, 1985 Planning Subcommittee meeting:

Larry Wilson, Iowa Conservation Commission
Kevin Szcodronski, Iowa Conservation Commission
Arnie Sohn, Iowa Conservation Commission
Larry McLean, Corps of Engineers
Dudley Hanson, Corps of Engineers
George Gitter, Corps of Engineers
Ruth Hoover, Governor's Representative
Sid Sandholm, Webster County
Mike O'Brien, Boone County
Mike Norris, Fort Dodge

Mr. Larry McLean
October 31, 1985
Page 4

Lee Dallager, Governor's Representative
Jim Grant, City of Des Moines
Darrell Goodhue, Warren County

Be sure to phone if you have questions on any of this information developed by
the Planning Subcommittee.

Sincerely,

Larry J. Wilson for

LARRY J. WILSON, DIRECTOR
IOWA CONSERVATION COMMISSION

(L32/sc)

cc: Planning Subcommittee

City of Boone

ELMER H. OHLMANN, MAYOR

MUNICIPAL BUILDING, BOONE, IOWA 50036
TELEPHONE: 515-432-4212

November 7, 1985

RECEIVED BY

NOV 8 1985

DIRECTORS OFF.

Mr. Larry J. Wilson, Director
Iowa Conservation Commission
Wallace State Office Building
Des Moines, Iowa 50319

Dear Mr. Wilson:

At the meeting held on October 11th, Mr. Tom Foster was with me to hear about the Des Moines Recreation River and Greenbelt program. Mr. Tom Foster has expressed a great deal of interest in this program and Mr. Foster is a member of the Boone Park Commission and was just elected to a six year term. I would like for him to be Boone's representative to the future meetings. I would also ask to keep me informed as to the progress being made.

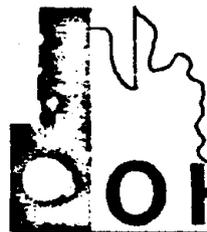
Tom Fosters address is 1210 Tama Street, Boone, Iowa 50036

Sincerely,



Elmer H. Ohlmann
Mayor

Tom Foster



CITY
OF
JOHNSTON

"The Gateway to Saylorville Dam"

City Hall
5765 Merle Hay Road
P.O. Box 156
Johnston, Iowa 50131
Phone 515 278-2344

November 11, 1985

Colonel William C. Burns
District Engineer
U. S. Army Engineer District, Rock Island
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

The purpose of this letter is to provide assurance that the City of Johnston is aware of the necessary local cooperation which will be required for Des Moines Recreation River and Greenbelt, Iowa, projects in which the City of Johnston may act as the local sponsor. The City of Johnston is willing to meet these requirements for projects developed and recommended by the Advisory Committee, and which the governing body of this city approves as a jointly developed Federal/local project.

It is understood that federally assisted elements of the Greenbelt Project must be in compliance with Federal law and criteria governing the development of this project for the authorized purposes of recreational development, environmental enhancement, and streambank stabilization. It is further understood that this Letter of Assurance does not constitute a legally binding commitment on the part of the City of Johnston and that a formal Local Cooperation Agreement will not be required until the time of construction and in accordance with the criteria governing local cooperation at that time.

It is understood that the criteria governing local cooperation at this time for the project purposes would, in general, require the local sponsor to pay or contribute in kind the percent specified for each project purpose of the initial capital cost of the project development, with the value of any lands or facilities furnished by the sponsor to be credited toward its share; hold and save the Government harmless from damages except those resulting from fault or negligence of the Government; operate, maintain, and replace the developed lands and facilities at no cost to the Government; and comply with certain Federal laws concerning land acquisition, relocation assistance, and civil rights.

The law authorizing this project (PL 99-88) requires project cost sharing under terms acceptable to the Secretary of the Army (or under terms and conditions provided for in subsequent legislation when enacted into law). It is understood that, at this time, the Corps of Engineers is using the cost sharing provisions of pending Senate Bill S.1567 in proceeding with projects funded under PL 99-88, including the Des Moines Recreation River and Greenbelt project. In accordance with S.1567, cost sharing would be as follows:

- Recreation would be cost shared 50 percent with local interests responsible for operation and maintenance.

November 11, 1985

Col. William C. Burns

Page 2

- Fish and wildlife enhancement will be a Federal cost when the 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, anadromous fish, or when 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. When benefits of enhancement do not qualify as national, but are multi-State, 25 percent of the enhancement costs will be provided by non-Federal interests. When the benefits are limited to a single State, non-Federal interests will be required to contribute 33-1/3 percent.
- 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 will be based on the purpose for acquisition; for example, prevention of erosion on lands bought for recreational purposes would be 50 percent with local interests responsible for operation and maintenance.

Sincerely,



Mary Ann Roberts, Mayor

MAR:BAM

RESOLUTION NO. 85-92

A RESOLUTION AUTHORIZING THE MAYOR TO SIGN A LETTER OF ASSURANCE TO THE CORPS OF ENGINEERS ACKNOWLEDGING THE AWARENESS OF THE CITY OF JOHNSTON REGARDING THE LOCAL COOPERATION WHICH WILL BE REQUIRED FOR THE DES MOINES RECREATION RIVER AND GREENBELT, IOWA, PROJECTS, AND ALSO ACKNOWLEDGING THAT SAID LETTER OF ASSURANCE IS NOT A BINDING CONTRACT BUT WILL BE FOLLOWED BY A FORMAL LOCAL COOPERATION AGREEMENT AT THE TIME OF CONSTRUCTION

WHEREAS, the City of Johnston is represented on the Des Moines Recreation River and Greenbelt Committee, and

WHEREAS, said Committee will be planning for future projects which may require cost sharing between the City of Johnston and the Corps of Engineers, and

WHEREAS, the Corps of Engineers requires that a Letter of Assurance be submitted which acknowledges that the City of Johnston is aware that local cooperation will be required for projects which may concern our city, and

WHEREAS, the Letter of Assurance does not constitute a legally binding commitment on the part of the City of Johnston, but would be followed by a formal Local Cooperation Agreement at the time of construction,

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF JOHNSTON, IOWA, THAT:

1. The Mayor is hereby authorized to sign a Letter of Assurance on behalf of the City of Johnston acknowledging our awareness of the requirement for local cooperation on the Des Moines Recreation River and Greenbelt, Iowa, projects.

PASSED AND APPROVED this 11th day of November, 1935.



 MARY ANN ROBERTS, MAYOR

ATTEST:



 BETTY A. MULVIHILL, CITY CLERK/TREASURER

<u>Roll Call Vote:</u>	<u>Aye</u>	<u>Nay</u>
Heller	<input checked="" type="checkbox"/>	_____
Leffler	<input checked="" type="checkbox"/>	_____
Otto	<input checked="" type="checkbox"/>	_____
Powell	<input checked="" type="checkbox"/>	_____
Zorn	<input checked="" type="checkbox"/>	_____



DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

REPLY TO
ATTENTION OF:

November 20, 1985

Planning Division

SEE REPORT DISTRIBUTION LIST

Enclosed is a copy of the draft Plan for Engineering and Design, Des Moines Recreational River and Greenbelt, Des Moines River, Iowa. The report was prepared at the direction of the Secretary of the Army (Civil Works), under the authority of Public Law 99-88, the 1985 Supplemental Appropriation Act, signed August 15, 1985. Public Law 99-88 provided for the designation of a greenbelt area along the Des Moines River between Fort Dodge and the lower vicinity of Red Rock Dam, and directed the establishment of an Advisory Committee for consultation with the Department of the Army.

The Plan for Engineering and Design is the initial report on the authorization of the U.S. Army Corps of Engineers to participate in planning, design, engineering, and construction of projects in the Des Moines Recreational River and Greenbelt. The purpose of this plan is to establish an appropriate scope and content of a comprehensive plan (General Design Memorandum) to be prepared for the project, and to describe the role of the Advisory Committee, public involvement, and project administration. A short review period is necessary to maintain the project schedule to complete the Plan for Engineering and Design by January 1, 1986, in order to retain project funding for preparation of the General Design Memorandum.

Letters of Assurance from potential non-Federal sponsors expressing intent to participate in future Federal Greenbelt projects, under terms acceptable to the Secretary of the Army, are required for the final Plan for Engineering and Design. These letters are necessary to indicate local interest in participating in the cost-sharing program. One such letter has been received to date and is included in the report.

Copies of the report are being sent to members of the project Advisory Committee, governmental agencies, and to various organizational and local public interests. Individuals may review the report at their local libraries which are identified on the report distribution list.

Comments by the general public, local organizational groups, and the cities and counties represented by the Advisory Committee should be directed to their respective Advisory Committee member. Committee members and their addresses are listed in the report. Comments directed to the Advisory Committee are needed by December 5, 1985.

All Federal and State governmental agencies and Advisory Committee comments and Letters of Assurance should be directed to the following address and must be received by December 13, 1985:

District Engineer
U.S. Army Engineer District, Rock Island
ATTN: Planning Division
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

Your cooperation in responding promptly to this expedited review process would be greatly appreciated, and is crucial to continued funding and progress for this project for the State of Iowa. Public distribution of the final plan will be made after approval by the Department of the Army. Thank you for your participation in this effort.

Sincerely,



William C. Burns
Colonel, Corps of Engineers
District Engineer

Enclosure

City of Runnells

110 BROWN
RUNNELLS, IOWA 50237
PHONE 966-2042

November 22, 1985

Dist. Engineer
U. S. Army Eng. District, Rock Island
Attn: Planning Division
Clock Tower Building
Rock Island, Ill. 61204-2004

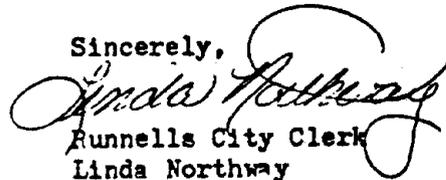
Dear Sir:

Could you please tell the City of Runnells why they are not listed under the membership list in the Draft Plan for the Des Moines Recreational River and Greenbelt, November 1985.

We do understand we were late in appointing a representative but do wonder why our name wasn't left on with a * after city name.

The City of Runnells representative is Ron Tate, 110 Brown St. Runnells, Iowa 50237.

Sincerely,


Runnells City Clerk
Linda Northway

Heart of the Hawkeye Council of Camp Fire

5615 Hickman Road
Des Moines, Iowa 50310
Phone: (515) 274-1501



Camp Hantesa
RR 1, Boone, Iowa 50036
Phone: (515) 432-1417

November 26, 1985

Colonel William C. Burns
District Engineer
U.S. Army Engineer District
Rock Island, Clocktower Bldg.
P.O. Box 2004
Rock Island, IL 61204 2004

Dear Colonel Burns:

As I understand the Des Moines Recreation River and Greenbelt Iowa projects, a letter from anyone wishing to cooperate on a project must be submitted to you.

I direct Camp Fire's camp, Camp Hantesa, located next to the Ledges State Park. We have a conference and camp center and offer many activities/programs for central Iowans. We are interested in developing our facility and programs to reach a larger audience. We currently have primitive cross country ski trails leading from our property to the east to the Ledges and to the west to the Army Corp land. We would be interested in trail development for hiking, biking, horseback riding and skiing through our land. We also do canoeing with our campers and are interested in camp sites along the river as well as a loading area on our land or in the Ledges State Park.

I'm not sure what the next step is, but we are interested in development on our land as well as development east and west of us.

We currently are capable of providing services for people of all ages. We are interested in expanding that service. We currently can provide housing, meal service and programs. Enclosed is a brochure describing our current facility.

We have a large cross country ski program. We have 80 pairs of skis, boots, and poles for rent. We provide ski lessons, a warming hut, rest rooms and trails as well as our other services. We feel this is a definite area we could expand. We need to know what kind of local support would be needed to see this kind of development.

Waiting for your reply.

Sincerely,

A handwritten signature in cursive script that reads "Suz Welch".

Suz Welch
Executive and Camp Director



James A. Janvrin
Mayor
Council at Large
Augie Avelleyra, Jr.
Jane Bureson
Richard Snyder

CITY OF FORT DODGE, IOWA

Dennis W. Milechik
City Clerk

Council Ward
Jim Cormack, Ward 1
G.W. (Jerry) Snyder, Ward 2
Will Patterson, Ward 3
V.H. (Buck) Boekelman, Ward 4

December 5, 1985

Colonel William C. Burns
District Engineer
U.S. Army Engineer District
Rock Island, Clocktower Building
P.O. 2004
Rock Island, Illinois 61204 2004

Dear Colonel Burns:

The purpose of this letter is to provide assurance that the City of Fort Dodge is aware of the necessary local cooperation which will be required for the Des Moines Recreation River and Greenbelt Iowa projects in which the City may act as a local sponsor. The City of Fort Dodge is willing to meet those requirements for projects developed and recommended by the Advisory Committee and which the governing body of Fort Dodge approves as a joint developed federal/local project.

It is understood that federally assisted elements of the Greenbelt Project must be in compliance with the federal law and criteria governing the development of this project for the authorized purposes of recreational development, environmental enhancement and stream bank stabilization. It is further understood that this letter of assurance does not constitute a legally binding commitment on the part of the City of Fort Dodge, and that a formal local cooperation agreement will not be required until the time of construction and in accordance with the criteria governing local cooperation at the time.

It is understood that the criteria governing local cooperation at this time for the project purposes would in general require the local sponsor to pay or contribute in kind the percent specified for each project purpose of the initial capitol cost of the project development, with the value of any lands or facilities furnished by the sponsor to be credited toward its share, hold and save the government harmless from damages except those resulting from fault or negligence of the government, operate, maintain and replace the developed lands and facilities at no cost to the government, and comply with certain federal laws concerning land acquisition, relocation assistance, and civil rights.

Colonel William C. Burns
December 5, 1985
Page two

The law authorizing this project, Public Law 99-88 requires project cost sharing under the terms acceptable to the Secretary of the Army, or under terms and conditions provided for in subsequent legislation when enacted into law. It is understood that at this time the Corp of Engineers is using the cost sharing provisions of pending Senate Bill S.1567 in proceeding with projects under Public Law 99-88, including the Des Moines Recreation River and Greenbelt Project. In accordance with S.1567 cost sharing would be as follows:

- A. Recreation would be cost shared 50% with local interest responsible for operation and maintenance.
- B. Fish and wildlife enhancement will be a federal cost when the enhancement provides benefits that are determined to be national, including benefits to species that are identified by the National Marine Fisheries Service to be of a national economic importance, species that are subject to treaties or international convention to which the United States is a party, anadromous fish, or when 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. When benefits of enhancements do not qualify as national but are multi-state, 25% of the enhancement costs will be provided by non-federal interests. When the benefits are limited to a single State, non-federal interests will be required to contribute 33 1/3%.
- C. Prevention of erosion to federal lands would be at federal expense. Prevention of erosion to private lands would be 100% non-federal. Prevention of erosion to lands purchased as part of the project will be based on the purpose of acquisition; for example, prevention of erosion of land bought for recreational purposes would be 50% with local interest responsible for operation and maintenance.

Thank you for your attention to this matter.

Sincerely,

J.A. Janvrin
James A. Janvrin, Mayor
City of Fort Dodge, Iowa

RESOLUTION NO. 85-12-129

A RESOLUTION AUTHORIZING A LETTER OF ASSURANCE EXPRESSING INTENT TO PARTICIPATE IN THE DES MOINES RIVER RECREATIONAL AND GREENBELT.

WHEREAS, Fort Dodge, Iowa is a participate in the Advisory Committee which is planning the Des Moines Recreation River and Greenbelt Project; and

WHEREAS, a Letter of Assurance for potential Des Moines Recreation River and Greenbelt projects has been requested from local governments participating in the Des Moines Recreation River and Greenbelt Advisory Committee; and

WHEREAS, said Letters of Assurance are not a legally binding document, but rather are intended to demonstrate a good faith intent by potential local sponsors to participate with the U.S. Army Corp of Engineers assisted projects for the Greenbelt; and

WHEREAS, it is in the best interest of the citizens of Fort Dodge that a Letter of Assurance be forwarded to the U.S. Army Corp of Engineers to demonstrate the good faith intent by Fort Dodge to participate with the Corp of Engineers assisted projects for the Greenbelt.

NOW THEREFORE BE IT RESOLVED that the Fort Dodge City Council do herein approve the attached Letter of Assurance and do authorize the Mayor to sign same and submit to the U.S. Army Corp. of Engineers.

PASSED AND APPROVED by the City Council of the City of Fort Dodge, Iowa, this 3rd day of December, 1985.

Aye Avelleyra, Boekelman, Burleson, Cormack, Patterson

J. Snyder R. Snyder.

Nay None

Other None


JAMES JANVRIN, MAYOR

ATTEST:


DENNIS W. MILEFCHIK, Clerk

COMMISSIONERS

BAKTER FREESE Chairman - Wellman
RICHARD THORNTON, Vice-Chairman - Des Moines
JOHN D. FIELD - Hamburg
SAM KENNEDY, III - Clear Lake
MARIAN PIKE - Whiting
WILLIAM B. RIDOUT - Estherville
THOMAS E. SPAHN - Dubuque



Wallace State

An

December 6, 1985

Colonel William C. Burns
District Engineer
U.S. Army Engineer District, Rock Island
Clock Tower Building, P. O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

The purpose of this letter is to provide assurance that the Iowa Conservation Commission is aware of the necessary local cooperation which will be required for Des Moines Recreation River and Greenbelt, Iowa, projects in which the Iowa Conservation Commission may act as the local sponsor. The Iowa Conservation Commission is willing to meet these requirements for projects developed and recommended by the Advisory Committee, and which the governing body of this Iowa Conservation Commission approves as a jointly developed federal/local project.

It is understood that federally assisted elements of the Greenbelt Project must be in compliance with federal law and criteria governing the development of this project for the authorized purposes of recreational development, environmental enhancement, and streambank stabilization. It is further understood that this Letter of Assurance does not constitute a legally binding commitment on the part of the Iowa Conservation Commission and that a formal Local Cooperation Agreement will not be required until the time of construction and in accordance with the criteria governing local cooperation at that time.

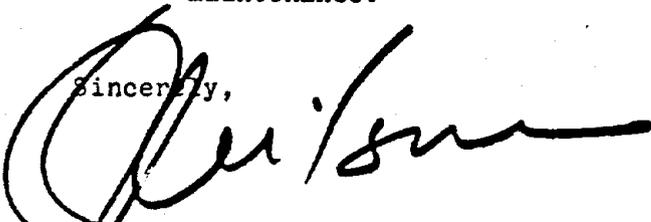
It is understood that the criteria governing local cooperation at this time for the project purposes would, in general, require the local sponsor to pay or contribute in kind the percent specified for each project purpose of the initial capital cost of the project development, with the value of any lands or facilities furnished by the sponsor to be credited toward its share; hold and save the Government harmless from damages except those resulting from fault or negligence of the Government; operate, maintain, and replace the developed lands and facilities at no cost to the Government; and comply with certain federal laws concerning land acquisition, relocation assistance, and civil rights.

Colonel William C. Burns
December 6, 1985
Page 2

The law authorizing this project (PL 99-88) requires project cost-sharing under terms acceptable to the Secretary of the Army (or under terms and conditions provided for in subsequent legislation when enacted into law). It is understood that, at this time, the Corps of Engineers is using the cost-sharing provisions of pending Senate Bill S. 1567 in proceeding with projects funded under PL 99-88, including the Des Moines Recreation River and Greenbelt project. In accordance with S. 1567, cost-sharing would be as follows:

- Recreation would be cost-shared 50 percent with local interests responsible for operation and maintenance.
- Fish and wildlife enhancement will be a federal cost when the 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, anadromous fish, or when 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. When benefits of enhancement do not qualify as national, but are multi-state, 25 percent of the enhancement costs will be provided by nonfederal interests. When the benefits are limited to a single state, nonfederal interests will be required to contribute 33-1/3 percent.
- Prevention of erosion to federal lands would be at federal expense. Prevention of erosion to private lands would be 100 percent nonfederal. Prevention of erosion to lands purchased as part of the project will be based on the purpose for acquisition; for example, prevention of erosion on lands bought for recreational purposes would be 50 percent with local interests responsible for operation and maintenance.

Sincerely,



HARRY J. WILSON, DIRECTOR
IOWA CONSERVATION COMMISSION

rlt:L16

Dec 7-85

Alice Buckner
Committeeman

Col. Wm. C. Burns
District Engineer

Dear Colonel Burns:

This letter is to give assurance that the Town of Swan, Ia is aware of the necessity of our cooperation required for the Greenbelt Iowa projects in which our town may or may not participate in Federal/local projects or project.

Said letter of assurance is not legally binding but intended to demonstrate our interest to participate with the Corps of Engineers if a project should include our town.

Now be it resolved that the Town of Swan approves this letter of Assurance and do authorize this committee person to send it to the Army Corps of Engineers.

Alice Buckner
Committee person for Swan

Mayor of Swan
Larry D. Walker



United States Department of the Interior

BUREAU OF MINES

P. O. BOX 25086
BUILDING 20, DENVER FEDERAL CENTER
DENVER, COLORADO 80225

Operations Center

December 11, 1985

Colonel William C. Burns
District Engineer
U.S. Army Engineer District, Rock Island
ATTN: Planning Division
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

Subject: Draft Plan for Engineering and Design, Des Moines Recreational
River and Greenbelt, Des Moines River, Iowa,

Personnel of the Intermountain Field Operations Center, Bureau of Mines,
have reviewed the subject plan for possible conflict with mineral resources
and mineral-producing facilities as you requested.

Known mineral resources in the counties involved include coal, sand and
gravel (construction), clays, gypsum, and cement. Although the plan does
not mention mineral resources, the nature of the project is such that we
would anticipate no significant impact on mineral resources as a result of
project implementation. The plan, however, makes no mention of several
pipelines that cross the project area and it is difficult to ascertain whether
pipelines would be affected.

We suggest subsequent versions of the document describe pipelines in the
project area and discuss plans for protecting or relocating them if necessary.
Otherwise, the Bureau of Mines has no objection to the plan as presented.

Sincerely yours,

William Cochran, Chief,
Intermountain Field Operations Center



United States Department of the Interior

FISH AND WILDLIFE SERVICE

IN REPLY

ROCK ISLAND FIELD OFFICE (ES)

COM: 309/793-58

1830 Second Avenue, Second Floor

FTS: 386/5800

Rock Island, Illinois 61201

December 12, 1985

Colonel William C. Burns, Jr.
District Engineer
U.S. Army Engineer District
Rock Island
Clock Tower Building, P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

This is our response to your letter of November 20, 1985 requesting comments on the draft Plan for Engineering and Design for the Des Moines Recreational River and Greenbelt. We have reviewed the document and have no specific comments at this time.

We look forward to continued coordination with you on this project.

Sincerely,

Jody G. Millar
Acting Field Supervisor

cc: ICC (Szcodronski)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VII
726 MINNESOTA AVENUE
KANSAS CITY, KANSAS 66101

December 12, 1985

Colonel William C. Burns, USA
District Engineer
U.S. Army Engineer District, Rock Island
ATTN: Planning Division
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

We have reviewed the draft Plan for Engineering and Design, Des Moines Recreational River and Greenbelt, Des Moines River, Iowa and have no significant objections to the plan. We appreciate the opportunity to participate in the review process for this project from its formulation stage onward, and request continued review participation in this project.

Sincerely yours,

A handwritten signature in cursive script that reads "Edward C. Vest".

Edward C. Vest, Acting Chief
Environmental Review Branch



United States Department of the Interior

NATIONAL PARK SERVICE

MIDWEST REGION

1709 JACKSON STREET

OMAHA, NEBRASKA 68102-2571

IN REPLY REFER TO:

L7621(MWR-PQ)

DEC 13 1985

Colonel William C. Burns
District Engineer, Rock Island District
Corps of Engineers
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

This is in response to your request for early coordination review of the draft Plan for Engineering and Design, Des Moines Recreational River and Greenbelt, Des Moines River, Iowa.

The proposed project could have an impact on recreation areas which were developed and/or acquired with Land and Water Conservation Fund (LWCF) assistance through the following projects:

Webster County: 19-00426,574, Carlson Recreation Area
19-00458, Sunkissed Meadows

Boone County: 19-01049, Ledges State Park Development

Polk County: 19-00347, Brown's Woods
19-00362, Legion Park Shelter Building
19-00412, East Riverside Bikeway
19-00581, D/Des Moines Riverfront Park
19-00878, Yellow Bands Park
19-00976, Gray's Lake Park
19-01096, Walnut Woods State Park

Marion County: 19-00092,326, Roberts Creek Area

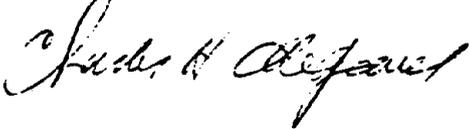
All of the above projects are located within the proposed Greenbelt Area.

The project sponsor should consult with the official who administers the LWCF program in the State of Iowa to determine potential conflicts with Section 6(f)(3) of the LWCF Act (Public Law 88-578, as amended). Section 6(f)(3) of the LWCF Act states that no property acquired or developed with assistance under this section shall, without the approval of the Secretary of the Interior, be converted to other than public outdoor recreation uses. The administrator of

the LWCF program for the State of Iowa is Mr. Larry J. Wilson, Director, Iowa Conservation Commission, Wallace State Office Building, East Ninth and Grand Avenue, Des Moines, Iowa 50319.

These comments are provided as informal technical assistance and are not intended to reflect our probable response to any document which may be prepared in this matter to comply with the National Environmental Policy Act of 1969.

Sincerely,



Charles H. Odegaard
Regional Director

cc:

Mr. Larry J. Wilson
Director, Iowa Conservation Commission
Wallace State Office Building
East Ninth and Grand Avenue
Des Moines, Iowa 50319



Federal Emergency Management Agency

Region VII 911 Walnut Street Kansas City, Missouri 64106

DEC 13 1985

William C. Burns
Colonel, Corps of Engineers
District Engineer
U.S. Army Engineer District, Rock Island
Attn: Planning Division
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

RE: Draft Plan, Des Moines Recreational River and Greenbelt

Dear Colonel Burns:

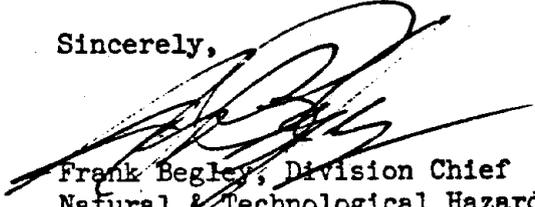
We have reviewed the above mentioned document as it relates to the policies and regulations of the National Flood Insurance Program.

This project will reduce flooding problems, stabilize river embankments, control soil erosion, improve storm drainage systems, and improve the Des Moines River floodway as it relates to the movement of excess water run off.

This project, in addressing proper floodplain management techniques also will greatly enhance the areas natural resources, culture features, outdoor recreation facilities and the wise use of land and water resources.

Thank you for the opportunity to comment on this project. If further information or comment is needed, please contact Ron McCabe at FTS 758-2161.

Sincerely,



Frank Begley, Division Chief
Natural & Technological Hazards
Division

cc: Bill Cappuccio, State Coordinator
R. Gregg Chappell, FEMA National

COMMISSIONERS

BAXTER FREESE, Chairman - Wellman
RICHARD THORNTON, Vice-Chairman - Des Moines
JOHN D. FIELD - Hamburg
SAM KENNEDY, III - Clear Lake
MARIAN PIKE - Whiting
WILLIAM B. RIDOUT - Estherville
THOMAS E. SPAHN - Dubuque



Larry J. Wilson — Director
Wallace State Office Building, Des Moines, Iowa 50319-003
515/281-5145

An EQUAL OPPORTUNITY Agency

December 16, 1985

Colonel William C. Burns
Rock Island Corps of Engineers
Clock Tower Building - P.O. 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

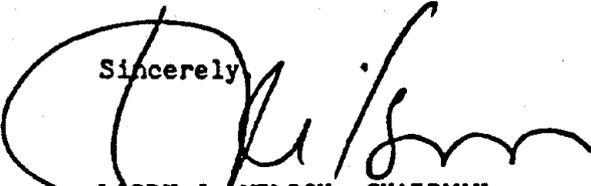
The Des Moines Recreational River and Greenbelt Advisory Committee has reviewed the Draft Plan for Engineering and Design for the Des Moines Recreational River and Greenbelt, dated November, 1985. The Advisory Committee recommends adding the following paragraph as a footnote to the section entitled COST-SHARING POLICY on Pages 5 and 6:

The Des Moines Recreational River and Greenbelt Advisory Committee recognizes that the Corps of Engineers must adopt some guidelines for cost-sharing pending legislative determination of cost-sharing provisions. However, the Advisory Committee does not endorse the cost-sharing policy of the Corps of Engineers set forth above, but rather awaits final legislation establishing the authorization for greenbelt cost-sharing. This committee position applies to all statements relating to cost-sharing within this plan.

Please add William Burch, Polk City to the list of attendees at the October 30, 1985 Planning Subcommittee Meeting. His name was inadvertently omitted from the list in my October 31, 1985 letter shown on Pages E-17 through E-20 of the draft plan for engineering and design.

Thank you for the opportunity to comment and the Advisory Committee stands ready to assist in the preparation of the General Design Memorandum.

Sincerely



LARRY J. WILSON, CHAIRMAN
DES MOINES RECREATIONAL RIVER
AND GREENBELT ADVISORY COMMITTEE

cc: Advisory Committee

MARION COUNTY BOARD OF SUPERVISORS

BOARD MEMBERS:

HAROLD DE ZWARTE
RICHARD V. DUNKIN
FRANK PEAK

COURT HOUSE

KNOXVILLE, IOWA 50138
TELEPHONE
(515) 828-2231

December 16, 1985

Colonel William C. Burns
District Engineer
U.S. Army Engineer District
Rock Island, Clocktower Building
P.O. 2004
Rock Island, Illinois 61204 2004

Dear Colonel Burns:

This letter is to provide assurance that Marion County is aware of the necessary local cooperation which will be required for the Des Moines Recreation River and Greenbelt Iowa projects in which the County may act as a local sponsor. Marion County is willing to meet those requirements for projects developed and recommended by the Advisory Committee and which the governing body of Marion County approves as a joint developed federal/local project.

We understand that federally assisted elements of the Greenbelt Project must be in compliance with federal law and criteria governing the development, environmental enhancement and stream bank stabilization. It is further understood that this letter of assurance does not constitute a legally binding commitment on the part of Marion County, and that a formal local cooperation agreement will not be required until the time of construction and in accordance with the criteria governing local cooperation at that time.

We also understand that the criteria governing local cooperation at this time for the project purposes would in general require the local sponsor to pay or contribute in kind the percent specified for each project purpose of the initial capital cost of the project development, with the value of any lands or facilities furnished by the sponsor to be credited toward its share, hold and save the government harmless from damages except those resulting from fault or negligence of the government, operate, maintain and replace the developed lands and facilities at no cost to the government, and comply with certain federal laws concerning land acquisition, relocation assistance, and civil rights.

The law authorizing this project, Public Law 99-88 requires project cost sharing under the terms acceptable to the Secretary of the Army, or under terms and conditions provided for in subsequent legislation when enacted into law. It is understood that at this time the Corp of Engineers is using the cost sharing provisions of pending Senate Bill S.1567 in proceeding with projects under Public Law 99-88, including the Des Moines Recreation River and Greenbelt Project. In accordance with S.1567 cost sharing would be as follows:

- A. Recreation would be cost shared 50% with local interest responsible for operation and maintenance.
- B. Fish and wildlife enhancement will be a federal cost when the enhancement provides benefits that are determined to be national, including benefits to species that are identified by the National Marine Fisheries Service to be of a national economic importance, species that are subject to treaties or international convention to which the United States is a party, anadromous fish, or when 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. When benefits of enhancements do not qualify as national but are multi-state, 25% of the enhancement costs will be provided by non-federal interest. When the benefits are limited to a single State, non-federal interests will be required to contribute 33 1/3%.
- C. Prevention of erosion to federal lands would be at federal expense. Prevention of erosion to private lands would be 100% non-federal. Prevention of erosion to lands purchased as part of the project will be based on the purpose of acquisition; for example, prevention of erosion of land bought for recreational purposes would be 50% with local interest responsible for operation and maintenance.

Thank you.

Sincerely,


Harold DeZwarte, Chairman
Marion County Board of Supervisors

Incl: Resolution

RESOLUTION

MOVED BY Dunkin, SECONDED BY Peak

that the following Resolution be adopted:

WHEREAS, Marion County, Iowa is a participate in the Advisory Committee which is planning the Des Moines Recreation River and Greenbelt Project, and

WHEREAS, a Letter of Assurance for potential Des Moines Recreation River and Greenbelt projects has been requested from local governments participating in the Des Moines Recreation River and Greenbelt Advisory Committee, and

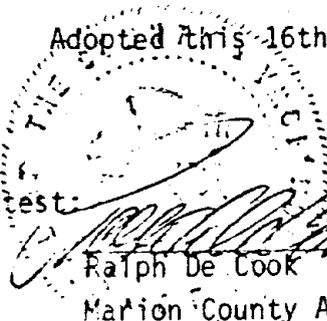
WHEREAS, said Letters of Assurance are not a legally binding document, but rather are intended to demonstrate a good faith intent by potential local sponsors to participate with the U.S. Army Corp of Engineers assisted projects for the Greenbelt, and

WHEREAS, it is in the best interest of the citizens of Marion County that a Letter of Assurance be forwarded to the U.S. Army Corp of Engineers to demonstrate the good faith intent by Marion County to participate with the Corp of Engineers assisted projects for the Greenbelt.

NOW THEREFORE BE IT RESOLVED that the Marion County Board of Supervisors does hereby approve and authorize the Chairman to sign a Letter of Assurance and submit same to the U.S. Army Corp of Engineers.

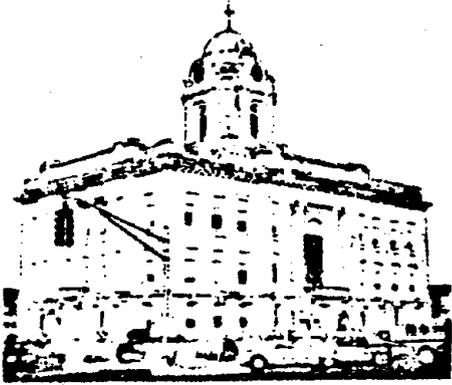
Adopted this 16th day of December, 1985.

Attest:


Ralph De Cook
Ralph De Cook
Marion County Auditor

Marion County Board of Supervisors

Harold DeZwarte
Harold DeZwarte, Chairman



Jasper County Court House

Jasper County Board of Supervisors

Box 944
Newton, Iowa 50208
Phone 515-792-7016

Jean
Robe
Larr

December 16, 1985

Colonel William C. Burns
District Engineer
U. S. Army Engineer District, Rock Island
Clock tower Building - P. O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

The purpose of this letter is to provide assurance that Jasper County, Iowa, is aware of the necessary local cooperation which will be required for Des Moines Recreation River and Greenbelt, Iowa, projects in which the county may act as a local sponsor. Jasper County is willing to meet these requirements for projects developed and recommended by the Greenbelt Advisory Committee, and which the governing body of this county approves as a jointly developed federal/local project.

It is understood that federally assisted elements of the Greenbelt project must be in compliance with federal law and criteria governing the development of this project for the authorized purposes of recreational development, environmental enhancement, and streambank stabilization. It is further understood that this Letter of Assurance does not constitute a legally binding commitment on the part of this county, and that a formal Local Cooperation Agreement will not be required until the time of construction and in accordance with the criteria governing local cooperation at that time.

It is understood that the criteria governing local cooperation at this time for the project purposes would, in general, require the local sponsor to pay or contribute in kind the percent specified for each project purpose of the initial capital cost of the project development, with the value of any lands or facilities furnished by the sponsor to be credited toward its share; hold and save the government harmless from damages except those resulting from fault or negligence of the government; operate, maintain, and replace the developed lands and facilities at no cost to the government; and comply with certain federal laws concerning land acquisition, relocation assistance, and civil rights.

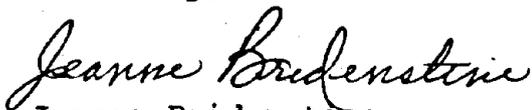
The law authorizing this project (PL 99-88) requires project cost sharing under terms acceptable to the Secretary of the Army (or under terms and conditions provided for in subsequent legislation when enacted into law). It is understood that, at this time, the Corps of Engineers is using the cost sharing provisions of pending Senate Bill S. 1567 in proceeding with projects funded under PL 99-88, including the Des Moines Recreation River and Greenbelt project. In accordance with S. 1567, cost sharing would be as follows:

- Recreation would be cost shared 50 percent with local interests responsible for operation and maintenance.

- Fish and wildlife enhancement will be a federal cost when the 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, anadromous fish, or when 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. When benefits of enhancement do not qualify as national, but are multi-state, 25 percent of the enhancement costs will be provided by non-federal interests. When the benefits are limited to a single state, non-federal interests will be required to contribute 33 1/3 percent.

- 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 will be based on the purpose for acquisition. For example, prevention of erosion on lands bought for recreational purposes would be 50 percent with local interests responsible for operation and maintenance.

Sincerely,



Jeanne Bridenstine
Chairperson
Jasper County Board of Supervisors

OFFICE OF BOONE COUNTY
Board of Supervisors

COURT HOUSE
Boone, Iowa 50036

JAY E. CARLSON
BOX 405
OGDEN, IOWA 50212

DALE F. DANILSON
ROUTE 2
WOODWARD, IOWA 50276

HAROLD A. EICH
BOX 35
OGDEN, IOWA 50212

December 18, 198

Colonel William C. Burns
District Engineer
U.S. Army Engineer District
Rock Island, Clocktower Building
P.O. 2004
Rock Island, Illinois 61204 2004

Dear Colonel Burns:

The purpose of this letter is to provide assurance that Boone County is aware of the necessary local cooperation which will be required for the Des Moines Recreation River and Greenbelt Iowa projects in which the County may act as a local sponsor. Boone County is willing to meet those requirements for projects developed and recommended by the Advisory Committee and which the governing body of Boone County approves as a joint developed federal/local project.

It is understood that federally assisted elements of the Greenbelt Project must be in compliance with federal law and criteria governing the development of this project for the authorized purposes of recreational development, environmental enhancement and stream bank stabilization. It is further understood that this letter of assurance does not constitute a legally binding commitment on the part of Boone County, and that a formal local cooperation agreement will not be required until the time of construction and in accordance with the criteria governing local cooperation at that time.

It is understood that the criteria governing local cooperation at this time for the project purposes would in general require the local sponsor to pay or contribute in kind the percent specified for each project purpose of the initial capital cost of the project development, with the value of any lands or facilities furnished by the sponsor to be credited toward its share, hold and save the government harmless from damages except those resulting from fault or negligence of the government, operate, maintain and replace the developed lands and facilities at no cost to the government, and comply with certain federal laws concerning land acquisition, relocation assistance, and civil rights.

The law authorizing this project, Public Law 99-88 requires project cost sharing under the terms acceptable to the Secretary of the Army, or under terms and conditions provided for in subsequent legislation when enacted into law. It is understood that at this time the Corp of Engineers is using the cost sharing provisions of pending Senate Bill S.1567 in proceeding with

Colonel William C. Burns
December 18, 1985
Page Two

projects under Public Law 99-88, including the Des Moines Recreation River and Greenbelt Project. In accordance with S.1567 cost sharing would be as follows:

- A. Recreation would be cost shared 50% with local interest responsible for operation and maintenance.
- B. Fish and wildlife enhancement will be a federal cost when the enhancement provides benefits that are determined to be national, including benefits to species that are identified by the National Marine Fisheries Service to be of a national economic importance, species that are subject to treaties or international convention to which the United States is a party, anadromous fish, or when 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. When benefits of enhancements do not qualify as national but are multi-state, 25% of the enhancement costs will be provided by non-federal interests. When the benefits are limited to a single State, non-federal interests will be required to contribute 33 1/3%.
- C. Prevention of erosion to federal lands would be at federal expense. Prevention of erosion to private lands would be 100% non-federal. Prevention of erosion to lands purchased as part of the project will be based on the purpose of acquisition; for example, prevention of erosion of land bought for recreational purposes would be 50% with local interest responsible for operation and maintenance.

Thank you for your attention to this matter.

Sincerely,



Dale Danilson, Chairman
Boone County Board of Supervisors

R E S O L U T I O N

MOVED BY Eich, SECONDED BY Carlson

that the following Resolution be adopted:

WHEREAS, Boone County, Iowa is a participate in the Advisory Committee which is planning the Des Moines Recreation River and Greenbelt Project, and

WHEREAS, a Letter of Assurance for potential Des Moines Recreation River and Greenbelt projects has been requested from local governments participating in the Des Moines Recreation River and Greenbelt Advisory Committee, and

WHEREAS, said Letters of Assurance are not a legally binding document, but rather are intended to demonstrate a good faith intent by potential local sponsors to participate with the U.S. Army Corp of Engineers assisted projects for the Greenbelt, and

WHEREAS, it is in the best interest of the citizens of Boone County that a Letter of Assurance be forwarded to the U.S. Army Corp of Engineers to demonstrate the good faith intent by Boone County to participate with the Corp of Engineers assisted projects for the Greenbelt.

NOW THEREFORE BE IT RESOLVED that the Boone County Board of Supervisors do herein approve the attached Letter of Assurance and do authorize the Chairman to sign same and submit to the U.S. Army Corp of Engineers.

Roll call: Danilson, Carlson, Eich - Aye Nay: None

BOONE COUNTY BOARD OF SUPERVISORS

Dale Danilson
Chairman

SUBMITTED BY:

Dale Danilson
Dale Danilson, Chairman
Boone County Board of Supervisors

Warren County Board of Supervisors

INDIANOLA, IOWA 50125

BOX 237
Phone (515) 961-2224

Bill Anders
Ruth Hardin
John McKee

December 27, 1985

William C. Burns, Colonel
U. S. Corps of Engineers
Clock Tower Building, P. O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

I wish to inform you that the Warren County Board of Supervisors has made its appointments to the Des Moines River Area Greenbelt Advisory Committee. The appointments are:

Jim Goodhue
R. R. 2, Carlisle, Iowa 50047

Ivan Richards
R. R. 1, Hartford, Iowa 50118

On behalf of the Board of Supervisors, I want to express our pleasure with the opportunity to develop the Greenbelt recreation area. This project should be of benefit to all of the people of this State and we look forward to working with the Corps of Engineers.

Sincerely,



Bill G. Anders, Chairman
WARREN COUNTY BOARD OF SUPERVISORS

crw

cc: U. S. Representative Jim Lightfoot

COMMISSIONERS

BAXTER FREESE, Chairman — Wellman
RICHARD THORNTON, Vice-Chairman — Des Moines
VIN D FIELD - Hamburg
J KENNEDY, III - Clear Lake
ARIAN PIKE — Whiting
WILLIAM B. RIDOUT — Estherville
THOMAS E. SPAHN — Dubuque



Larry J. Wilson — Director
Wallace State Office Building, Des Moines, Iowa 50319-0034
515/281-5145

An EQUAL OPPORTUNITY Agency

January 2, 1986

TO: Des Moines Recreation River and Greenbelt Advisory Committee

FROM: Larry J. Wilson

SUBJECT: Greenbelt Public Workshop Locations

We decided at our last meeting to hold a public workshop on the greenbelt project in each county. The following are the cities I recommend as workshop locations.

<u>County</u>	<u>City</u>
Webster	Fort Dodge
Boone	Boone
Dallas	Granger
Polk	Des Moines
Warren and Jasper	Runnells
Marion and Mahaska	Knoxville

Please review this list and let me know if a different city will be better for any of the counties. Also, I need you to identify appropriate buildings for the workshops and a person to contact to reserve the meeting room.

Please send this information to me by January 27, 1986. We will finalize the workshop locations at our next Committee meeting on February 21, 1986. Thank you.

Very truly yours,

LARRY J. WILSON, DIRECTOR
IOWA CONSERVATION COMMISSION

rlt:L12

TO

District Engineer
U. S. Army Engineer District, Rock Island
Attn: Planning Division
Clock Tower Building - P.O. Box 2004
Rock Island Illinois 61204-2004

F
R
O
M

CITY OF LEHIGH
LEHIGH, IOWA 50557

SUBJECT Advisory Committee Representative

DATE 1 / 10 / 86

MESSAGE

The City Council of the City of Lehigh would like to appoint Larry Larson,
425 E. Hill Street, Lehigh, Iowa 50557, to be our Representative on the
Des Moines Recreation River and Greenbelt Advisory Committee on December 9,
1985.

Thank you.

SIGNED

CITY OF LEHIGH

Patricia Dellachiesa, Clerk

REPLY

SIGNED

DATE / /

REDIFORM 45 472

SEND PARTS 1 AND 3 WITH CARBON INTACT -
PART 3 WILL BE RETURNED WITH REPLY.

POLY PAK (50 SETS) 4P472



Iowa
department of water, air and waste management

January 13, 1986

District Engineer
U.S. Army Engineer District, Rock Island
ATTN: Planning Division
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

RE: Comments
Draft Plan for Engineering and Design, Des Moines Recreational River and
Greenbelt, Des Moines River, Iowa

Dear Sir:

A copy of the above-referenced report has been received and reviewed. This letter serves to advise the Advisory Committee of this department's potential responsibilities and authority over projects that may be incorporated into the General Design Memorandum (GDM). This department has regulatory authority over projects within Iowa's flood plains. This department also regulates and administers permit programs for the construction of wastewater facilities and discharges from these facilities. In addition, other permits or approvals could also be required from this department depending upon the specific developments selected in the plan. Therefore, this department would encourage that early coordination between this office and the Advisory Committee be established to ensure compatibility between departmental regulations and requirements and the Advisory Committee's scope and content of the GDM. Please direct all inquiries and future correspondence to Monica Wnuk at (515)281-4117.

Sincerely,

PROGRAM DEVELOPMENT DIVISION

A handwritten signature in cursive script that reads "Darrell McAllister".

Darrell McAllister
Director

LEONARD HANSCH
Duncombe, Iowa

ELMER E. PLINER
Fort Dodge, Iowa

JOHN RUSSELL
Clare, Iowa

JILL MESSERLY
Fort Dodge, Iowa

MYRON G. GROAT
Fort Dodge, Iowa

WEBSTER COUNTY BOARD OF SUPERVISORS

FORT DODGE, IOWA 50501



January 14, 1986

District Engineer
U.S. Army Engineer District, Rock Island
ATTN: Planning Division
Clock Tower Building
P. O. Box 2004
Rock Island, IL 61204-2004

Dear Sir:

On January 14, 1986, the Webster County Board of Supervisors met and the following persons were appointed to represent Webster County on the Advisory Committee of the Des Moines River Area Greenbelt:

Myron G. Groat, Supervisor
Courthouse
Fort Dodge, IA 50501
Ph #515-573-7175

Sid Sandholm, Conservation Commission Member
Dayton, IA 50530
Ph #515-547-2311

If we can be for further assistance, please advise.

Very truly yours,

WEBSTER COUNTY BOARD OF SUPERVISORS

Myron G. Groat
Chairman

MG
vg

R E S O L U T I O N

MOVED BY Hansch, SECONDED BY Messerly that the following Resolution be adopted:

WHEREAS, Webster County, Iowa, is a participate in the Advisory Committee which is planning the Des Moines Recreation River and Greenbelt Project, and

WHEREAS, a Letter of Assurance for potential Des Moines Recreation River and Greenbelt projects has been requested from local governments participating in the Des Moines Recreation River and Greenbelt Advisory Committee, and

WHEREAS, said Letters of Assurance are not a legally binding document, but rather are intended to demonstrate a good faith intent by potential local sponsors to participate with the U. S. Army Corp of Engineers assisted projects for the Greenbelt, and

WHEREAS, it is in the best interest of the citizens of Webster County that a Letter of Assurance be forwarded to the U. S. Army Corp of Engineers to demonstrate the good faith intent by Webster County to participate with the Corp of Engineers assisted projects for the Greenbelt.

NOW THEREFORE BE IT RESOLVED that the Webster County Board of Supervisors fo herein approve the attached Letter of Assurance and do authorize the Chairman to sign same and submit to the U. S. Army Corp of Engineers.

WEBSTER COUNTY BOARD OF SUPERVISORS


Myron G. Groat, Chairman

ATTEST:


V.M. Gudmonson, County Auditor

Dated January 14, 1986, at Fort Dodge, Iowa.

City of Carlisle

P. O. BOX #430
CARLISLE, IOWA 50047
TELEPHONE 515-989-3224

January 29, 1986

William C. Burns
Colonel, Corp of Engineers
District Engineer
Rock Island, Illinois

Dear Sir:

Upon receiving your organizational meeting notice of the Greenbelt Advisory Committee, the City of Carlisle appointed the following person:

Carl Weinbrecht

805 Parkview
Carlisle, Iowa 50047
Home: (515) 989-0632

Sincerely,

Dennis D. Rhodes Sr.

Dennis D. Rhodes, Sr.
Mayor
City of Carlisle

DDR/el

COMMISSIONERS
DONALD E KNUDSEN, Chairman - Eagle Grove
BAXTER FREESE Vice-Chairman - Wellman
JOHN D FIELD - Hamburg
MARIAN PIKE - Whiting
WILLIAM B RIDOUT - Esterville
THOMAS E SPAHN - Dubuque
RICHARD THORNTON - Des Moines



Larry J. Wilson - Director
Wallace State Office Building, Des Moines, Iowa 50319
515/281-5145

An EQUAL OPPORTUNITY Agency

January 29, 1986

TO: Des Moines Recreation River and Greenbelt Advisory Committee
FROM: Larry Wilson, Chairman
SUBJECT: February 21, 1986 Meeting

The next committee meeting will be held on Friday, February 21, 1986 from 9:00 a.m. to noon in the 4th floor conference room, Wallace Building, Des Moines. The agenda is shown below. Let me know if you have any additions.

AGENDA

1. Existing Corps of Engineering Projects in Greenbelt Area (COE)
2. Greenbelt Project Budget (COE)
3. Logo and Letterhead (Dallager)
4. Advisory Committee Administrative Services Contract (COE)
5. Study Schedule for Upcoming 18 Months (COE)
6. Public Workshops - Locations and Format (Wilson)
7. Project Submission and Priority Process (COE, Wilson)
8. Committee Response to Land Sale Offers (Wilson)
9. Greenbelt Boundary Task Force Report (COE)
10. Call for Local Master Plans (COE)
11. Public Participation/Comment Period (Open)

See you February 21!!!

L25/slb

A large, stylized handwritten signature in black ink, which appears to be "L. Wilson". The signature is written in a cursive, flowing style with a large initial "L" and a long, sweeping tail.

Feb. 12, 1986

Dudley M. Hanson
Rock Island District, Corps of Engineers
Clock Tower Building - P. O. Box 2004
Rock Island, Illinois 61204-2004

Dear Mr. Hanson:

This is a copy of a copy of a letter that I received. The railroad right-of-way in question is an abandoned treasure that is an integral part of our plans in Johnston for a biking-hiking trail. Could the Corps make a plea before the DOT starts demolition?

See you next week.

Sincerely,

Mary Jane Paez

Mary Jane Paez
DRRAG representative,
City of Johnston

cc: Larry Wilson

PARKS & RECREATION DEPT. January 29, 1986

Mr. James E. Graham, Manager
Right-of-Way Administration
Highway Division
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Re: Des Moines and Central
Iowa Railway Company
Right-of-Way Over I-80
East of Merle Hay Road

Dear Mr. Graham:

In a letter to the City of Des Moines dated December 19, 1985, you stated that the State of Iowa, proposes to file an Affidavit of Ownership to the above-referenced railroad right-of-way. You further stated that the Iowa Department of Transportation would be able to control and plan for the future use of this old railroad crossing, and that it may be feasible to eliminate the interstate structures and reduce future highway maintenance costs. The purpose of this letter is to outline our concerns with regard to this proposed action.

Our concerns fall into two categories: first, the use of this railroad right-of-way for recreational and bikeway purposes; and second, the use of the railroad right-of-way for a sanitary sewer interceptor which is part of the Des Moines ICA Regional Facility Program. I will elaborate on these concerns.

From an outdoor recreational standpoint, the City's original interest in the old railroad right-of-way was for a proposed Northeast Bikeway Extension Project. Such a bikeway is envisioned to link the City of Des Moines' existing Riverfront Bike Trail with the City of Johnston, Camp Dodge, and possibly Jester Park near Grimes, following the old railroad right-of-way for much of that distance. This project has been talked about for several years in conjunction with the City's Riverfront Acquisition and Development Project, and the Saylorville Corridor Recreation Project (jointly with the Army Corps of Engineers) and with the Polk County Physical Planning Department.



OFFICE OF THE CITY MANAGER
CITY HALL
1ST FLOOR AND LOCUST
DES MOINES, IOWA 50307
515 281-2121

© AMERICA CITY 1968, 1976, 1981

Mr. James E. Graham, Manager
Right-of-Way Administration
Iowa Department of Transportation
January 29, 1986
Page Two

More recently, in conjunction with the Des Moines River Greenbelt Project, sponsored by Representative Neal Smith of Iowa, the Corps of Engineers established a regional Advisory Committee for the Greenbelt Area composed of representatives of the local cities and counties lying within the project area. This Advisory Committee received and evaluated a rather comprehensive list of requests from the various local governments for projects they would like to see undertaken by the Corps of Engineers in the Greenbelt area.

The Northeast Bikeway Extension from Des Moines to the City of Johnston, etc., received the most requests of any single project in Polk County. It was specifically requested by the City of Des Moines, the City of Johnston, the Polk County Conservation Board, the City of Polk City, and the Polk County Board of Supervisors. The underpass under I-80/35 is a critical link in that proposed project.

As you can see, this is a key project in the regional recreational trails system that the local governments are trying to put together along the Des Moines River. It will have value not only as an outdoor recreation resource, but also as a regional transportation resource in that it would take bicycle and foot traffic off of local and state roads in that area.

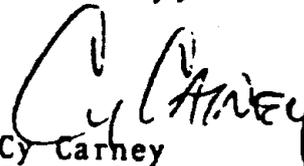
Our second area of concern relates to the use of the railroad right-of-way for construction of a sanitary sewer interceptor. This railroad right-of-way was acquired by the City of Des Moines in anticipation of the construction of the Beaver Creek Interceptor which, in May of 1982, was estimated as having a project cost of \$2,281,000. This interceptor consists of 14,500 feet of a 30" sanitary sewer, and 5,500 feet of a 24" sanitary sewer. This project is a part of the total Des Moines ICA Regional Facility plan which, in May of 1982, had an estimated cost of \$206,581,000 which covers the cost of a new wastewater treatment plant and associated interceptors and facilities.

In summary, the City of Des Moines has maintained a longstanding interest in this railroad right-of-way, and we desire to keep it open and available for future recreational, bikeway, and interceptor sewer purposes.

Mr. James E. Graham, Manager
Right-of-Way Administration
Iowa Department of Transportation
January 29, 1986
Page Three

Given the importance of this issue to the City of Des Moines, I ask that you submit a written reply responding to this letter and the comments contained herein. If you need additional information, or if you have any comments, please contact me.

Sincerely,


Cy Carney
City Manager

CC/lf

cc: Robert Humphrey, District Engineer, Iowa Dept. of Transportation,
1020 So. 4th St., Ames, IA 50010
William L. Foley, Park and Recreation Director
Harold E. Smith, City Engineer
James M. Grant, Planning Director
James Duff, Senior Right-of-Way Agent

2/7/86

Copy To Mrs. Mary Jane Paetz
& Steve Drake

Town of Lehigh

INCORPORATED 1885

LEHIGH, IOWA

February 26, 1986

Mr. George Gitter
Corps of Engineers
Clock Tower Building
Rock Island, Illinois 61201

Dear Mr. Gitter,

Enclosed please find a copy of our master plan.

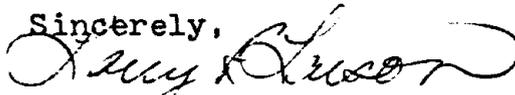
This was prepared in 1981, and therefore much of the information is neither current nor relevant.

The Dickey Clay Products plant has been closed for several years, and with the closing of Hormels and Iowa Beef in Fort Dodge, the employment picture in the Lehigh area has gone from bad to worse.

However, most of our citizens are optimistic about the future, and look forward to the challenge.

We wholeheartedly support the Des Moines River Greenbelt concept, and are excited about the prospects.

Sincerely,



Larry R. Larson
425 East Hill Street
Lehigh, Iowa 50557

COMMISSIONERS

BAXTER FREESE, Chairman — Wellman
RICHARD THORNTON, Vice-Chairman — Des Moines
JOHN D. FIELD - Hamburg
SAM KENNEDY, III - Clear Lake
MARIAN PIKE — Whiting
WILLIAM B. RIDOUT — Estherville
THOMAS E. SPAHN — Dubuque



Larry J. Wilson — Dir.
Wallace State Office Building, Des Moines
515/281-5145

An EQUAL OPPORTUNITY

March 3, 1986

Colonel William C. Burns
Rock Island Corps of Engineers
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

RE: Des Moines Recreation River and Greenbelt Boundary

Dear Colonel Burns:

The Des Moines Recreation River and Greenbelt Advisory Committee during their February 21, 1986 meeting unanimously approved a project boundary for the greenbelt area. George Gitter of your staff has a set of topographical maps that depict the boundary. You will notice when seeing the maps that the Committee's recommended boundary includes more area than that initially proposed by Congressman Neal Smith. The expansion is recommended in order to:

1. Straighten the boundary by following roads, railroads, and section lines as much as possible to simplify locating the boundary on the ground, and to minimize irregular boundaries that make public use difficult to manage;
2. Incorporate nearby public parks and recreation areas; including Brushy Creek Recreation Area, Walnut Woods State Park and other public areas along the Raccoon River; and parks in the cities of Boone and Fort Dodge.
3. Include approximately 25 miles of the Boone River, which is a major tributary of the Des Moines River on which the Iowa Conservation Commission has two ongoing projects that complement the greenbelt concept, i.e. Boone Forks Wildlife Management Area Acquisition Project and Boone River Protected Water Area Designation; and
4. Include expanses of nearby wooded areas in the watersheds of major tributaries since they are integral to maintaining the integrity of the Des Moines River Greenbelt.

The expansion encompasses a lot of agricultural land which will not be needed to accomplish the goals of the greenbelt. This should not be a problem since the boundary defines the area in which greenbelt funds can be expended, and it should not be interpreted as a "take line" for public acquisition. Also, greenbelt project lands can only be purchased from willing sellers. With this

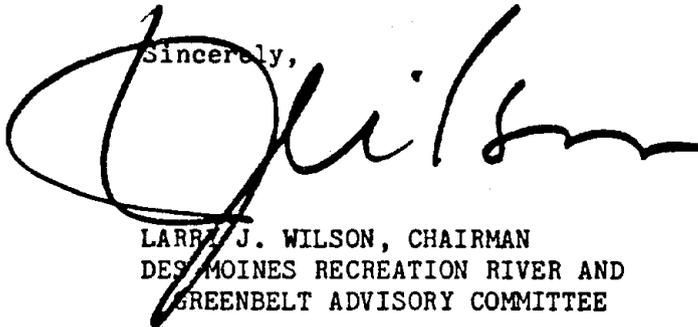
Colonel William C. Burns
March 3, 1986
Page 2

in mind, our feelings are to be liberal with the boundary at the outset so we will not unduly limit future opportunities for projects and public access routes to the facilities.

On behalf of the Advisory Committee, I hereby recommend Corps of Engineers endorsement of the expanded boundary. I have mailed a letter similar to this one to Congressman Neal Smith asking for his support.

Please have a copy of the boundary maps sent to Congressman Smith for his review.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read "Wilson". The signature is written over the word "Sincerely," and extends across the middle of the page.

LARRY J. WILSON, CHAIRMAN
DES MOINES RECREATION RIVER AND
GREENBELT ADVISORY COMMITTEE

L137/slb

cc: Advisory Committee



US Army Corps
of Engineers
Rock Island District

Public Information Fact Sheet

Planning Division

March 7, 1986

PLAN FOR ENGINEERING AND DESIGN
DES MOINES RECREATIONAL RIVER AND GREENBELT
DES MOINES RIVER, IOWA

The Rock Island District, Corps of Engineers, has completed the Plan for Engineering and Design for the Des Moines Recreational River and Greenbelt, Des Moines River, Iowa. The Greenbelt area extends from U.S. Highway 20 in Fort Dodge, Iowa, to relocated U.S. Highway 92 downstream of Lake Red Rock. The project was funded and conditionally authorized by Public Law 99-98, on August 15, 1985. The Plan for Engineering and Design was prepared to establish the appropriate scope and content of a comprehensive plan, the General Design Memorandum (GDM), and to describe the role of the Advisor Committee which is composed of 5 State and 26 local appointees and 3 appointees of the Secretary of the Army. The GDM will discuss construction, operation, and maintenance of recreational facilities and streambank stabilization structures; the operation and maintenance of existing structures; environmental enhancement for recreational purposes; and the prohibition or limitation of taking wildlife within selected areas of the Greenbelt.

Planning workshops will be held during April 1986, and additional public meetings will be organized during the draft GDM review phase. Project planning will be coordinated with Federal, State and local agencies and groups concerned with recreational, natural, cultural, and fish and wildlife resources. The Advisor Committee will interface with all concerned elements of the Greenbelt project and provide input into the GDM.

Copies of the Plan for Engineering and Design are available at your local library. A copy also may be obtained by writing to the Rock Island District, Corps of Engineers, at the following address:

District Engineer
U. S. Army Engineer District, Rock Island
ATTN: Planning Division
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004



DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

REPLY TO
ATTENTION OF:

Planning Division

March 10, 1986

SEE REPORT DISTRIBUTION LIST

Enclosed is a copy of the final Plan for Engineering and Design, Des Moines Recreational River and Greenbelt, Des Moines River, Iowa. The report was prepared at the direction of the Secretary of the Army (Civil Works), under the authority of Public Law 99-88, the 1985 Supplemental Appropriations Act. Public Law 99-88 provided for the designation of a greenbelt area along the Des Moines River between Fort Dodge and the lower vicinity of Red Rock Dam, and directed the establishment of an Advisory Committee for consultation with the Department of the Army.

The draft Plan for Engineering and Design (PED) was distributed on November 20, 1985, with comments due on December 13, 1985. The final PED was sent to the Secretary of the Army (Civil Works) on December 30, 1985, and was approved in February 1986. The most significant changes for the final PED, relative to the draft PED, include the addition of study cost sharing, several additional letters of assurance, and modified real estate procedures.

The feasibility studies to be developed for the Greenbelt General Design Memorandum were selected by the State of Iowa for coordination under Executive Order 12372 which allows for a 30-day general review period followed by a special 30-day State review period (60 days total).

State, areawide, and local governmental agencies should send comments and responses to this study to both the Corps' Rock Island office at the address shown on the following page and to the Iowa single point of contact: Office of Planning and Programming, 523 East 12th Street, Des Moines, Iowa 50319.

Non-governmental agencies, organizations, and individuals should send comments and responses to this study directly to the Corps' Rock Island office as follows:

District Engineer
U.S. Army Engineer District, Rock Island
ATTN: Planning Division
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

Sincerely,



William C. Burns
Colonel, Corps of Engineers
District Engineer

Enclosure

Town of Lehigh

INCORPORATED 1885

LEHIGH, IOWA

March 13, 1986

Colonel William C. Burns
District Engineer
U. S. Army Engineer District
Rock Island, Clocktower Building
P. O. Box 2004
Rock Island, Illinois 61204 2004

Dear Colonel Burns:

The purpose of this letter is to provide assurance that the City of Lehigh is aware of the necessary local cooperation which will be required for the Des Moines Recreation River and Greenbelt Iowa projects in which the City may act as a local sponsor. The City of Lehigh is willing to meet those requirements for projects developed and recommended by the Advisory Committee and which the governing body of the City of Lehigh approves as a joint developed federal/local project.

Sincerely,

CITY OF LEHIGH



T. J. Reith, Mayor

TJR/pd

RESOLUTION 86-3

Moved by Potter, Seconded by Larson

that the following Resolution be adopted:

WHEREAS, City of Lehigh, Iowa is a participate in the Advisory Committee which is planning the Des Moines Recreation River and Greenbelt Project, and

WHEREAS, A Letter of Assurance for potential Des Moines Recreation River and Greenbelt projects has been requested from local governments participating in the Des Moines Recreation River and Greenbelt Advisory Committee, and

WHEREAS, said Letters of Assurance are not a legally binding document, but rather are intended to demonstrate a good faith intent by potential local sponsors to participate with the U.S. Army Corp of Engineers assisted projects for the Greenbelt, and

WHEREAS, it is in the best interest of the citizens of City of Lehigh that a Letter of Assurance be forwarded to the U.S. Army Corp of Engineers to demonstrate the good faith intent by the City of Lehigh to participate with Corp of Engineers assisted projects for the Greenbelt.

NOW THEREFORE BE IT RESOLVED that the Council of the City of Lehigh do herein approve the attached Letter of Assurance and do authorize the Mayor to sign same and submit to the U. S. Army Corp of Engineers.

Council of the City of Lehigh

T. J. Reith
Mayor

ATTEST: Patricia DeLuca
Clerk

COMMISSIONERS

BAXTER FREESE, Chairman — Wellman
RICHARD THORNTON, Vice-Chairman — Des Moines
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THOMAS E. SPAHN — Dubuque



Larry J. Wilson — Director
Wallace State Office Building, Des Moines, Iowa 50319-0034
515/281-5145

An EQUAL OPPORTUNITY Agency

March 17, 1986

Mr. George Gitter
Rock Island Corps of Engineers
Clock Tower Building
P. O. Box 2004
Rock Island, Illinois 61204-2004

Dear George:

I have enclosed five project applications for Des Moines Recreation River and Greenbelt "early action" consideration. The projects include:

1. Romance of the Des Moines River, a small book chronicling past and present roles of the river (written by Ruth Hoover);
2. Boat Ramp, Boone County (submitted by Michael O'Brien);
3. Jester Park Campground Addition, Polk County (submitted by Bob Hamilton, Polk County Conservation Board);
4. Engineering Studies and Master Planning for Section of Des Moines River Adjacent to Downtown Des Moines (submitted by Cy Carney); and
5. Des Moines River Wall Protection (submitted by Cy Carney).

The project proposal submissions are in response to action taken by the Advisory Committee at their February 21, 1986 meeting. The respective committee members and points-of-contact are undoubtedly looking forward to hearing from you regarding their proposals.

Sincerely,

LARRY J. WILSON, CHAIRMAN
DES MOINES RECREATION RIVER AND
GREENBELTS ADVISORY COMMITTEE

(L16/sc)

Enclosures

cc: Ruth Hoover
Michael O'Brien
Bob Hamilton
Cy Carney

Office for Planning and Programming



Capitol Annex, Des Moines, Iowa 50319 Telephone (515) 281-3711
March 24, 1986

TERRY E. BRANSTAD
Governor
Keith H. Heffernan
Director

Colonel William C. Burns
District Engineer
U.S. Army Corps of Engineers
Rock Island District
P.O. Box 2004
Rock Island, IL 61204-2004

Re: IA860319-254

Dear Colonel Burns:

The Iowa State Clearinghouse has completed the required review of the Plan for Engineering and Design, Des Moines Recreational River and Greenbelt, Des Moines River, Iowa on behalf of the State Government and the eight counties included in Iowa Planning Area XI which currently does not have an Areawide Clearinghouse.

The review of the project:

- did not generate any comment from those who examined the file;
- found no serious environmental problems which may result from the proposed project;
- indicated that the proposal conforms to pertinent planning in the State or Region XI;
- did not show that the proposal would result in duplicating any existing activity or proposed project.

A copy of this letter must be sent to the federal agency together with your application as evidence that the review was performed.

The Clearinghouse is pleased to recommend that this proposed project be approved for funding.

Sincerely,

A. Thomas Wallace
Federal Funds Coordinator

ATW/jlo

Heart of the Hawkeye Council of Camp Fire

5615 Hickman Road
Des Moines, Iowa 50310
Phone: (515) 274-1501



Camp Hantesa
RR 1, Boone, Iowa 50036
Phone: (515) 432-1417

March 25, 1986

William C. Burns
Colonel, Corps of Engineers
District Engineer
Department of the Army
Rock Island District, Corps of Engineers
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns,

We have received the Plan for Engineering and Design, Des Moines Recreational River and Greenbelt, Des Moines, Iowa.

The plan looks good in its present state and we have no significant objections to the plan.

We would like to provide assurance that Camp Fire Camp Hantesa is aware of the necessary local cooperation which will be required for the Des Moines Recreation River and Greenbelt projects in which Camp Fire and Camp Hantesa may act as the local sponsor. Camp Fire and Camp Hantesa is willing to meet these requirements for projects developed and recommended by the Advisory Committee, and which the governing body of Camp Fire approves as a jointly developed federal/local project.

It is understood that this letter of assurance does not constitute a legally binding commitment on the part of Camp Fire and that a formal Local Cooperation Agreement will not be required until the time of construction and in accordance with the criteria governing local cooperation at that time.

It is understood that the criteria governing local cooperation at this time for the project purposes would, in general, require the local sponsor to pay or contribute in kind the percent specified for each project purpose of the initial capital cost of the project development, with the value of any lands or facilities furnished by the sponsor to be credited toward its share; hold and save the Government harmless from damages except those resulting from fault or negligence of the Government; operate, maintain, and replace the developed lands and facilities at no cost to the Government; and comply with certain federal laws concerning land acquisition, relocation assistance, and civil rights.

Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Suz Welch".

Suz Welch
Director, Camp Hantesa, Camp Fire

A Member Agency of the United Way

March 26, 1986

Mr. Dudley M. Hanson, P.E.
Acting Chief, Planning Division
Department of the Army
Rock Island District, Corps of Engineers
Clock Tower Building
Post Office Box 2004
Rock Island, Illinois 61204-2004



MAYOR PETE CRIVARO
CITY HALL
EAST FIRST AND LOCUST
DES MOINES, IOWA 50307
(515) 283-4944

Dear Mr. Hanson:

Please be advised that Mr. James J. Muto has resigned as my alternate to the Des Moines River Greenbelt Advisory Committee.

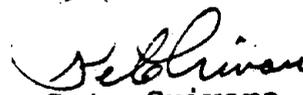
Effective immediately, Des Moines representative will be Councilman Ric Jorgensen, and I, Mayor Crivaro, will be Mr. Jorgensen's alternate.

Mr. Jorgensen's address and telephone number are:

Home: 4005 Kingman Blvd.
Des Moines, Iowa 50311
255-7656

Office: City Hall
East First and Locust
Des Moines, Iowa 50307
283-4944

Sincerely,


Pete Crivaro
Mayor

pc/j
cc: Larry Wilson
Ric Jorgensen
Cy Carney
Rick Clark

H-93

April 7, 1986

Colonel William C. Burns
District Engineer
U.S. Army Engineer District
Rock Island Clock Tower Building
P. O. Box 2004
Rock Island, IL 61204-2004



MAYOR PETE CRIVARO
CITY HALL
EAST FIRST AND LOCUST
DES MOINES, IOWA 50307
(515) 283-4944

ALL AMERICA CITY 1949, 1976, 1981

Dear Colonel Burns:

The purpose of this letter is to provide assurance that the City of Des Moines is aware of the necessary local cooperation which will be required for Des Moines Recreation River and Greenbelt, Iowa, projects in which the City may act as the local sponsor. The City of Des Moines is willing to meet these requirements for projects developed and recommended by the Advisory Committee, and which the governing body of the City of Des Moines approves as a jointly developed Federal/local project.

It is understood that federally assisted elements of the Greenbelt Project must be in compliance with Federal law and criteria governing the development of this project for the authorized purposes of recreational development, environmental enhancement, and streambank stabilization. It is further understood that this Letter of Assurance does not constitute a legally binding commitment on the part of the City of Des Moines and that a formal Local Cooperation Agreement will not be required until the time of construction and in accordance with the criteria governing local cooperation at that time.

It is understood that the criteria governing local cooperation at this time for the project purposes would, in general, require the local sponsor to pay or contribute in kind the percent specified for each project purpose of the initial capital cost of the project development, with the value of any lands or facilities furnished by the sponsor to be credited toward its share; hold and save the Government harmless from damages except those resulting from fault or negligence of the Government; operate, maintain, and replace the developed lands and facilities at no cost to the Government; and comply with certain Federal laws concerning land acquisition, relocation assistance, and civil rights.

Colonel William C. Burns
District Engineer
U.S. Army Engineer District
April 7, 1986
Page Two

The law authorizing this project (PL 99-88) requires project cost-sharing under terms acceptable to the Secretary of the Army (or under terms and conditions provided for in subsequent legislation when enacted into law). It is understood that, at this time, the Corps of Engineers is using the cost-sharing provisions of pending Senate Bill S1567 in proceeding with projects funded under PL 99-88, including the Des Moines Recreation River and Greenbelt project. In accordance with S1567, cost-sharing would be as follows:

- Recreation would be cost-shared 50 percent with local interests responsible for operation and maintenance.
- Fish and wildlife enhancement will be a Federal cost when the 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, anadromous fish, or when 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. When benefits of enhancement do not qualify as national, but are multi-State, 25 percent of the enhancement costs will be provided by non-Federal interests. When the benefits are limited to a single State, non-Federal interests will be required to contribute 33-1/3 percent.
- 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 will be based on the purpose for acquisition; for example, prevention of erosion on lands bought for recreational purposes would be 50 percent with local interests responsible for operation and maintenance.

Sincerely,


Pete Crivaro
Mayor

PC/1f

★ Roll Call Number

1542

Date April 7, 1986

WHEREAS, the Des Moines Recreational River and Greenbelt with local support was funded and conditionally authorized by Public Law 99-88, as approved on August 15, 1985; and

WHEREAS, the purpose of the Des Moines River Area and Greenbelt is to develop and manage natural resources, cultural features, outdoor recreation facilities, and environmental education programs in a manner that makes wise use of land and water resources and that attracts outdoor recreation use and economic development to the area; and

WHEREAS, the City of Des Moines, Iowa is a participant in the Advisory Committee and will work with this Committee and the U.S. Army Corps of Engineers on planning the Des Moines Recreation River and Greenbelt Project; and

WHEREAS, a Letter of Assurance for potential Des Moines Recreation River and Greenbelt projects has been requested from local governments participating in the Des Moines Recreation River and Greenbelt Advisory Committee; and

WHEREAS, said Letters of Assurance are not a legally binding document, but rather are intended to demonstrate a good faith intent by potential local sponsors to participate with the U.S. Army Corps of Engineers assisted projects for the Greenbelt; and

WHEREAS, the Planning and Zoning Commission has recommended that the City Council declare planning and redevelopment of the Riverfront and Greenbelt Project to be a top priority; and

WHEREAS, in order to timely submit project proposals for a "Des Moines River Wall Protection" Project and a detailed "Engineering Study and Master Planning for the Section of the Des Moines River Adjacent to the Downtown Des Moines" Project to be incorporated into the overall study being developed by the U.S. Army Corps of Engineers, the City staff has prepared and submitted the attached Project Submittal Forms for these projects; and

WHEREAS, it is in the best interest of the citizens of the City of Des Moines that the attached Letter of Assurance be forwarded to the U.S. Army Corps of Engineers to demonstrate the good faith intent by the City of Des Moines to participate with the Corps of Engineers assisted project for the Greenbelt; NOW, THEREFORE

★ Roll Call Number

1542

Date April 7, 1986

BE IT RESOLVED by the City Council of the City of Des Moines, Iowa:

1) That the Mayor is authorized and directed to sign the attached Letter of Assurance and to submit it to the U.S. Army Corps of Engineers; and

2) That the action of the City staff in submitting the Project Submittal Forms for the Des Moines River Wall Protection Project and the Engineering Study and Master Planning for the Section of the Des Moines River Adjacent to Downtown Des Moines Project be and the same is hereby approved, ratified, and confirmed.

MOVED BY Flagg to adopt.

Form approved:

R. Michael Hayes
R. Michael Hayes, City Solicitor
Intergovernmental Programs

CERTIFICATE
I, Donna V. Boetel-Baker, City Clerk of the City of Des Moines, Iowa, do hereby certify that this is a true and correct copy of the original paper(s) filed in my office.
IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on this
10th day of April 1986
Donna V. Boetel-Baker
City Clerk

COUNCIL ACTION:	YEAS	NAYS	PASS	ABSENT
CRIVARO	✓			
SZYMONIAK	✓			
DORRIAN	✓			
JORGENSEN	✓			
BROOKS		✓		
FLAGG	✓			
COOK	✓			
TOTAL	6	1		

MOTION CARRIED APPROVED
Pete Crivaro Mayor

CERTIFICATE

I, DONNA V. BOETEL-BAKER, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

Donna V. Boetel-Baker
City Clerk



United States Department of the Interior

FISH AND WILDLIFE SERVICE

IN REPLY REFER TO:

ROCK ISLAND FIELD OFFICE (ES)
1830 Second Avenue, Second Floor
Rock Island, Illinois 61201

COM: (309) 793-5800
FTS: 386-5800

April 10, 1986

Colonel William C. Burns Jr.
District Engineer
U.S. Army Engineer District
Rock Island
Clock Tower Building, P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

This letter is in reference to Mr. Hansen's letter of March 19, 1986, concerning the proposed Bennington Bridge Access development. This project is carried out under the conditional authority of the Des Moines Recreational River and Greenbelt Project. It involves relocation and improvement of an existing boat ramp and parking area.

The proposed project will require the clearing of up to one acre of bottomland hardwood habitat. This habitat has been categorized as Resource Category 2 in accordance with the Fish and Wildlife Service Mitigation Policy. The mitigation goal of this category is no net loss of in-kind habitat value. Therefore, we recommend that clearing be minimized to the extent practicable and that trees and shrubs of high wildlife food value be planted around the perimeter of the parking area. Additional plantings at adjacent lands should be considered to achieve full compensation.

There are no other notable impacts to fish and wildlife resources. We concur with the conclusion that the Indiana bat will not be affected by the proposed project.

These comments provide technical assistance only and do not constitute the report of the Secretary of Interior on the project within the meaning of Section 2(b) of the Fish and Wildlife Coordination Act, do not fulfill the requirements under Section 7 of the Endangered Species Act, nor do they represent the review comments of the U.S. Department of the Interior on any forthcoming environmental statement. We look forward to review of your environmental assessment. If you have any questions, please contact Gail Carmody or myself.

Sincerely,

Richard C. Nelson
Field Supervisor



United States Department of the Interior

FISH AND WILDLIFE SERVICE

ROCK ISLAND FIELD OFFICE (ES)

1830 Second Avenue, Second Floor

Rock Island, Illinois 61201

IN REPLY REFER TO:

COM: (309) 793-5800

FTS: 386-5800

April 10, 1986

Colonel William C. Burns Jr.
District Engineer
U.S. Army Engineer District
Rock Island
Clock Tower Building, P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

This is in reference to the "Plan for Engineering and Design, Des Moines Recreational River and Greenbelt, Des Moines River, Iowa" dated March 1986. We have read the final plan with interest and have no substantive comments.

We would like to take this opportunity to initiate coordination in accordance with the requirements of the Fish and Wildlife Coordination Act and our agencies' Memorandum of Understanding. Since funds are being requested for FY 1986 and the proposed Bennington Bridge Access development is being planned, we need to meet to discuss procedures for our coordination and any funding requirements.

I can be available at your earliest convenience. If you have any questions, please contact Gail Carmody or myself.

Sincerely,

Richard C. Nelson
Field Supervisor

cc: ICC (Wilson)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VII
726 MINNESOTA AVENUE
KANSAS CITY, KANSAS 66101

April 15, 1986

Colonel William C. Burns, USA
District Engineer
U.S. Army Engineer District, Rock Island
Clock Tower Building - P. O. Box 2004
Rock Island, Illinois 61204-2004

Attention: Planning Division

Dear Colonel Burns:

This is in response to the March 19, 1986, letter from Dudley Hanson of your staff. In that letter, Mr. Hanson requested our comments concerning proposed development of a new boat ramp and expansion of an existing parking area in conjunction with the Des Moines Recreational River and Greenbelt project.

The location of the proposed actions, adjacent to the river in an area prone to periodic flooding, implies a reasonable potential for adverse impacts to wetland and bottomland hardwood areas. We suggest this be evaluated during the NEPA process, and the project designed accordingly to minimize impacts. In addition, if sanitary facilities are to be included with the project, adequate provisions must be made for proper disposal of waste from these units.

Thank you for the opportunity to comment on this project. If you have questions or need information, you may contact Lynn Kring of my staff at 913/236-2823 or FTS 757-2823.

Sincerely yours,

Mary O'Donnell, for

B. Katherine Biggs
Chief, Environmental Review Branch



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VII
726 MINNESOTA AVENUE
KANSAS CITY, KANSAS 66101

April 15, 1986

Colonel William C. Burns, USA
District Engineer
U.S. Army Engineer District, Rock Island
Clock Tower Building - P. O. Box 2004
Rock Island, Illinois 61204-2004

Attention: Planning Division

Dear Colonel Burns:

Members of my staff have reviewed the final Plan for Engineering and Design, Des Moines Recreational River and Greenbelt, Des Moines River, Iowa. We support the concept of the action you propose, and have no objections to the project at this time. This position does not, however, alleviate our responsibilities under the National Environmental Policy Act to review the forthcoming environmental impact statement (EIS) for this project.

If you have questions or need information from this Agency during preparation of your EIS, please contact Lynn Krings of my staff at 913/236-2823 or FTS 757-2823.

Sincerely yours,

Mary O'Donnell, for

B. Katherine Biggs
Chief, Environmental Review Branch

COMMISSIONERS

BAXTER FREESE, Chairman — Wellman
RICHARD THORNTON, Vice-Chairman — Des Moines
JOHN D FIELD - Hamburg
SAM KENNEDY, III - Clear Lake
MARIAN PIKE — Whiting
WILLIAM B RIDOUT — Estherville
THOMAS E SPAHN — Dubuque



Larry J. Wilson — Director
Wallace State Office Building, Des Moines, Iowa 50319-0034
515/281-5145

An EQUAL OPPORTUNITY Agency

April 16, 1986

Mr. W. M. Tait, Chief
NCD Real Estate Field Office
Rock Island Corps of Engineers
Clock Tower Building—P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Mr. Tait:

Assistant Attorney General Mike Smith and I have reviewed the draft Local Cooperation Agreement for the Bennington Bridge River Access in the Des Moines Recreation River and Greenbelt. We have the following comments for your consideration while preparing the final agreement.

1. State funds currently committed for the Bennington Bridge River Access are available until June 30, 1986. We are willing and able to transfer funds to the Corps of Engineers in the amount of 50 percent of the estimated project cost prior to June 30, 1986, and prior to advertisement of the construction contract. Any state commitments after that date will be contingent upon future Legislative appropriations for water access developments. We recommend adding the following sentence as paragraph "d." in Article 2 since we cannot obligate funds that are dependent on future legislative appropriations:

"Nothing herein shall require the state of Iowa to appropriate funds."

2. Article 9 needs to reference the State Tort Claims Act which describes administrative procedures by which a person can seek damages from the state of Iowa for personal injury or property damage. We recommend adding the following phrase to the beginning of the sentence in Article 9:

"To the extent it may legally do so in accordance with Chapter 25a, Code of Iowa (State Tort Claims Act), ". . .

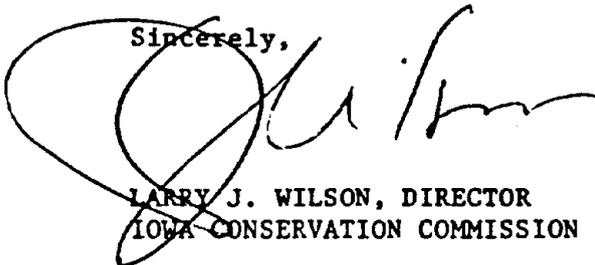
3. Our preliminary calculations show that we have to date, expended approximately \$2200 worth of staff time and expenses for the planning, engineering, and design of the project. We estimate a state cost of about \$1000 for supervision and administration. We will promptly forward our final calculations upon their completion. Likewise, we trust that you will send your calculations to us as soon as possible. Your current estimate of \$4900 for planning, engineering, and design seems excessive since the Iowa Conservation Commission provided the Corps of Engineers with construction plans.

Mr. W.M. Tait, Chief
April 16, 1986
Page 2

4. Our state estimate of on-site construction cost is about one-half of your engineer's estimate. We recommend an on-site meeting of our respective engineers prior to advertisement of the construction contract to assure both parties of the cost-share agreement fully understand and agree on the project design.

I hope these comments will aid the preparation of our final local cooperation agreement. The Iowa Conservation Commission look forward to the construction of this Des Moines Recreation River and Greenbelt project.

Sincerely,



LARRY J. WILSON, DIRECTOR
IOWA CONSERVATION COMMISSION

mk:S2

cc: Mike Smith,
Assistant Attorney General
Dudley Hanson
Acting Chief, Planning Division
Rock Island Corps of Engineers

April 17, 1986

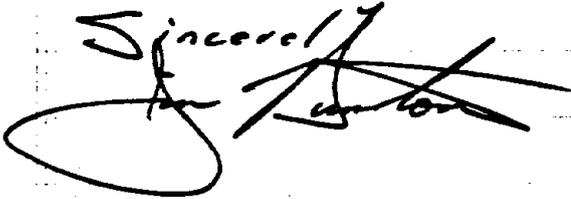
Planning Division

U.S. Army Engineer District, Rock Island
Rock Island, Illinois

Gentlemen:

I have attached my comments on the Des Moines
River Greenbelt Project.

Sincerely,

A handwritten signature in black ink, appearing to be "John L. ...", written over a large, loopy flourish that starts under the word "Sincerely" and extends to the left.

RE: Des Moines Recreational River and Greenbelt Project Comments

My name is Jim Humeston. I live at 1109 Orchard Lane in Des Moines. My residence is very close to the old Riverview Park location. I have had the opportunity to view the changes in the river bottom timberland vegetation and the increased river bank erosion that have occurred since the operation of the reservoir.

The operation of the reservoir results in flooding of the river bottom timberland for extended periods of time. The flooding lasts considerably longer than would occur under natural conditions and has caused the destruction of ground cover and many trees. I am recommending the agencies responsible for the development of the Greenbelt Project and operation of the reservoir discuss this issue. The operation of the reservoir should be consistent with vegetation management principles and the Greenbelt developmental goals.

High flow releases from the reservoir have caused severe river bank erosion. River bank stabilization projects should be given a high priority.

Jim Humeston
1109 Orchard Ln
Des Moines, IA 50313



United States
Department of
Agriculture

Soil
Conservation
Service

104 South Sixth
P.O. Box 47
Knoxville, IA 05138

May 5, 1986

Tim Toplisek
U.S. Army Corps of Engineers
ATTN: Planning Division
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004

Dear Mr. Toplisek:

This is in reference to the proposed project on the Bennington Bridge Recreation Access in Marion County, Iowa.

Since you have already determined that the Farmland Protection Policy Act does not apply to flood storage areas such as this site, I will not develop a Farmland Conversion Impact Evaluation for this site.

As your letter of March 19 noted, the soils on the proposed site are not those usually considered as prime or unique farmland soils.

I trust that proper soil conservation practices will be applied to the site to minimize soil erosion. This is particularly important since some of the soils the project deals with, Fayette silt loam, 18-25 percent slope, and Gosport Rock outcrop complex, 25-60 percent slope, are excessively steep and have the potential to experience severe erosion.

Sincerely,

Paul A. Flynn
District Conservationist
Knoxville Field Office

PAF/fvh



The Soil Conservation Service
is an agency of the
Department of Agriculture

H-107

COMMISSIONERS

BAXTER FREESE, Chairman — Wellman
RICHARD THORNTON, Vice-Chairman — Des Moines
JOHN D. FIELD — Hamburg
SAM KENNEDY, III — Clear Lake
MARIAN PIKE — Writing
WILLIAM B. RIDOUT — Estherville
THOMAS E. SPAHN — Dubuque



Larry J. Wilson — Director
Wallace State Office Building, Des Moines, Iowa 50319-0034
515/281-5145

An EQUAL OPPORTUNITY Agency

May 7, 1986

Mr. Tim Toplisek
Environmental Analysis Branch
Dept. of the Army, Rock Island District
Corps of Engineers
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

Re: Environmental Assessment, Proposed Bennington Bridge Access, Red Rock Lake, Des Moines River, Marion County, Iowa.

Dear Mr. Toplisek:

The Iowa Conservation Commission reviewed the environment effects of the proposed construction of a boat ramp, parking area and access road referred to as the Bennington Bridge Access on the Des Moines River, Marion County, Iowa.

Our survey of this area does not indicate any rare species or unique natural features occurring at the project site. As most of the development is below the 780 elevation, which is the high-water elevation of the reservoir, most of the existing vegetation has been destroyed by recent long periods of inundation. Only remnant small willow and silver maple exist at this location.

The recreation long-term effect of this development will be of great benefit to the recreational users with no impacts to wildlife or habitat.

Sincerely,

A handwritten signature in dark ink, appearing to read "L. Wilson", is written over the typed name of the director.

LARRY J. WILSON, DIRECTOR
IOWA CONSERVATION COMMISSION

mk/dl



COUNTY OF POLK
BOARD OF SUPERVISORS
DES MOINES, IOWA 50309
(515) 286-3117

RICHARD BRANNAN
SUPERVISOR

May 12, 1986

Larry Wilson, Chairman
Des Moines Recreational
River and Greenbelt
Wallace State Office Building
Des Moines, IA 50319

Dear Larry:

Please find enclosed for your review some suggested projects for the Des Moines Recreation and Greenbelt area. These projects have been suggested to me by Congressman Neal Smith. I would like to see us consider them.

Sincerely,

Richard Brannan
First District Supervisor
Polk County Board of Supervisors

RB/mm
enclosure

THREE HUNDRED FORTY ACRE PARK:

There are 340 acres on the north side of Red Rock just West of the area occupied by the Engineers' Office which is not accessible to the public and at some point could be a wonderful park. They were provided money to plant a substantial number of trees in this area and there was some native timber, a deep inlet also runs into the corner of it which has several feet of water in it at all times.

ANIMAL PARK:

Some of the land some place which is fairly accessible to the general public could be enclosed with a high fence to contain elk, goats, buffalo, burros or other animals which people, and especially children, would like to see in a scenic wild setting. Elk are native to the Red Rock area and buffalo is native to the whole area. Deer in this kind of enclosure would be relatively tame. I think the area could possibly contain one-thousand acres. With the law just passed permitting farmers in the Red Rock area to sell land, there may be some additional ideal land available for this kind of a purpose if they do not already have some that would be suitable.

SMALL ANIMALS FOR PARKS:

It would be nice to have some unique small animals which would adapt to park areas and be protected. Perhaps a smaller deer than our usual deer, or goats that could be controlled and not do damage, or some kind of sheep, black squirrels, monkey faced squirrels, jackrabbits and other animals of that nature.

TREE BELT BELOW RED ROCK:

Purchase a strip several hundred feet wide on each side of the river from Red Rock Dam to Highway 92 and plant it to trees such as swamp hickory, walnut, sycamore, wild plum and others but have the trees in separate park like areas. This would help stabilize the banks of the river and serve to alleviate some problems the Corps already has in that regard and at the same time provide a place in a few years for paths, squirrels and recreational opportunities as well as a good place for beaver and etc.

BIRD WATCHING STATIONS:

Places where bird watchers will not scare away the birds they want to watch and where those birds can be encouraged while being protected within viewing distance. This would include Bald Eagles or osprey which the Corps is going to encourage this summer at Saylorville and Red Rock.

TURKEY:

The turkeys we have in Iowa seem to be small, wilder and more difficult to observe than those in Missouri. They are simply a different turkey. Those in Missouri do not even have white meat in the breast and are much bigger. I think consideration might be given to starting some of the Missouri type turkeys where they would multiply fast enough so they could be observed from the highway or camp grounds.

COMMISSIONERS

BAXTER FREESE, Chairman — Wellman
RICHARD THORNTON, Vice-Chairman — Des Moines
JOHN D. FIELD - Hamburg
SAM KENNEDY, III - Clear Lake
MARIAN PIKE — Whiting
WILLIAM B. RIDOUT — Estherville
THOMAS E. SPAHN — Dubuque



Larry J. Wilson — Director
Wallace State Office Building, Des Moines
515/281-5145

An EQUAL OPPORTUNITY

May 13, 1986

Mr. Dudley Hanson
Rock Island Corps of Engineers
Clock Tower Building
P. O. Box 2004
Rock Island, Illinois 61204-2004

Dear Dudley:

I have enclosed 50 proposals for Des Moines Recreation River and Greenbelt projects. A summary list by project type and title is attached.

I will see you on June 6 at the next Advisory Committee meeting.

Sincerely,

A large, handwritten signature in black ink, which appears to read "L. Wilson". The signature is written in a cursive style with a large initial "L" and a long, sweeping underline.

LARRY J. WILSON, DIRECTOR
IOWA CONSERVATION COMMISSION

rlt:L080

Attachments

DES MOINES RECREATION RIVER AND GREENBELT
PROJECT PROPOSALS SUBMITTED BY THE
IOWA CONSERVATION COMMISSION
MAY 15, 1986

Recreation Projects

1. Red Rock Upstream Corridor Trail
2. Elk Rock State Park Improvements
3. Big Creek State Park Improvements
4. Ledges State Park Facility Developments
5. Walnut Woods State Park Improvements
6. Martin-Marietta Development
7. Dolliver State Park Facility Development
8. Red Rock Fishing Piers
9. Greenbelt Multi-Purpose Trail
10. Fishing Piers
11. Boone Forks Outpost Development Area
12. Miscellaneous Support Facilities for Greenbelt Developments
13. Archaeological and Historical Studies
14. Scenic Valley Road Route
15. Four Fishing Access Developments
16. Red Rock Viewing Binoculars
17. Staging Area--Saylorville Downstream Corridor Trail
18. Bever Bridge Canoe Access--Boone River

Boat Ramps--Recreation Projects

1. Ft. Dodge
2. Kalo
3. Boone Forks
4. Carlson Area
5. Norton's Ford
6. Lower Fraser
7. Ledges State Park
8. Saylorville Wildlife Area
9. Big Creek North
10. Saylorville Lake--Big Creek Spillway
11. Des Moines Waterworks Park
12. Runnells
13. Downstream Red Rock Dam

Environmental Enhancement

1. Land Acquisition--Joe West Sr. Estate (149 acres)
2. Boone Forks Wildlife Area Land Acquisition (6,650 acres)
3. Des Moines River Corridor Acquisition--Saylorville to Ft. Dodge (16,000 miles)
4. State Forest Acquisition and Development (10,000 acres)
5. Boone River Protected Water Area
6. Saylorville Refuge Expansion
7. Big Creek Siltation Basins
8. Centerville Fishing Riffle
9. Native Grass, Tree, and Shrub Plantings
10. Pond Development
11. Oak-Hickory Forest Management
12. Bald Eagle Nest Platform and Porch Site
13. Heron Nest Structures
14. Raptor Inventory
15. Hill Prairie and Woodland Vole Survey

Bank Stabilization

1. Brushy Creek
2. Ledges State Park--Des Moines River
3. Big Creek Lake
4. Elk Rock State Park--Lake Red Rock



department of water, air and waste management

May 20, 1986

Col. William C. Burns
District Engineer
U.S. Army Engineer District, Rock Island
Attn: Planning Division
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

Re: Comments on Environmental Assessment for the
Bennington Bridge, Des Moines, River, T77N, R21W, Section 9,
Marion County, Iowa

Dear Sir:

This department has received a copy of the above referenced report for review. According to statements made in the report, this project is covered under General Permit No. 12 and does not require formal approval from this department via Section 401 water quality certification. We do however have several comments relating to the project that we are bringing to your attention.

1. The normal pool elevation of Lake Red Rock is being considered to be changed to 742 feet (744 feet in winter). Your office is presently preparing an EIS to evaluate whether this increase should occur in consecutive minor elevation increases or in one large pool elevation change. Normal pool elevation currently is 728 feet.

Considering the above, the occurrence of inundation of the proposed ramp facilities should be evaluated more thoroughly. If the pool is raised to 742 feet under normal pool level, the proposed parking lot will only be 6 feet above the normal pool elevation.

2. No assessment of the location of the proposed ramp in relation to sedimentation or sand deposition was contained in the report. It was brought to our attention that the existing boat ramp has experienced problems with sand deposition that has impaired the existing facility.

Problems with the project site location should be evaluated in the report. Concerns for maintenance dredging should also be addressed. Environmental impacts from frequent dredging and locating disposal sites should be assessed.

Sincerely,

PROGRAM DEVELOPMENT DIVISION

Darrell McAllister
Division Director

DM:MW:ss1/PDM139S01.01



United States Department of the Interior

FISH AND WILDLIFE SERVICE

IN REPLY

ROCK ISLAND FIELD OFFICE (ES)
1830 Second Avenue, Second Floor
Rock Island, Illinois 61201

Com: 309-793-5
FTS: 386-5800

May 28, 1986

Colonel William C. Burns Jr.
District Engineer
U.S. Army Engineer District
Rock Island
Clock Tower Building, P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

This is in reference to the Environmental Assessment and proposed Findings of No Significant Impact (FONSI) for development of the Bennington Bridge access area, Marion County, Iowa. We have reviewed the assessment and concur with your FONSI. Please also reference our letter dated April 10, 1986.

This letter provides comment under the authority of and in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.); the National Environmental Policy Act of 1969, as amended; the Endangered Species Act of 1973, as amended; and in accordance with the Fish and Wildlife Service's Mitigation Policy.

Sincerely,


Richard C. Nelson
Field Supervisor

cc: ICC (Hayes)
EPA-KC (Kring)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VII
726 MINNESOTA AVENUE
KANSAS CITY, KANSAS 66101

May 29, 1986

Colonel William C. Burns, USA
District Engineer
U.S. Army Engineer District, Rock Island
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

Attn: Planning Division

Dear Colonel Burns:

In accordance with our responsibilities under the National Environmental Policy Act and Section 309 of the Clean Air Act, we have reviewed the Environmental Assessment for proposed recreational improvements at the Bennington Bridge Access. We have no objections to the project as described in the EA document, and concur with the Finding of No Significant Impact.

Thank you for the opportunity to comment on your proposed action.

Sincerely yours,

Thomas F. Lore
for Edward C. Vest, Chief
EIS Section

MIDAS Council of Governments

*Suite M 39 Warden Plaza 908 First Ave South
Fort Dodge Iowa 50501 515-576-7183*

RECEIVED BY

JUL 2 1986

DIRECTORS OFF.

May 29, 1986

Des Moines River Greenbelt Advisory Committee
Iowa Conservation Commission
Wallace State Office Building
Des Moines, Iowa 50319-0034

Dear Committee Members:

Enclosed please find six projects submitted for consideration and inclusion in your work plan involving streambank stabilization (3), environmental enhancement (1), and recreation (2).

The Webster County Des Moines River Greenbelt Advisory Committee, composed of Mike Norris (City of Fort Dodge), Larry Larson (City of Lehigh), Sid Sandholm (County), and Myron Groat (County) is also preparing a county-wide plan of resources available and implementation strategies for future projects. We hope to have this available for your review later this summer.

In the meantime, we appreciate your consideration of the enclosed projects and await your decision.

Sincerely,

Patricia A. Elbert

Patricia A. Elbert
Regional Planner

for

Myron Groat
Sid Sandholm
Mike Norris
Larry Larson

Polk County Conservation Board

Members of the Board
JOHN H. CHAMBERLAIN
WM. H. O'BRIEN
SHIRLEY DANSKIN WHITE
RUSSELL K. CLINGAN
CAROLYN WOLTER

JESTER PARK
GRANGER, IOWA 50109

ROBERT T. HAMILTON, Director
Telephone Numbers/Area Code 515
Administration Office 999-2557
Forestry 999-2557
Naturalist Programs 999-2557
Jester Park 999-2559
Chichaqua Habitat 967-2596
Easter Lake Park 265-7612
Thomas Mitchell Park 967-4889
Jester Park Golf Course 999-2903
Yellow Banks Park 266-1563
Easter Lake Beach 243-9647
Browns Woods 999-2557
Fort Des Moines Park 999-2557
Mallys Park 967-4889

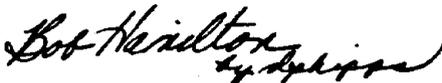
June 13, 1986

Mr. George Gitter
U. S. Army Corps of Engineers
Clock Tower Building
PO Box 2004
Rock Island, Illinois 61204-2004

Dear Mr. Gitter:

Herewith submitted are 15 proposed project plans to be considered in the development of the Des Moines Greenbelt Park. The Polk County Conservation Board appreciates your extending the deadline for the submission of these projects and if I can be of any assistance, please contact me.

Sincerely,



Bob Hamilton
Director

BH:dp

Enclosure

PROPOSED PROJECTS - D.M. GREENBELT

1. Yellow Banks Scenic Bluff Addition
2. Jester Park NW 128th Street Development
3. Yellow Banks - Natural History Interpretive Center
4. Jester Park Open Campground and Swimming Beach Addition
5. Beaver Creek Park
6. Jester Park Siglin Property, Alternate #1
7. Jester Park Siglin Property, Alternate #2
8. West Shoreline Bike Trail
9. Jester Park Greenbelt Trail
10. Polk County Gravel Pit Reclamation
11. Brown's Woods Greenbelt Trail
12. Boat Ramp Breakwaters
13. PCCB Nursery Expansion
14. Yellow Banks Park Campground Addition
15. Jester Park Modern Restroom/Shower Facility

CITY OF WEST DES MOINES

"CROSSROADS OF THE INTERSTATES"

318 FIFTH STREET ■ WEST DES MOINES IOWA 50265 ■ 515-223-3241

August 11, 1986

Mr. Larry Wilson, Chairman
Des Moines Recreational River
& Greenbelt Advisory Committee
c/o Iowa Department of Natural Resources
Wallace State Office Building
Des Moines, Iowa 50319

Re: West Des Moines Membership and Participation
New Advisory Committee Membership

Dear Mr. Wilson:

On behalf of the City of West Des Moines which is now been afforded membership on the Des Moines Recreational River & Greenbelt Committee by virtue of your June 6 meeting, I wish to appoint as representative for our community Mr. Ted Ohmart, who resides at 1026 - 31st Street, West Des Moines (50265). Ted is currently chairman of the West Des Moines Park Board and therefore will bring with him a solid understanding of the planning necessary to achieve program objectives.

Very truly,

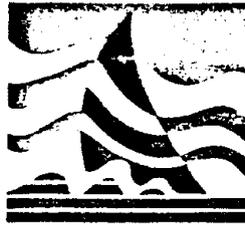

George M. Mills
Mayor

GMM:jb

cc: Mr. Ted Ohmart
Mr. Dudley M. Hansen, P.E., Chief
Planning Division,
Rock Island Corp of Engineers

MAYOR
GEORGE M. MILLS

CITY COUNCIL
GARY C DAVIDSON ■ JAMES B FLEMING ■ G MEL HOLDSWORTH ■ JOHN J MCGINN ■ JERRY D PROUDFIT



Johnston

CITY OF JOHNSTON

September 3, 1986

District Engineer
U.S. Army Engineer District - Rock Island
ATTN: Planning Division (Mr. Gitter)
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Sir:

Enclosed for your review are our project submittal forms.

After reviewing these if you have any questions, please contact me.

Thank you.

Sincerely,

Don Coates
by MLR
DONALD K. COATES
CITY ADMINISTRATOR

DKC/mlr
Enclosures

WHERE THE GOOD LIFE IS CLOSE AT HAND

P.O. BOX 156 • JOHNSTON, IOWA 50131 • (515) 278-2344



United States
Department of
Agriculture

Soil
Conservation
Service

693 Federal Building
210 Walnut Street
Des Moines, Iowa 50309

October 7, 1986

District Engineer
U.S. Army Engineer District,
Rock Island
Attn: Planning Division
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Sir:

We have recently received and reviewed the location maps and descriptions of projects submitted to date by the Advisory Committee for Des Moines Recreational River and Greenbelt.

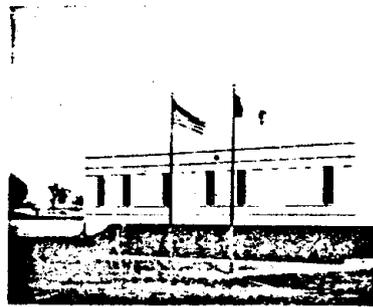
Although we have no specific comments at this time, the Soil Conservation District in each respective county affected by the projects would be happy to assist you with any soil-site problems.

Sincerely,


J. Michael Nethery
State Conservationist

**Hamilton County
Board of Supervisors**

**Webster City, Iowa 50595
Phone: 515/832-3525**



*Stuart Schlafke
Jewell*

*Marvin D. Johnson
Stratford*

October 10, 1986

Des Moines Recreational River Green Belt Advisory Committee
District Engineer - U.S. Army Eng. District - Rock Island
ATTN: Planning Division
Clock Tower Bldg.
P.O. Box 2004
Rock Island, Ill. 61204

The Hamilton County Board of Supervisors have appointed Mr. Brian Holt of R.R. Stratford, Iowa and Mrs Linda Scheuermann of R.R. Stratford, Iowa to represent Hamilton County on the Des Moines Recreational River Green Belt Advisory Committee. The Board of Supervisors will act as alternate members to the committee.

Sincerely,
Marvin D. Johnson
Marvin D. Johnson
Chairman, Board of Supervisors

MDJ:ldh



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

October 10, 1986

Planning Division

TO DES MOINES RECREATIONAL RIVER AND GREENBELT ADVISORY
COMMITTEE MEMBERS

Attached are itineraries for Day 1 and Day 2 (October 17 and 18) of the Greenbelt Bus Trip. Also attached is a brochure which contains information about the areas we will see on the trip. We think the schedule will be enjoyable and informative to all. Please bring your brochures with you on the trip.

There are still spaces left on the bus for both days. If you have not reserved a seat and wish to do so, please call Mr. George Gitter or Ms. Sue Simmons at 309/788-6361, Ext. 214 or 573, respectively.

Sincerely,


Dudley M. Hanson, P.E.
Chief, Planning Division

Attachments

DES MOINES RECREATIONAL RIVER AND GREENBELT
BUS TOUR - DAY 1
17 OCTOBER 1986

SCHEDULE

<u>Time</u>	<u>Event</u>	<u>Items of Interest</u>
0900	Start	Assemble at 2nd Floor Auditorium of Wallace State Office Building
0900-0920	Briefing	Review tour route and stops Move to bus
0920-1040	Leg 1	<u>Wallace State Office Building to Yellow Banks Park</u> Tour the Des Moines waterfront STOP at Yellow Banks Park
1040-1150	Leg 2	<u>Yellow Banks Park to Red Rock Marina</u> Tour Elk Rock State Park and Roberts Creek County Park STOP at Red Rock Marina
1150-1300	Leg 3	<u>Red Rock Marina to Pella</u> STOP at Pella for lunch *
1300-1410	Leg 4	<u>Pella to Red Rock Visitor Center</u> Tour Howell Station, Lake Red Rock downstream corridor, and view bank erosion STOP at Visitor Center
1410-1500	Leg 5	<u>Red Rock Visitor Center to Whitebreast Area</u> Tour strip mine reclamation area STOP at Corps Whitebreast Recreation Area
1500-1600	Leg 6	<u>Whitebreast Area to Wallace State Office Building</u> Return to Des Moines
1600	Finish	Depart from bus

* Lunch to be purchased by each individual. Menu is attached.

DES MOINES RECREATIONAL RIVER AND GREENBELT
BUS TOUR - DAY 2
18 OCTOBER 1986

SCHEDULE

<u>Time</u>	<u>Event</u>	<u>Items of Interest</u>
0900	Start	Assemble at Boone City Hall
0900-0920	Briefing	Review tour route and stops Move to bus
0920-1000	Leg 1	<u>Boone City Hall to Ledges State Park</u> STOP at Ledges State Park
1000-1015	Leg 2	<u>Ledges State Park to Boone & Scenic Valley Railroad Depot</u> Drive by Mamie Eisenhower birthplace STOP at Boone & Scenic Valley Railroad Depot
1015-1130	Leg 3	<u>Boone & Scenic Valley Railroad Depot to Frasier</u> Tour railroad depot * Ride train Eat lunch on train STOP at Frasier
1130-1300	Leg 4	<u>Frasier to Brushy Creek</u> Tour scenic valley road route, Carlson County Recreation Area, and Boone Forks State Area STOP at Bushy Creek State Park
1300-1400	Leg 5	<u>Brushy Creek to Oleson Park</u> STOP at Oleson City Park in Fort Dodge
1400-1500	Leg 6	<u>Oleson Park to Dolliver State Park</u> Tour Kalo roadslide STOP at Dolliver State Park
1500-1530	Leg 7	<u>Dolliver State Park to Boone City Hall</u> Return to Boone City Hall
1530	Finish	Depart from bus

* We will have an early lunch on the train. Participants may bring a sack lunch or purchase lunch at the Snack Bar at the Depot.

City of Stratford

Stratford, Iowa 50249

LOCATED IN HAMILTON AND WEBSTER COUNTIES

November 10, 1986

District Engineer
U. S. Army Engineer District, Rock Island
ATTN: Planning Division
Clock Tower Building - P. O. Box 2004
Rock Island, Illinois 61204-2004

Dear Sir:

The Mayor of the City of Stratford has appointed the following to serve on the Des Moines Recreational River and Greenbelt Advisory Committee:

LaVerne Leeds
919 Burns Street
Stratford, Iowa 50249 Telephone 515-838-2458
or 515-838-2232

Pauline Leeds (alternate)
919 Burns Street
Stratford, Iowa 50249 Telephone 515-838-2458
or 515-838-2232

The appointment was made November 10, 1986. Thank you for including Stratford as a conditional member. We feel this is a very beneficial project for the State of Iowa and Stratford is interested in being active and will look forward to new developments.

Sincerely,



Geraldine Conklin
City Clerk

Polk County Conservation Board

Members of the Board
JOHN H. CHAMBERLAIN
WM. H. O'BRIEN
SHIPLEY DANSKIN WHITE
RUSSELL K. CLINGAN
CAROLYN WOLTER

JESTER PARK
GRANGER, IOWA 50109

ROBERT T. HAMILTON Director
Telephone Numbers: 462-2500
Administration Office 999-2547
Forestry 999-2547
Naturalist Programs 999-2547
Jester Park 999-2547
Chichaqua Habitat 999-2547
Easter Lake Park 247-7810
Thomas Mitchell Park 907-4889
Jester Park Golf Course 999-2547
Yellow Banks Park 247-1447
Easter Lake Beach 247-9647
Browns Woods 999-2547
Fort Des Moines Park 999-2547
Mahys Park 967-4469

November 19, 1986

George Gitter
Planning Division
Corps of Engineers
Clock Tower Building
Rock Island, IL 61204-2004

Dear George:

In response to your request for attendance figures at recreational facilities within the Des Moines River and Greenbelt, the following is submitted:

JESTER PARK

Year	Camping	Golf Course	Boat Ramp	Other Activities	Total
1984	11,429	47,044	0	119,076	177,549
1985	25,774	52,056	60,294	255,923	394,047
1986	22,606	49,121	75,228	295,587	442,542

YELLOW BANKS

Year	Camping	Other Activities	Total
1984	8,634	92,569	101,203
1985	10,873	134,190	145,063
1986	7,917	125,722	133,639

Sincerely,



Robert T. Hamilton
Director

clh

MIDAS Council of Governments

*Suite M 39 Warden Plaza 908 First Ave South
Fort Dodge Iowa 50501 515-576-7183*

December 2, 1986

*George Gitter
Planning Division
U.S. Army Corp of Engineers
Clock Tower Building
Rock Island, IL 61204-2004*

Dear George:

Please find enclosed the hiking/biking trail along the Boone River from Webster City throughout Hamilton County's portion of the Greenbelt. This is a more detailed version than the one I traced on the map at the last trails subcommittee meeting. If you need further details, please call.

Sincerely,

Patty Elbert

*Patty Elbert
Regional Planner*



TERRY E. BRANSTAD, GOVERNOR

DEPARTMENT OF ECONOMIC DEVELOPMENT
ALLAN T. THOMS, DIRECTOR

December 17, 1986

COL Neil Smart, District Engineer
Rock Island District Corps of Engineers
P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear COL Smart:

As a result of a recent reorganization of the structure of Iowa's State Agencies, the assignment of the State Clearinghouse which is Iowa's single point of contact for reviewing federal direct financial aid in accordance with E.O. 12372 is changed. The former Office for Planning and Programming was abolished. The clearinghouse's new assignment is in the Iowa Department of Economic Development. Its address is:

Iowa Department of Economic Development
Division of Community Progress
200 East Grand Avenue
Des Moines, Iowa 50309
Telephone: (515)281-3864

Would you please amend the Rock Island District's records to show this change. Thank you for your assistance.

Sincerely,

A. Thomas Wallace
Intergovernmental Review
Coordinator



TERRY E. BRANSTAD, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
LARRY J. WILSON, DIRECTOR

January 8, 1987

Colonel Neil Smart
Rock Island Corps of Engineers
Clock Tower Building
P. O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Smart:

The Des Moines Recreation River and Greenbelt Advisory Committee discussed at their last two meetings the benefits of placing a sign at Sycamore Access that gives directions to Cottonwood Recreation Area via roads. The primary benefit is to direct access users to picnic areas and comfort stations at nearby Cottonwood Recreation Area. These facilities are not available at Sycamore Access, which has become a heavy use area due to the popularity of the boat ramp and Saylorville Downstream Corridor Trail.

The Advisory Committee at their August 14, 1986, meeting unanimously recommended that "...the Corps of Engineers reinvestigate facility requirements at Sycamore Access, with emphasis on sanitary facilities." The Committee felt the sign would be a good temporary solution until a picnic shelter and sanitary facilities are constructed at Sycamore. George Gitter of your staff reported at the November 14, 1986, Committee meeting that the Corps is not interested in such a sign. The Committee is disappointed with that decision and again unanimously passed a motion to have me as chairman send you a letter requesting a reconsideration of the Corps' position. I am hereby following through with the motion. We will put this subject on the agenda for the February, 1987 Committee meeting.

Sincerely,



LARRY J. WILSON, DIRECTOR
DEPARTMENT OF NATURAL RESOURCES
CHAIRMAN, DES MOINES RECREATION RIVER
AND GREENBELT ADVISORY COMMITTEE

rlt:L0055

cc: Advisory Committee



United States Department of the Interior

FISH AND WILDLIFE SERVICE

IN REPLY TO

ROCK ISLAND FIELD OFFICE (ES)

1830 Second Avenue, Second Floor

Rock Island, Illinois 61201

COM: (309) 793-5

FTS: 386-5800

January 27, 1987

Colonel Neil A. Smart
District Engineer
U.S. Army Engineer District
Rock Island
Clock Tower Building, P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Smart:

This is our planning aid letter for the proposed Des Moines Recreational River and Greenbelt (DRAG) authorized by Public Law 99-88. It has been prepared under the authority of, and in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 USC 661 et seq.); the National Environmental Policy Act (NEPA) of 1969, as amended; the Endangered Species Act of 1973, as amended; and in accordance with the Fish and Wildlife Service's Mitigation Policy.

Information for this report was gathered from a literature search, including the Draft Plan for Engineering and Design, various reports on the Des Moines River basin, the Iowa Department of Natural Resources (IDNR), information provided by your staff and site visits.

By copy of this letter, we are requesting comments from the IDNR as we prepare a draft Fish and Wildlife Coordination Act Report on this project.

Background

Public Law 99-88, signed in August, 1985, provided for the designation of a 35,000 acre greenbelt area along 139 miles the Des Moines River between Fort Dodge and State highway 92 below Red Rock Dam. Officially known as the Des Moines Recreational River and Greenbelt, the project has been expanded to include corridors along the Boone River from Webster City to its confluence with the Des Moines, and the Raccoon River from Interstate 35 to its confluence with the Des Moines.

The Greenbelt project is to be administered by the Rock Island District, U.S. Army Corps of Engineers (Corps), in conjunction with an advisory committee composed of State, county and municipal members as provided by the enabling legislation. The Greenbelt area includes Corps projects at Saylorville Lake and Lake Red Rock, as well as State Parks, Forests and Recreation areas administered by the IDNR, parks administered by County Conservation Boards (CCB's) and municipalities.

The Greenbelt is a concept which will involve integrating the existing facilities and future plans of Federal, State and local agencies. The integration of efforts will result in a coordinated program to provide quality recreation, resource preservation and fish and wildlife enhancement along the greenbelt corridor of the Des Moines River and its tributaries.

Description of the Study Area

A. Geology and Topography

The Des Moines River Basin in the project area includes two distinct landforms that define both their topography and vegetation. The northern portion of the project is in the Des Moines Lobe of the most recent glaciation, while the southern portion, roughly from Des Moines south, is part of the Southern Iowa Drift Plain.

The Des Moines Lobe was created during the Wisconsin glaciation. It was the most recent intrusion of glacial ice, occurring about 14,000 years ago. Topographically, the area is characterized by flat to gently rolling uplands dissected by narrow, deeply incised valleys. The northern end of the Greenbelt near Fort Dodge and Webster City is in the extreme southern portion of the prairie pothole region. The Des Moines River Valley becomes deeper and slightly wider as it meanders south to Saylorville Lake. Bedrock is exposed at a number of sites in the upper corridor.

Downstream of the Des Moines' confluence with the Raccoon River, the Greenbelt corridor passes south through the Southern Iowa Drift Plain. The most recent glaciation in the area was the Kansan, which ended about 600,000 years ago. The deposited glacial till in this area is overlain with loess. Drainage patterns are well defined, with the Des Moines River and its major tributaries flowing through broad, flat valleys. Uplands in the corridor are characterized by flat divides dissected by steep hilly areas.

Major tributaries to the Des Moines River in the study area include the Raccoon River draining 3,629 square miles, the Boone River draining 906 square miles, the Middle River draining 558 square miles, and the South River draining 590 square miles. Other streams that are direct tributaries to the Des Moines River include Big Creek, Beaver Creek, North River, and White Breast Creek.

B. Vegetative Regimes

Natural terrestrial flora in the project area are largely relicts of the forests which grew in the river valleys and on uplands protected from fire. The types, distribution and use of the various plant communities are influenced by intensive agricultural use, and land management practices at Corps projects on the river. Historically, tall grasses dominated the marsh and bog uplands in the northern reaches of the study area, while narrow bands of deciduous forests populated the more defined drainages. To the south, a more balanced mix of prairie and forest existed, although tall grass prairies dominated the uplands here as well.

Today, native prairies are represented by a few small remnants, the balance having succumbed to the expansion of intensive row crop agriculture. Restored prairies have been established on Corps project land and IDNR parks.

The primary forest types consist of one bottomland and two upland associations. Bottomland forests are mixed with cottonwood, silver maple, boxelder or willow dominating. More detailed descriptions are available in reports published for various studies on streambank erosion, and the project documents for Red Rock and Saylorville takes. Most of these forests have been disturbed by harvest and clearing for agriculture and grazing.

Upland forests consist of oak-hickory associations or maple-basswood communities. Oak-hickory communities are the more common in the river basin, occurring mostly on dry ridges and south or west-facing slopes. Maple-basswood associations occur primarily on mesic north slopes in the basin. The latter type is not abundant, but do occur more frequently in the southern parts of the study area. These forests, like the bottomland associations, have been extensively disturbed by cutting, grazing and agriculture.

C. Wildlife Resources

The combination of rivers, streams and adjacent forest in the Greenbelt Corridor provides excellent wildlife habitat. The diversity and value are highest where the forest land is interspersed with cropland, pastureland or other open areas. Most wildlife species remaining in the basin utilize more than one cover type, and the corridor has a high degree of cover type interspersion, particularly in comparison to areas outside the study area. Thus, the highest concentrations of most wildlife species occur within the Greenbelt corridor, rather than in adjacent habitat.

Wildlife populations and number of species have changed dramatically as habitat changes have occurred. The northern portion of the Greenbelt, once tallgrass prairie interspersed with wetlands, was originally part of the mid-continent "duck factory". Drainage and conversion to cropland have virtually eliminated waterfowl reproduction, while improving conditions for pheasant and gray partridge. The southern portion of the project area was largely forested bottomland with tall grass prairie uplands. The bison, elk and prairie chicken common in early settlement have been replaced by whitetail deer and bobwhite quail as forest clearing, grazing and cultivation altered the habitat.

Game species which are most common are pheasant, gray partridge, bobwhite quail, cottontail rabbit, fox squirrel, fox, waterfowl, whitetail deer, eastern wild turkey, and raccoon. Other species which provide hunting include coyote, crow, jackrabbit, and groundhog.

Both the IDNR and the Corps have active wildlife management programs in the project area. The IDNR has a more extensive program, including State-owned and Corps project lands under license for wildlife management. The most prominent of these programs is waterfowl management.

at Lake Red Rock, which as resulted in the Red Rock area becoming the most important waterfowl stopover in interior Iowa. The Corps has extensive forest and prairie management programs on project lands which include tree and shrub plantings and native prairie reestablishment.

D. Aquatic Resources

The aquatic resources in the study include two large reservoirs, Red Rock and Saylorville Lakes, and free flowing segments of the Des Moines River upstream, between and downstream of the reservoirs. The Des Moines River above Saylorville and the Boone River received the highest possible quality ratings in a recent Soil Conservation Service (SCS) survey of environmental corridors in the Des Moines River Basin. The ratings were based on physical factors, biological and water quality factors, and human interest and use factors.

The SCS report on potential environmental corridors identified water quality as a limiting factor for recreation, fish, and wildlife. The majority of the runoff feeding the streams is from agricultural fields, and therefore turbidity, suspended solids and total ammonia tend to create serious water quality problems. In spite of these problems, the Boone River and Upper Des Moines River support good populations of small mouth bass and channel catfish. Other sport fish found in the rivers include walleye, northern pike, flathead catfish, rock bass and black bullhead.

The reservoirs tend to have proportionately larger populations of rough fish than the free flowing river segments. Carp, channel catfish, largemouth bass, crappie are common in the reservoirs, while the tailwaters support sport fisheries of walleye and smallmouth bass. Stocking programs constitute the primary fishery management by the IDNR in the project area, but the abundance and distribution of fish is strongly influenced by pool water level fluctuations in the reservoirs.

Sedimentation is now, and will continue to be, a major detriment to the aquatic resources of the study area. The proposed increase in the normal pool elevation for Lake Red Rock to compensate for loss of sediment storage is evidence of this problem. Adjustments such as those proposed at Red Rock will have profound effects not only on fish and wildlife, but on water oriented recreational facilities at multiple purpose reservoirs.

Endangered Species

To facilitate compliance with Section 7(c) of the Endangered Species Act of 1973 (ESA), as amended, Federal agencies are required to obtain from the Fish and Wildlife Service (FWS) information concerning any species, listed or proposed to be listed, which may be present in the area of a proposed action. Therefore, we are furnishing the following list of species which may be present in the concerned area:

<u>Classification</u>	<u>Common Name</u>	<u>Scientific Name</u>	<u>Habitat</u>
Endangered	Bald Eagle	<u>Haliaeetus leucocephalus</u>	Breeding Wintering

There are no currently designated critical habitats in the project area.

In accordance with the Section 7(c) of the ESA, the Federal agency responsible for actions authorized, funded, or carried out in furtherance of a construction project that significantly affects the quality of the human environment is required to conduct a biological assessment. The purpose of the assessment is to identify listed or proposed species likely to be adversely affected by its action and to assist in making a decision as to whether consultation with the FWS should be initiated.

Bald eagles winter along large rivers, feed over open water and roost in wooded ravines some distance away from their feeding areas. The tailwaters at both Saylorville and Red Rock Lakes meet both of these requirements and there are unpublished reports of more winter eagle activity than would be expected from casual migrants. Indiana bats are documented in both Marion and Jasper counties. They are summer residents in riparian habitat utilizing large (>16" dbh) trees with exfoliating bark for nursery colonies. For purposes of assessment, if construction involves tree removal, both species should be considered. For any proposed winter construction, impacts to the bald eagle should be considered.

Analysis of Impacts

The variety of projects and the wide range of ecological conditions preclude detailed impact assessment of individual project proposals. In addition, some projects have been reviewed and NEPA requirements met previously in master planning documents for the Red Rock and Saylorville projects. Further, some of the projects may drop out due to the lack of local sponsorship and/or Federal funding. Therefore, we have limited our analysis to general impacts, with an overview of the concept being the primary objective.

A. No Action Alternative

Various reports indicate a growing need for recreation in central Iowa which will be unmet if improvements and facilities proposed in the DRAG concept are not constructed. This unmet need is projected to result in over-use of existing facilities that could cause environmental damage and degradation of existing recreational opportunities. Further, some of the proposed projects would protect unique existing resources either by structural means or acquisition. Under the no action alternative the protection of these resources would not be afforded.

B. Implementing the Greenbelt Concept.

As indicated previously, the following analysis is very general and indicates potential impacts anticipated as the result of constructing or implementing

the various projects proposed for the greenbelt. Some of the impacts listed may not occur at all projects in the category. However, any loss of native prairie, forest or wetland should be avoided, minimized or otherwise mitigated.

1. Trails and Terrestrial Recreational Facilities

The construction or establishment of trails has the potential to adversely impact wildlife through the permanent loss of habitat. We anticipate the acreage lost due to individual projects will be relatively small, but the cumulative acreage may be substantial. We understand that the proposed trail projects are to be integrated into a Greenbelt-wide system utilizing existing trails with new construction to expand and provide interconnecting links. Support facilities proposed for the trail system will have similar effects initially, but will tend to minimize secondary impacts resulting from use of the trail system.

The construction of new or expansion of existing campgrounds, picnic areas, and similar areas will also result in the permanent loss of habitat. However, we observed during site visits that many of these projects involve mowed grass or otherwise developed sites. Thus, we anticipate relatively small losses of high quality wildlife habitat due to these features.

2. Aquatic Based Recreational Facilities

The majority of projects proposed involving water recreation are for access. Boat ramps, canoe access and fishing piers will all impact the aquatic environment. These impacts, however, will likely be minor and involve only temporary water quality problems. Riprap or other stabilizing measures in the vicinity of construction may have some benefits in providing habitat diversity.

We anticipate more detrimental impacts to wildlife resources from the development of access roads, trails and parking lots near the river access facilities. The habitat lost in many cases will be bottomland timber or wetland. These facilities should be sited where impacts to forests, wetland, or other wildlife habitats will be least damaging.

Several proposed projects involve the reclamation and development of gravel pits into recreational lakes with associated sports facilities. We do not anticipate adverse impacts from these developments because the gravel pit areas are highly disturbed, and have little habitat suitable for wildlife. These projects are encouraged, particularly in contrast to projects like Beaver Creek, which proposes dredging in a 99 acre palustrine forested wetland to create a 40 acre recreational lake. In light of the small amount of wetland remaining in Iowa, we would oppose development of the Beaver Creek area as currently proposed.

3. Streambank Stabilization

In general, streambank stabilization projects are a mixed bag of adverse impacts and benefits to both fish and wildlife resources. Stabilization of streambanks on an as needed basis may at times increase existing aquatic habitat diversity, but large scale riprapping is discouraged. Preparing the

bank for stabilization often involves excavation, reshaping slopes and loss of riparian habitat which adversely affects wildlife. A number of alternatives to standard bank stabilization, such as Palmiter River Restoration Techniques, may have some potential for application at specific sites and should be considered in developing the detailed plans. As long as the proposed features do not involve channel dredging or relocation, we have no objections to bank stabilization. However, we encourage exploration of alternatives to large-scale riprapping proposals.

4. Environmental Enhancement

Proposed enhancement projects range from aquisition of land and developing wildlife observation stations to extensive plantings or redeveloping forest and prairie. These projects are beneficial to fish and wildlife, and aquisition either in fee title or conservation easements could provide protection to the entire corridor. By definition, these enhancement features should require no mitigation measures.

While we would encourage enhancement projects purely on their own merits, we are aware of the realities of funding these projects. Two recent legislative acts, the Water Resources Development Act of 1986 and the Food Security Act of 1985 (1985 Farm Bill), have provisions which could be highly beneficial in enhancing and protecting the greenbelt. Briefly, Section 906 of the 1986 Water Resources Development Act establishes criteria for cost sharing enhancement projects. Thus, any enhancement projects benefiting endangered species or species listed under international treaties such as the Migratory Bird Treaty may be eligible for 100% federal funding. Title XIII of the 1985 Farm Bill (sections 1314 and 1318) provides mechanisms for protecting valuable fish and wildlife resources on Farmers Home Administration (FmHA) inventory lands and FmHA financed lands. Potential actions on surplus lands include title transfer to units of State or local government, or protection through conservation easements or deed restrictions, while debt restructuring involves only conservation easements. Finally, Title XII-Conservation has provisions which, when implemented, would significantly reduce erosion and sedimentation from nearby private lands.

Mitigation

A. Policy

The Service's mitigation policy was published in the January 23, 1981, Federal Register (FR Vol. 46, No. 15, p. 7644). It is based upon the quality and scarcity of the habitat being impacted and value of that habitat to the species of fish and wildlife which depend upon it for their life requirements. The various habitat types involved are placed in one of four Resource Categories providing a range of mitigation goals. These goals are then used to guide the Service's recommendations to the project sponsor.

The Resource Categories and their Mitigation Goals are as follows:

Resource Category 1 - Habitat is of high value and is unique and irreplaceable in the nation or ecoregion. Goal - no loss of existing habitat value. Guideline - the Service will recommend that all

losses of existing habitat be prevented as these one-of-a-kind areas cannot be replaced. Insignificant changes are acceptable provided they will have no cumulative impact.

Resource Category 2 - Habitat is of high value and is relatively scarce or becoming scarce in the nation or ecoregion. Goal - no net loss of in-kind habitat value. Guideline - losses that cannot be otherwise avoided, minimized, rectified or eliminated over time can be compensated by replacement with the same kind of habitat so that the total or net loss is zero.

Resource Category 3 - Habitat is of high to medium value and is relatively abundant in the nation. Goal - no net loss of habitat value while minimizing loss of in-kind habitat value. Guideline - losses that cannot be otherwise avoided, minimized, rectified, eliminated over time or compensated by in-kind replacement can be compensated by replacement with other habitat types so that the total or net loss is zero.

Resource Category 4 - Habitat is of medium to low quality. Goal - minimize loss of habitat value. Guideline - the Service will make recommendations to avoid, minimize, rectify or eliminate losses over time depending on the significance of the potential loss. Such areas are good candidates for mitigation of Resource Category 2 and 3 losses by management or enhancement to increase their habitat value.

B. Assignment of Resource Categories

The habitats at the proposed project sites in the Des Moines Recreational River and Greenbelt vary considerably in their value to fish and wildlife. The general types and qualities of habitats likely to be affected have been described previously in this report. Based on the foregoing discussion of resources, we have placed the habitats of the greenbelt projects into the following resource categories.

<u>Habitat</u>	<u>Resource Category</u>
Mowed tame grass (Parkland)	4
Agricultural field	4
Gravel pit	4
Riverine	3
Lacustrine	3
Bottomland forest	3
Upland forest	3
Restored prairie	3
Emergent wetlands	2

According to our policy, mitigation of project impacts consists of avoiding or minimizing losses, rectifying, reducing or eliminating them over time, and compensating the loss by creating habitat or enhancing similar habitat to replace the lost value. Generally, mitigation should be pursued in that order.

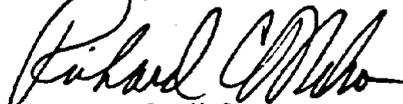
Recommendations for Further Study

Based on the foregoing discussion, we recommend the following:

1. Continue to refine prioritization of submitted projects within the Greenbelt corridor to meet projected recreational needs while preserving natural resources and enhancing fish and wildlife habitat.
2. Investigate provisions of the 1985 Farm Bill which provide opportunities for acquisition in fee title, or easements on FmHA inventory lands to protect and enhance the Greenbelt.
3. Encourage landowners to implement SCS land treatment measures in the basin, or accelerate development of conservation plans to reduce sedimentation rates.
4. Develop a complete mitigation plan for potential habitat losses. Specific features implemented for fish and wildlife may reduce compensation requirements charged to intensively developed areas.
5. Identify ecologically sensitive areas where the development of recreational facilities should be avoided or limited.

We look forward to further coordination on the project. If you have any questions, please contact Wayne Fischer or myself.

Sincerely,


Richard C. Nelson
Field Supervisor

cc: IDNR (Wilson, Szcodronski, Farris,
Howell, Fleckenstein)
RID-COE (McLean, Carmack, Klump)
SCS (Lindflolt)



United States
Department of
Agriculture

Soil
Conservation
Service

244 Federal Building
Fort Dodge, IA 50501
(515) 573-4351

January 30, 1987

Larry McLean
Environmental Resource Planner
Master Plan Project Manager
Clock Tower Building
Rock Island, IL 61204-2004

Dear Mr. McLean:

Please disregard my letter of January 28, 1987 concerning the greenbelt area along the Des Moines River.

Since that letter, I have tried to get the information you requested with a district conservationist and have come to realize that we really don't have access to that type of information for the Conservation Reserve Program, Swampbuster, or Sodbuster.

Only the A.S.C.S. offices in each county know, for sure, who has signed the C.R.P. contracts. They would be your best source of information. As far as Swampbuster and Sodbuster go, there is very little information as to which fields are affected by either of these requirements. When we make this determination, we put the information on an aerial photo and return it to the A.S.C.S. office for their use in placing it on the permanent aerial photos in their offices. However, I seriously doubt that information on Swampbuster and Sodbuster would be readily available, as yet, even in the A.S.C.S. offices.

I will, however, provide you with a listing of prime farmland map units for the counties in my area, namely:

Webster, Hamilton, Boone, Polk, Warren, and Marion.

When this list is put together, I will forward it to you for your use, along with each of the soil surveys in those counties.

If you have any questions on this, please give me a call.

Sincerely,

Dennis Pate
Area Conservationist



United States
Department of
Agriculture

Soil
Conservation
Service

50 E. Washington
Fairfield, Iowa 52

February 5, 1987

District Engineer
U.S. Army Engineer District, Rock Island
ATTN: Planning Division
Clock Tower Building - P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Sir:

The following should provide information helpful to you in planning for the Des Moines River Greenbelt project.

Lands effected by sodbuster and swampbuster and enrolled in The CRP can only be defined for one point in time because farmers must notify us of their intentions. Lands are not effected until farmers decide to convert highly erodible permanent vegetation to cropland, drain a wetland and convert to cropland or enter highly erodible land in The CRP. We do not have an inventory of all wetlands. Therefore an inventory of potentially effected lands may be more beneficial. I am enclosing a soils map and a preliminary list of highly erodible soils (category 1) potentially highly erodible (category 2) and not highly erodible (category 3). This information should provide you with a greater flexibility in developing the data requested.

The following list has been preliminarily approved for use in Mahaska County, Iowa in order to define HEL (highly erodible lands) PHEL (potentially highly erodible in conjunction with The 1985 Food Security Act.

<u>SMS</u>	<u>SOIL NAME</u>	<u>Erosion Category Determination</u>
11B	Colo-Ely silty clay loam 2-5%	3
131B	Pershing silt loam 2-5% slopes	2
133B	Colo silty clam loam 2-5% slopes	3
13B	Nodaway-Vesser silt loam 2-5%	3
163B	Fayette silt loam 2-5% slopes	3
163C2	Fayette silt loam 5-9% slope	1
273B	Olmitz loam 2-5% slopes	3
273C	Olmitz loam 5-9% slopes	1
280B	Mahaska silty clam loam 2-5%	3
281B	Otley silty clay loam 2-5%	3
281C	Otley silty clay loam 5-9%	1

<u>SMS</u>	<u>SOIL NAME</u>	<u>Erosion Category Determination</u>
281C2	Otley silty clay loam 5-9% moderately eroded	1
293C2	Chelsen-Clinton Complex 5-9%	1
364B	Grundy silty clam loam 2-5%	2
41C	Sparta loamy fine sand 4-9%	3
428B	Ely silty clam loam 2-5%	3
442C2	Sparta Otley Complex 5-9% slopes	2
51B	Vesser silt loam 2-5%	3
54B	Zook silty clam loam 2-5%	3
570B	Nira silty clay loam 2-5%	3
570C	Nira silty clam loam 5-9%	1
570C2	Nira silty clam loam 5-9%	1
571B	Hedrick silt loam 2-5%	3
571C	Hedrick silt loam 5-9%	1
571C2	Hedrick silt loam 5-9%	1
63C	Chelsea loamy fine sand 4-9%	3
63D2	Chelsea loamy fine sand 9-14%	1
687B	Watkins silt loam 2-5%	3
69C	Clearfield silty clam loam 5-9%	1
69C2	Clearfield silty clam loam 5-9%	1
76B	Ladoga silt loam 2-5%	3
76C	Ladoga silt loam 5-9%	1
76C2	Ladoga silt loam 5-9%	1
80B	Clinton silt loam 2-5%	3
80C	Clinton silt loam 5-9%	1
80C2	Clinton silt loam 5-9%	1
8B	Judson silty clay loam 2-5%	3
8C	Judson silty clam loam 5-9%	1
T162B	Donus silt loam, Benches 2-5%	3
T281B	Otley silty clay loam Benches 2-5%	3
T281C	Otley silty clay loam Benches, 5-9%	1
T76B	Ladoga silt loam 2-5%	3
T76C2	Ladoga silt loam Benches 5-9%	1

Sincerely,



Lyle W. Asell
Area Conservationist



United States
Department of
Agriculture

Soil
Conservation
Service

February 12, 1987

Dudley M. Hanson, P.E.
Chief, Planning Division
Rock Island District, Corps of Engineers
Clock Tower Building-P.O. Box 2004
Rock Island, IL 61204-2004

Dear Mr. Hanson,

To date, Dallas County does not have any Conservation Reserve, Sodbuster, or Swampbuster land in the Greenbelt Area. County totals are as follows:

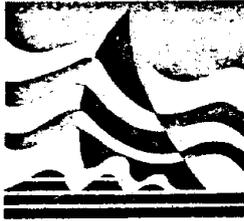
Conservation Reserve - approximately 2500 acres
Sodbuster & Swampbuster - totals not yet available

Future inquiries regarding this subject should be directed to the local field office at the following address:

District Conservationist
Soil Conservation Service
110 S. 8th Street
Adel, Iowa 50003

Sincerely,

Steven C. Stover
Area Conservationist



Johnston

CITY OF JOHNSTON

March 2, 1987

Mr. George Gitter, Community Planner
Rock Island District, Corps of Engineers
Clock Tower Bldg.
Rock Island, IL. 61204-2004

Re: Des Moines Recreational River and Greenbelt Project

Dear George:

Enclosed is the site plan map you sent to us showing project sites for Johnston's portion of the Greenbelt Project. Please note that the location of the tree nursery has been corrected on the map as submitted to us. Also enclosed is an amended Project Form for a trail along NW Beaver Dr. and a City base map showing the corporate limits.

If you have any questions, please do not hesitate to contact me.

Thank you.

Sincerely,

DONALD K. COATES
City Administrator

DKC/mlr
Enclosures



3 March 1987

Simpson College
701 North C
Indianola, Iowa 50125-1297
515-961-6251

Dudley M. Hanson, Chief
Planning Division
U.S. Army Corps of Engineers
Clock Tower Bldg. - P.O.Box 2004
Rock Island, Illinois 61204-2004

Dear Mr. Hanson:

Thank you for your letter of 13 February and its description of guidelines regarding volunteer services for the Des Moines Recreational River & Greenbelt project. One of my students, Scott Carrigan (also a seasonal ranger at Saylorville Lake Project) has signed up for a directed study project with me this semester to initiate information collection & sorting for the booklet we have proposed to prepare about recreational opportunities along the greenbelt. I hope to have additional students working on this during the summer.

Best wishes,

Bill Gilbert
William Gilbert, Ph.D.

Professor of Biology

cc: George Gitter



City of Polk City
Box 426
Polk City, Iowa 50226

March 12, 1987

Colonel William C. Burns
District Engineer
U.S. Army Engineer District
Rock Island, Clocktower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

The purpose of this letter is to provide assurance that Polk City is aware of the necessary local cooperation which will be required for the Des Moines Recreation and Greenbelt Iowa projects in which the City may act as a local sponsor. Polk City is willing to meet those requirements for projects developed and recommended by the Advisory Committee and which the City Council of Polk City approves as a joint development federal/local project.

It is understood that federally assisted elements of the Greenbelt Project must be in compliance with federal law and criteria governing the development of this project for the authorized purposes of recreational development, environmental enhancement and stream bank stabilization. It is further understood that this letter of assurance does not constitute a legally binding commitment on the part of Polk City, Iowa, and that a formal local cooperation agreement will not be required until the time of construction and in accordance with the criteria governing local cooperation at that time.

It is understood that the criteria governing local cooperation at this time for the project purposes would in general require the local sponsor to pay or contribute in kind the percent specified for each project purpose of the initial capital cost of the project development, with the value of any lands or facilities furnished by the sponsor to be credited toward its share, hold and save the government harmless from damages except those resulting from fault or negligence of the government, operate, maintain and replace the developed lands and facilities at no cost to the government, and comply with certain federal laws concerning land acquisition, relocation assistance, and civil rights.

The law authorizing this project, Public Law 99-88 requires project cost sharing under the terms acceptable to the Secretary of the Army, or under terms and conditions provided for in subsequent legislation when enacted into law. It is understood that at this time the Corp of Engineers is using the cost sharing provisions of pending Senate Bill S.1567 in proceeding with projects under Public Law 99-88, including the Des Moines Recreation River and Greenbelt Project. In accordance with S.1567 cost sharing would be as follows:

- A. Recreation would be cost shared 50% with local interest responsible for operation and maintenance.
- B. Fish and wildlife enhancement will be a federal cost when the enhancement provides benefits that are determined to be national. When benefits of enhancements do not qualify as national, but are multi-state, 25% of the enhancement costs will be provided by non-federal interests. When the benefits are limited to a single State, non-federal interests will be required to contribute 33 1/3%.
- C. Prevention of erosion to federal lands would be at federal expense. Prevention of erosion to private lands would be 100% non-federal. Prevention of erosion to lands purchased as part of the project will be based on the purpose of acquisition.

Thank you for your consideration of this matter. If there is any further in-put needed from us, please advise.

Sincerely,


Lloyd M. Tracy, Mayor
City of Polk City, Iowa

cc: Patrick Brick, attorney

April 3, 1987

Mr. Dudley Hanson, Planning Chief
U.S. Army Corp of Engineers
Rock Island District
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004

Dear Mr. Hanson:

Enclosed is a revised SCOPE OF WORK for the Downtown Des Moines Riverfront Master Planning proposal originally submitted for consideration March 12, 1986 and again on May 1, 1986. Due to the extensive interrelationships and the engineering complexities in an urban riverfront area, we feel that special appropriations of planning dollars are required in order to hire the necessary consultants to provide engineering design expertise. The resulting downtown riverfront design would set the stage for a major water-oriented attraction in Downtown Des Moines.

This submittal is in response to the Greenbelt Advisory Committee's unanimous vote at the June 6, 1986 meeting to approve Greenbelt funding for Riverfront Master Planning in Downtown Des Moines and a subsequent request for a down-scaled proposal. We have shifted those tasks which City staff has the expertise to provide to City staff and reduced the estimated cost range of the proposal from \$60,000-\$100,000 to \$40,000-\$50,000.

It is our intention that this Master Planning process proceed as soon as possible so that it can become a part of the GDM (General Design Memorandum) currently being prepared for the entire Greenbelt and that this sub-element be included to provide in detail a significant attraction of this urban portion of Greenbelt. The great degree of coordination and consensus building required between governing interests, local organizations and private property owners, necessitates that this work begin immediately.

Please review this SCOPE OF WORK and address questions to:

PATRICIA ZINGSHEIM
PRINCIPAL PLANNER
DES MOINES PLAN AND ZONING COMMISSION
(515) 283-4182

My regards,



PATRICIA ZINGSHEIM
PRINCIPAL PLANNER

PZ:rd



CITY PLAN AND ZONING
COMMISSION
EAST FIRST AND DES MOINES
DES MOINES, IOWA 50307
(515) 283-4182

ALL-AMERICA CITY 1949, 1976, 1981

REVISED

DOWNTOWN DES MOINES RIVERFRONT MASTERPLAN
DES MOINES RECREATIONAL RIVER AND GREENBELT

April, 1987

SCOPE OF WORK

I INFORMATION PHASE - ENGINEERING

1 INFORMATION CONSOLIDATION

City Staff --Develop base map with overlays to consolidate all available information on riverfront area.

2 EVALUATION OF DAMS

Consultant --Produce a dam safety report.

3 HYDROLOGY OF STREAM

Consultant --Produce a report on flow characteristics, channel characteristics, discharge requirements, run-off characteristics.

4 RE-EVALUATION OF FLOODING POTENTIAL

Consultant --Produce a report describing verticle differential and proximity information as a base for new construction.

5 SITE CONSTRAINTS

City Staff --Produce a map indicating all levees, roads, bridges, utilities, storm sewers, etc. which impact future redevelopment scenarios.

6 SITE SPECIFIC ANALYSIS

Consultant --Produce a report based on testing and evaluation on specific redevelopment sites to determine depth of bed rocks, depth of ground water, slope stability bearing of soils and the cost ramifications.

7 DEVELOPMENT POTENTIAL

Consultant --Produce a report providing information on encroachment potential based on input, output regression analysis.

8 BOATING ON RIVER

Consultant --Produce a report based on investigation and analysis of various options for enhancement of boating on downtown stretch of river. Determine what is physically feasible and study economic viability.

9 LIAISON ACTIVITY

City Staff --Provide liaison role relating to securing appropriate approvals necessary to accomplish desired projects.

I INFORMATION PHASE - PLANNING

1 SURVEY OF TRAFFIC PATTERNS

City Staff --Provide analysis of existing vehicle movement patterns and volumes in the area.

City Staff --Produce a report based on a determination of impact of various vehicle, pedestrian and bicycle movement scenarios on riverfront area i.e. proposed CBD Loop project, Walnut Street Transit Mall and other design options.

2 ZONING/OWNERSHIP/LAND USE 2000

City Staff --Produce map indicating zoning and proposed land use.

3 HISTORIC RIVERFRONT BUILDINGS

City Staff --Produce elevation drawings of each building facade along the river study area indicating floor level and roof line elevations.

II PUBLIC PARTICIPATION PROCESS

1 GROUP IDENTIFICATION/ORGANIZATION

City Staff --Identify all the organizations and interested parties who will participate in the riverfront decision-making process.

City Staff --Provide on-going coordination and consensus - building with local Downtown groups, other community groups and citizens at-large.

III FINANCIAL PLANNING

1 MARKET RESEARCH

City Staff --Report on market feasibility of various riverfront proposals.

City Staff --Identify new uses of riverfront development sites which promise market success.

2 FUNDING SOURCES/SCHEDULING

City Staff/Consultant --Identify alternative sources of funds available and structure an implementation timeline based on availability of identified sources.

City Staff --Structure and prepare grant applications.

3 MONEY BLEND

City Staff --Design the balance of public/private participation.
Consultant

4 MARKETING OF RIVERFRONT PROJECTS

City Staff --Promote specific development opportunities to the private sector.

City Staff --On-going pursuit of economic development opportunities and any Staff associated funding through grants.

City Staff --On-going pursuit of private sector and foundation dollars.

FINAL REPORT - PHASE I

--Include all engineering analysis, market research, funding source, scheduling information, funding strategies and marketing plan in a final document.

IV MASTER PLANNING/DESIGN PHASE

1 SCHEMATIC DESIGN

City Staff --Develop a composite, schematic graphic of all Project Proposals submitted to Greenbelt GDM process.

Consultant --Develop integrated schematic designs for Downtown riverfront indicating major new features, proposed new development areas and project massing, pedestrian areas plaza and links.

--Develop preliminary cost estimates for various projects.

--Select overall design concept for Downtown riverfront.

2 DESIGN DEVELOPMENT

City Staff/Consultant --Develop a plan which shows how the riverfront's historic resources fit into the Des Moines Recreational River and Greenbelt Project.

--Develop a preliminary design plan, based on the selected concept. Include proposed infill construction, building areas, typical details, and proposed materials in sufficient detail for local review.

--Develop perspective sketches to illustrate character of streetscape improvements.

--Define cost estimates of the design.

--Prepare final report which reviews alternatives, their operational and design characteristics, cost estimates and a recommended implementation and/or phasing program.

--Produce a scale model of entire design proposal, including walkways, new construction areas, proposed waterfront activity areas, links to existing buildings and streetscapes, boat dock areas and landscaping.

SUMMARY FINAL DOCUMENTS/PRODUCTS LIST

PHASE I

- °Base Map
- °Engineering Report
- °Hydrology Report
- °Traffic Analysis Report
- °Map and Overlays of Planning Information
- °Drawings of River Facades
- °Market Report

COMPILATION OF BACKGROUND WORK - FINAL REPORT PHASE I
PHASE II

- °Greenbelt Project Composite
- °Schematic Design Plan/With Cost Estimates/Phasing
- °Preliminary Design Plan/With Cost Estimates
- °Perspective Renderings
- °Scale Model of Preliminary Design

DESIGN CONCEPTS - FINAL REPORT PHASE II



United States Department of the Interior

NATIONAL PARK SERVICE

MIDWEST REGION
1709 JACKSON STREET
OMAHA, NEBRASKA 68102-2571



APR - 8 1987

IN REPLY REFER TO:

L7619(MWR-PQ)

Colonel Neil A. Smart
District Engineer
Rock Island District
Corps of Engineers
P.O. Box 2004
Rock Island, Illinois 61203-2004

Dear Colonel Smart:

This is to provide early coordination review of the proposed Des Moines Recreational River and Greenbelt authorized by Public Law 99-88, on and along the Des Moines River from U.S. Highway 20 in Fort Dodge, Iowa, downstream to State Highway 92 in the vicinity of the Red Rock Dam.

Based on the information in the Notice of Intent to Prepare a Draft Environmental Impact Statement, published in Volume 52, Number 50, of the Federal Register on March 16, and our general knowledge of the area, it does not appear that implementation of the proposed project will adversely affect any area of the National Park System.

The following areas located along the Des Moines River were provided Federal funding assistance through the Land and Water Conservation Fund (LWCF), and may be within the Recreational River and Greenbelt planning area:

<u>COUNTY</u>	<u>SPONSOR</u>	<u>PROJECT NO.</u>	<u>PROJECT TITLE</u>
Webster	Fort Dodge	19-00458	Sun Kissed Meadows
Webster	Webster County	19-00426 19-00574	Carlson Recreation Area
Boone	Department of Natural Resources	19-01049	Ledges State Park
Polk	Polk County	19-00878	Yellow Banks Park
Polk	Des Moines	19-00581	Des Moines Riverfront Park
Polk	Des Moines	19-00412	East Riverside Bikeway
Marion	Marion County	19-00092 19-00326	Roberts Creek Area

If the proposed project should involve the use of any of the above areas, the official who administers the LWCF program in the State of Iowa should be consulted to determine any potential conflicts with Section 6(f)(3) of the LWCF Act of 1965 as amended. Section 6(f)(3) states: "No property acquired or developed with assistance under this section shall, without the approval of the Secretary (of the Interior), be converted to other than public outdoor recreation uses." The administrator of the LWCF program for Iowa is Mr. Larry J. Wilson, Director, Department of Natural Resources, Wallace State Office Building, East 9th & Grand Streets, Des Moines, Iowa 50319.

We urge that you consult with the State Historic Preservation Officer (SHPO) to ensure that you comply with all mandates pertaining to the identification and protection of cultural resources. The SHPO for the State of Iowa is Mr. David E. Crosson, Director, Iowa State Historical Department, Office of Historic Preservation, Historical Building, East 12th Street & Grand Avenue, Des Moines, Iowa 50319.

These comments are provided as informal technical assistance and are not intended to reflect our probable response to any document which may be prepared in this matter to comply with the National Environmental Policy Act of 1969.

Sincerely,



Don H. Castleberry
Regional Director

cc:
Mr. Larry J. Wilson
Director, Department of Natural Resources
Wallace State Office Building
East 9th & Grand Streets
Des Moines, Iowa 50319

Mr. David E. Crosson
Director, Iowa State Historical Department
Office of Historic Preservation
Historical Building
East 12th Street & Grand Avenue
Des Moines, Iowa 50319



United States Department of the Interior

BUREAU OF LAND MANAGEMENT
MILWAUKEE DISTRICT OFFICE
P.O. BOX 631
MILWAUKEE, WISCONSIN 53201-0631

MDO:JK
1795
MD-87-029

17 APR 1987

Colonel Neil A. Smart
Corps of Engineers
Rock Island District
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004

Dear Colonel Smart:

This is in regard to the Notice of Intent to prepare an Environmental Impact Statement (EIS) for the Des Moines Recreational River and Greenbelt. We have reviewed our records and have determined there is no Bureau of Land Management (BLM) administered surface estate present. However, a federal minerals ownership inventory has not been completed for Iowa, and there is a good likelihood that federal minerals would be present under Corps or non-Corps administered surface within the project area.

It is BLM's responsibility to insure the availability for leasing and development of all federal minerals where that development would not unduly impact surface resources or values. The EIS should include an analysis of the federal mineral estate, the potential for mineral development by of mineral commodity and the projected impacts on potential mineral leasing and development. Further the decision record should include a statement on mineral leasing availability, including appropriate stipulations.

We request status as a reviewing agency for this project. If you have any questions concerning these comments contact Jim Keeton at (414) 291-4437 or (FTS) 362-4437.

Sincerely,

Leon R. Kabat
Assistant District Manager
Lands and Renewable Resources

C I T Y O F D A Y T O N

Gary Knopf, Mayor

Shirley Miller, Clerk

Colonel William C. Burns
Rock Island Corps of Engineers
Clock Tower Building
P.O. 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

This letter is to provide assurance that the City of Dayton is aware of the necessary local cooperation which will be required for the Des Moines Recreation River and Greenbelt Iowa projects in which the City may act as a local sponsor. The City of Dayton is willing to meet those requirements for projects developed and recommended by the Advisory Committee and which the governing body of the City of Dayton approves as a joint developed federal/local project.

We understand that federally assisted elements of the Greenbelt Project must be in compliance with federal law and criteria governing the development, environmental enhancement and stream bank stabilization. It is further understood that this letter of assurance does not constitute a legally binding commitment on the part of Dayton, and that a formal local cooperation agreement will not be required until the time of construction and in accordance with the criteria governing local cooperation at that time.

We also understand that the criteria governing local cooperation at this time for the project purposes would in general require the local sponsor to pay or contribute in kind the percent specified for each project purpose of the initial capital cost of the project development, with the value of any lands or facilities furnished by the sponsor to be credited toward its share, hold and save the government harmless from damages except those resulting from fault to negligence of the government, operate, maintain and replace the developed lands and facilities at no cost to the government, and comply with certain federal laws concerning land acquisition, relocation assistance, and civil rights.

The law authorizing this project, Public Law 99-88 requires project cost sharing under the terms acceptable to the Secretary of the Army, or under terms and conditions provided for in subsequent legislation when enacted into law. It is understood that at this time the Corp of Engineers is using the cost sharing provision of pending Senate Bill S.1567 in proceeding with projects under Public Law 99-88, including the Des Moines Recreation River and Greenbelt Project. In accordance with S.1567 cost sharing would be as follows:

- A. Recreation would be cost shared 50% with local interest responsible for operation and maintenance.
- B. Fish and wildlife enhancement will be a federal cost when the enhancement provides benefits that are determined to be national, including benefits to species that are identified by the National Marine Fisheries Service to be of a national economic importance, species that are subject to treaties or international convention to which the United States is a party, anadromous fish, or when 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. When benefits of enhancements do not qualify as national but are multi-state, 25% of the enhancement costs will be provided by non-federal interest. When the benefits are limited to a single State, non-federal interests will be required to contribute 33 1/3%.
- C. Prevention of erosion to federal lands would be at federal expense. Prevention of erosion to private lands would be 100% non-federal. Prevention of erosion to lands purchased as part of the project will be based on the purpose of acquisition; for example, prevention of erosion of land bought for recreational purposes would be 50% with local interest responsible for operation and maintenance.

Thank you.

Sincerely,



Gary Knopf,
Mayor, City of Dayton

Inc. Resolution

R E S O L U T I O N

Moved by Cooney, Seconded by Sandholm that the following Resolution be adopted:

WHEREAS, the City of Dayton, Iowa is a participate in the Advisory Committee which is planning the Des Moines Recreation River and Greenbelt Project, and

WHEREAS. a Letter of Assurance for potential Des Moines Recreation River and Greenbelt projects has been requested from local governments participating in the Des Moines Recreation River and Greenbelt Advisory Committee, and

WHEREAS, said Letter of Assurance is not a legally binding document, but rather are intended to demonstrate a good faith intent by potential local sponsors to participate with the U.S. Army Corp of Engineers assisted projects for the Greenbelt, and

WHEREAS, it is in the best interest of the citizens of Dayton that a Letter of Assurance be forwarded to the U.S. Army Corp of Engineers to demonstrate the good faith intent by the City of Dayton to participate with the Corp of Engineers assisted projects for the Greenbelt.

NOW THEREFORE BE IT RESOLVED that the Dayton City Council does hereby approve and authorize the Mayor to sign a Letter of Assurance and submit same to the U.S. Army Corp of Engineers.

Adopted this 20th day of May, 1987.

Mayor Gary Koop

Clerk Shirley B Miller

318 FIFTH STREET ■ WEST DES MOINES, IOWA 50265 ■ 515-223-3241

May 28, 1987

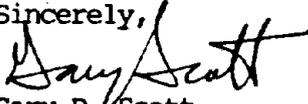
Mr. George Gitter, Project Planner
U. S. Army Engineer District, Rock Island
Clock Tower Building, P. O. Box 2004
Rock Island, Illinois 61204-2004

Dear Mr. Gitter:

Attached are West Des Moines' letter of assurance for the Des Moines Recreational River and Greenbelt and changes to our locally sponsored project in the Draft General Design Memorandum. We would like these documents and/or changes incorporated into the General Design Memorandum which will be distributed to the public.

If you have any questions, please contact me.

Sincerely,



Gary D. Scott
Associate Planner/Landscape Architect

MAYOR
GEORGE M. MILLS

CITY COUNCIL
GARY C. DAVIDSON ■ JAMES B. FLEMING ■ G. MEL. HOLDSWORTH ■ JOHN J. MCGINN ■ JERRY D. PROUDFIT

CITY OF WEST DES MOINES

"CROSSROADS OF THE INTERSTATES"

318 FIFTH STREET ■ WEST DES MOINES, IOWA 50265 ■ 515-223-3241

May 20, 1987

Colonel William C. Burns
District Engineer
U.S. Army Engineer District, Rock Island
Clock Tower Building, P. O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

The purpose of this letter is to provide assurance that the City of West Des Moines is aware of the necessary local cooperation which will be required for Des Moines Recreational River and Greenbelt, Iowa, projects in which the City of West Des Moines may act as the local sponsor. The City of West Des Moines is willing to meet these requirements for projects developed and recommended by the Advisory Committee, and which the governing body of this City approves as a jointly developed federal/local project.

It is understood that federally assisted elements of the Greenbelt Project must be in compliance with federal law and criteria governing the development of this project for the authorized purposes of recreational development, environmental enhancement, and streambank stabilization. It is further understood that this Letter of Assurance does not constitute a legally binding commitment on the part of the City of West Des Moines and that a formal Local Cooperation Agreement will not be required until the time of construction and in accordance with the criteria governing local cooperation at that time.

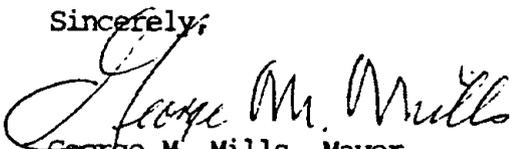
It is understood that the criteria governing local cooperation at this time for the project purposes would, in general, require the local sponsor to pay or contribute in kind the percent specified for each project purpose of the initial capital cost of the project development, with the value of any lands or facilities furnished by the sponsor to be credited toward its share; hold and save the Government harmless from damages except those resulting from fault or negligence of the Government; operate, maintain, and replace the developed lands and facilities at no cost to the Government; and comply with certain federal laws concerning land acquisition, relocation assistance, and civil rights.

May 20, 1987

The law authorizing this project (PL 99-662) requires project cost-sharing under terms acceptable to the Secretary of the Army (or under terms and conditions provided for in subsequent legislation when enacted into law). It is understood that, at this time, the Corps of Engineers is using the cost sharing provisions of PL 99-662 (Water Resources Development Act of 1986) including the Des Moines Recreational River and Greenbelt project. In accordance with PL 99-662, cost-sharing would be as follows:

- Recreation would be cost-shared 50 percent with local interests responsible for operation and maintenance.
- Fish and wildlife enhancement will be a federal cost when the 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, anadromous fish, or when 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. When benefits of enhancement do not qualify as national, but are multi-state, 25 percent of the enhancement costs will be provided by non-federal interests. When the benefits are limited to a single state, nonfederal interests will be required to contribute 33-1/3 percent.
- Prevention of erosion to federal lands would be at federal expense. Prevention of erosion to private lands would be 100 percent nonfederal. Prevention of erosion to lands purchased as part of the project will be based on the purpose for acquisition; for example, prevention of erosion on lands bought for recreational purposes would be 50 percent with local interests responsible for operation and maintenance.

Sincerely,



George M. Mills, Mayor
City of West Des Moines
M:ahf



July 27, 1987

District Engineer
U.S. Army District, Rock Island
ATTN: Planning Division (George Gitter)
Clock Tower Building, P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear George:

I have reviewed the site plan for the Johnston Nursery (Project No. 208.1) and find the plan meets the City's intent for the project.

Thank you for your time and effort and I hope the Des Moines Recreational River and Greenbelt project is successful.

If you have any questions, please contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read "Don Coates", written in a cursive style.

Don Coates
City Administrator

DKC/sp

KREYKES LAW OFFICE

ATTORNEYS AT LAW

707 MAIN STREET

P. O. BOX 362

PELLA, IOWA 50219

FRED J. KREYKES
CHRIS SHEPPERD

TELEPHONE
(515) 628-2383

July 29, 1987

District Engineer
U.S. Army Engineer District, Rock Island
Clock Tower Building
P.O. Box 2004
Rock Island, Illinois 61204-2004

ATTENTION: Planning Division

RE: Greenbelt Project

Dear District Engineer:

I just received the notice of the Greenbelt Public Meeting and am planning to attend the August 5 meeting in Knoxville.

I would also like to inform you that a group of Pella residents has recently formed a non-profit corporation with the purpose of constructing a recreational trail between the City of Pella and the Red Rock Dam area. We have been working with Jerry Dowell and really appreciate his cooperation with our project.

Our objective is to link the City of Pella with the existing bike trails below Red Rock Dam. If we can coordinate our efforts with the Corps. of Engineers Greenbelt Project, this should enhance both projects.

If you have any questions about what we are doing or would like to visit with me about this further, please give me a call. Thank you.

Sincerely,



Fred J. Kreykes

FJK:jlw

cc: Jerry Dowell



CITY OF DAYTON
IOWA

OFFICE OF THE CLERK



DAYTON, IOWA 50530

August 3, 1987

Colonel Williams C. Burns, District Engineer
Dept. of the Army
U. S. Corps of Engineers
Clock Tower Building
P O Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Burns:

I wish to inform you, the City of Dayton, Iowa made an appointment to the Des Moines River Area Greenbelt Advisory Committee on May 20, 1987. I forgot to add this to our letter of Assurance sent in May.

Our appointment is:

Sidney Sandholm, 23 S Main, Dayton, Iowa 50530.

If there is anything further you require, please advise.

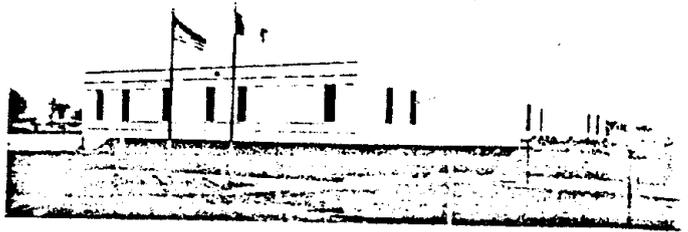
Sincerely,

Shirley B Miller

Shirley B. Miller, City Clerk

**Hamilton County
Board of Supervisors**

**Webster City, Iowa 50595
Phone: 515/832-3525**



*Gene A. Willis
Jewell*

*Marvin D. Johnson
Stratford*

*Miles L. Butler
Webster City*

September 1, 1987

Department of the Army
Rock Island District Corps of Engineers
Clock Tower Building P.O. Box 2004
Rock Island, IL 60204-2004
ATTN: Neil A. Smart
Colonel, U.S. Army
District Engineer

Dear Colonel Smart,

The Hamilton County Board of Supervisors supports and anxiously awaits the implementation of the Des Moines Recreational River and Greenbelt Plan prepared by the Army Corps of Engineers in cooperation with the Citizens Advisory Committee. Hamilton County understands that local cost-share assistance is required for projects which Hamilton County sponsors.

Upon final determination of eligible projects which Hamilton County agrees to sponsor, we will be willing to negotiate final cost-share agreements.

Sincerely,

Miles L. Butler, Chairman
Hamilton County Board of Supervisors

MLB/dr



United States Department of the Interior

FISH AND WILDLIFE SERVICE

IN REPLY REFER TO:

ROCK ISLAND FIELD OFFICE (ES)

1830 Second Avenue, Second Floor

Rock Island, Illinois 61201

COM: (309) 793-5800

FTS: 386-5800

September 15, 1987

Colonel Neil A. Smart
District Engineer
U.S. Army Engineer District
Rock Island
Clock Tower Building, P.O. Box 2004
Rock Island, Illinois 61204-2004

Dear Colonel Smart:

This constitutes our final Fish and Wildlife Coordination Act Report for your General Design Memorandum (GDM) and Programmatic Environmental Impact Statement (PEIS) on the Des Moines Recreational River and Greenbelt authorized by Public Law 99-88. It has been prepared under the authority of, and in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 USC 661 et seq.); the National Environmental Policy Act (NEPA) of 1969, as amended; the Endangered Species Act of 1973, as amended; and in accordance with the Fish and Wildlife Service's Mitigation Policy.

Information for this report was gathered from a literature search, including the Draft Plan for Engineering and Design, various reports on the Des Moines River basin, the Iowa Department of Natural Resources (IDNR), information provided by your staff and site visits. Our draft report was coordinated with the IDNR.

Background

Public Law 99-88, signed in August, 1985, provided for the designation of a 35,000 acre greenbelt area along 139 miles of the Des Moines River between Fort Dodge and State highway 92 below Red Rock Dam. Officially known as the Des Moines Recreational River and Greenbelt (Greenbelt), the project has been expanded to include corridors along the Boone River from Webster City to its confluence with the Des Moines, and the Raccoon River from Interstate 35 to its confluence with the Des Moines. Passage of the Water Resources Development Act of 1986 established the official Greenbelt boundary, which encompasses about 334,000 acres.

The Greenbelt project is to be administered by the Rock Island District, U.S. Army Corps of Engineers (Corps), in conjunction with an advisory committee composed of State, county and municipal members as provided by the enabling legislation. The Greenbelt area includes Corps projects at Saylorville Lake and Lake Red Rock, as well as State Parks, Forests and Recreation areas administered by the IDNR, parks administered by County Conservation Boards (CCB's) and municipalities.

The Greenbelt is a concept which will involve integrating the existing facilities and future plans of Federal, State and local agencies. This effort will result in a coordinated program to provide quality recreation, resource preservation and fish and wildlife enhancement along the greenbelt corridor of the Des Moines River and it's tributaries.

Description of the Study Area

A. Geology and Topography

The Des Moines River Basin in the project area includes two distinct landforms that define both their topography and vegetation. The northern portion of the project is in the Des Moines Lobe of the most recent glaciation, while the southern portion, roughly from Des Moines south, is part of the Southern Iowa Drift Plain.

The Des Moines Lobe was created during the Wisconsin glaciation. It was the most recent intrusion of glacial ice, occurring about 14,000 years ago. Topographically, the area is characterized by flat to gently rolling uplands dissected by narrow, deeply incised valleys. The northern end of the Greenbelt near Fort Dodge and Webster City is in the extreme southern portion of the prairie pothole region. The Des Moines River Valley becomes deeper and slightly wider as it meanders south to Saylorville Lake. Bedrock is exposed at a number of sites in the upper corridor.

Downstream of the Des Moines' confluence with the Raccoon River, the Greenbelt corridor passes south through the Southern Iowa Drift Plain. The most recent glaciation in the area was the Kansan, which ended about 600,000 years ago. The deposited glacial till in this area is overlain with loess. Drainage patterns are well defined, with the Des Moines River and its major tributaries flowing through broad, flat valleys. Uplands in the corridor are characterized by flat divides dissected by steep hilly areas.

Major tributaries to the Des Moines River in the study area include the Raccoon River draining 3,629 square miles, the Boone River draining 906 square miles, the Middle River draining 558 square miles, and the South River draining 590 square miles. Other streams that are direct tributaries to the Des Moines River include Big Creek, Beaver Creek, North River, and White Breast Creek.

B. Vegetative Regimes

Natural terrestrial flora in the project area are largely relicts of the forests which grew in the river valleys and on uplands protected from fire. The types, distribution and use of the various plant communities are influenced by intensive agricultural use, and land management practices at Corps projects on the river. Historically, tall grasses dominated the marsh and bog uplands in the northern reaches of the study area, while narrow bands of deciduous forests populated the more defined drainages. To the south, a more balanced mix of prairie and forest existed, although tall grass prairies dominated the uplands here as well.

Today, native prairies are represented by a few small remnants, the balance having succumbed to the expansion of intensive row crop agriculture. Restored prairies have been established on Corps project land and IDNR parks.

The primary forest types consist of one bottomland and two upland associations. Bottomland forests are mixed with cottonwood, silver maple, boxelder or willow dominating. More detailed descriptions are available in reports published for various studies on streambank erosion, and the project documents for Red Rock and Saylorville Lakes. Most of these forests have been disturbed by harvest and clearing for agriculture and grazing.

Upland forests consist of oak-hickory associations or maple-basswood communities. Oak-hickory communities are the more common in the river basin, occurring mostly on dry ridges and south or west-facing slopes. Maple-basswood associations occur primarily on mesic north slopes in the basin. The latter type is not abundant, but does occur more frequently in the southern parts of the study area. These forests, like the bottomland associations, have been extensively disturbed by cutting, grazing and agriculture.

C. Wildlife Resources

The combination of rivers, streams and adjacent forest in the Greenbelt Corridor provides excellent wildlife habitat. The diversity and value are highest where the forest land is interspersed with cropland, pastureland or other open areas. Most wildlife species remaining in the basin utilize more than one cover type, and the corridor has a high degree of cover type interspersion, particularly in comparison to areas outside the study area. Thus, the highest concentrations of most wildlife species occur within the Greenbelt corridor, rather than in adjacent habitat.

Wildlife populations and number of species have changed dramatically as habitat changes have occurred. The northern portion of the Greenbelt, once tallgrass prairie interspersed with wetlands, was originally part of the mid-continent "duck factory". Drainage and conversion to cropland have virtually eliminated waterfowl reproduction, while improving conditions for pheasant and gray partridge. The southern portion of the project area was largely forested bottomland with tall grass prairie uplands. The bison, elk and prairie chicken common in early settlement have been replaced by whitetail deer and bobwhite quail as forest clearing, grazing and cultivation altered the habitat.

Game species which are most common are pheasant, gray partridge, bobwhite quail, cottontail rabbit, fox squirrel, fox, waterfowl, whitetail deer, eastern wild turkey, and raccoon. Other species which provide hunting include coyote, crow, jackrabbit, and groundhog.

Populations of eastern wild turkeys in the Greenbelt corridor, as well as elsewhere in Iowa, are the result of reintroduction efforts begun in the 1960's. In the past two years, the IDNR has begun reintroductions of the

river otter in selected locations in central Iowa. Two of the release sites are in the Greenbelt, specifically at Lake Red Rock near Runnels and at the Boone Forks Wildlife Area.

Both the IDNR and the Corps have active wildlife management programs in the project area. The IDNR has a more extensive program, including State-owned and Corps project lands under license for wildlife management. The most prominent of these programs is waterfowl management at Lake Red Rock, which has resulted in the Red Rock area becoming the most important waterfowl stopover in interior Iowa. The Corps has extensive forest and prairie management programs on project lands which include tree and shrub plantings and native prairie reestablishment.

D. Aquatic Resources

The aquatic resources in the study include two large reservoirs, Red Rock and Saylorville Lakes, and free flowing segments of the Des Moines River upstream, between and downstream of the reservoirs. The Des Moines River upstream of Saylorville and the Boone River received the highest possible quality ratings in a recent Soil Conservation Service (SCS) survey of environmental corridors in the Des Moines River Basin. The ratings were based on physical factors, biological and water quality factors, and human interest and use factors.

The SCS report on potential environmental corridors identified water quality as a limiting factor for recreation, fish, and wildlife. The majority of the runoff feeding the streams is from agricultural fields, and therefore turbidity, suspended solids and total ammonia tend to create serious water quality problems. In spite of these problems, the Boone River and Upper Des Moines River support good populations of small mouth bass and channel catfish. Other sport fish found in the rivers include walleye, northern pike, flathead catfish, rock bass and black bullhead.

The reservoirs tend to have proportionately larger populations of rough fish than the free flowing river segments. Carp, channel catfish, largemouth bass, crappie are common in the reservoirs, while the tailwaters support sport fisheries of walleye and smallmouth bass. Stocking programs constitute the primary fishery management by the IDNR in the project area, but the abundance and distribution of fish is strongly influenced by pool water level fluctuations in the reservoirs.

Sedimentation is now, and will continue to be, a major detriment to the aquatic resources of the study area. The proposed increase in the normal pool elevation for Lake Red Rock to compensate for loss of storage because of sedimentation is evidence of this problem. Adjustments such as those proposed at Red Rock will have profound effects not only on fish and wildlife, but on water oriented recreational facilities at multiple purpose reservoirs.

Endangered Species

To facilitate compliance with Section 7(c) of the Endangered Species Act of 1973 (ESA), as amended, Federal agencies are required to obtain from the Fish and Wildlife Service (FWS) information concerning any species, listed or

proposed to be listed, which may be present in the area of a proposed action. Therefore, we are furnishing the following list of species which may be present in the concerned area:

<u>Classification</u>	<u>Common Name</u>	<u>Scientific Name</u>	<u>Habitat</u>
Endangered	Bald Eagle	<u>Haliaeetus leucocephalus</u>	Breeding Wintering
Endangered	Indiana Bat	<u>Myotis sodalis</u>	Caves and Riparian Habitat

There are no currently designated critical habitats in the project area.

In accordance with the Section 7(c) of the ESA, the Federal agency responsible for actions authorized, funded, or carried out in furtherance of a construction project that significantly affects the quality of the human environment is required to conduct a biological assessment. The purpose of the assessment is to identify listed or proposed species likely to be adversely affected by its action and to assist in making a decision as to whether consultation with the FWS should be initiated.

Bald eagles winter along large rivers, feed over open water and roost in wooded ravines some distance away from their feeding areas. The tailwaters at both Saylorville and Red Rock Lakes meet both of these requirements and there are unpublished reports of more winter eagle activity than would be expected from casual migrants. Indiana bats are documented in both Marion and Jasper counties. They are summer residents in riparian habitat utilizing large (>16" dbh) trees with exfoliating bark for nursery colonies. For purposes of assessment, if construction involves tree removal, both species should be considered. For any proposed winter construction, impacts to the bald eagle should be considered.

Analysis of Impacts

There have been 150 individual projects proposed as part of the Greenbelt project. Through the study process, many projects have been eliminated from further study because they were combined with other projects, were cancelled by the sponsor or had no local sponsor, or were funded under other authority. We anticipate this process to be dynamic as additional projects are proposed or modified and others combined or eliminated.

The remaining 102 project proposals recommended for further study are mostly for recreational development, with the remainder for environmental enhancement and streambank stabilization. These projects range from repair, replacement, or expansion of park facilities to construction of boat ramps, from wildlife plantings to large land acquisitions, and from riprapping streambanks to providing buffer strips along streams. The variety of projects and wide range of ecological conditions in the Greenbelt preclude a detailed impact assessment of the project proposals.

We understand that the forthcoming GDM will not offer recommendations for project implementation in 1988. Further, we understand that the GDM will require site specific environmental assessments of individual projects prior to construction or implementation. Therefore, our analysis of impacts to fish and wildlife resources will be very general.

A. No Action Alternative

Various reports indicate a growing need for recreation in central Iowa. This need is likely to remain unmet if recreational developments proposed as part of the Greenbelt project are not constructed. This unmet need is projected to result in over-use and degradation of existing facilities, less satisfying recreational experiences, and environmental damage due to recreation spill-over into undeveloped areas.

Conditions for fish and wildlife will not likely improve significantly without the Greenbelt project. Forest lands will continue to deteriorate, providing less suitable habitat for wildlife and allowing more sediment delivery to the rivers and reservoirs. While the protection and enhancement features of the Greenbelt project are not cure-alls, they are an extremely important step toward preserving quality fish and wildlife habitat.

B. Implementing the Greenbelt Concept

As indicated above, our analysis is very general and identifies impacts anticipated as the result of constructing or implementing the various projects proposed for the Greenbelt. As part of this general assessment of impacts, we met with your staff and established loose categories of impacts anticipated for each project. Only two of the proposed projects were judged to have high a probability of large scale adverse impacts to fish and wildlife resources. These projects will be treated separately under this heading.

1. Trails and Terrestrial Recreational Facilities

The construction or establishment of trails has the potential to adversely impact wildlife through the permanent loss of habitat. The Trails Subcommittee of the Greenbelt Advisory Committee has worked extensively to locate trails so that habitat losses will be minimized. We have concerns about secondary impacts due to unauthorized off-trail operation of motorcycles, all terrain vehicles and snowmobiles. However, we understand that such motorized vehicles will be restricted to trails in the more urban areas of the Greenbelt. These careful planning measures will certainly reduce adverse impacts to wildlife resources.

The construction of new or expansion of existing campgrounds, picnic areas, and similar areas will also result in permanent loss of habitat. However, we observed during site visits that many of these projects involve mowed grass or otherwise developed sites. Thus, we anticipate relatively small losses of high quality wildlife habitat due to these features.

2. Aquatic Based Recreational Facilities

The majority of projects proposed involving water recreation are for access. Boat ramps, canoe access and fishing piers will all impact the aquatic

environment. These impacts, however, will likely be minor and involve only temporary water quality problems. Riprap or other stabilizing measures in the vicinity of construction will have some benefits in providing habitat diversity.

We anticipate more detrimental impacts to wildlife resources from the development of access roads, trails and parking lots near the river access facilities. The habitat lost in many cases will be bottomland timber or wetland. These facilities should be sited where impacts to forests, wetland, or other wildlife habitats will be least damaging.

Several proposed projects involve the reclamation and development of gravel pits into recreational lakes with associated sports facilities. We do not anticipate adverse impacts from these developments because the gravel pit areas are highly disturbed, and have little habitat suitable for wildlife.

3. Streambank Stabilization

In general, streambank stabilization projects are a mixed bag of adverse impacts and benefits to both fish and wildlife resources. Stabilization of streambanks on an as needed basis may at times increase existing aquatic habitat diversity, but large scale riprapping is discouraged. Preparing the bank for stabilization often involves excavation, reshaping slopes and loss of riparian habitat which adversely affects wildlife. A number of alternatives to standard bank stabilization, such as Palmiter River Restoration Techniques, may have some potential for application at specific sites and should be considered in developing the detailed plans. As long as the proposed features do not involve channel dredging or relocation, we have no objections to bank stabilization. However, we encourage exploration of alternatives to large-scale riprapping proposals.

4. Environmental Enhancement

Proposed enhancement projects range from aquisition of land and developing wildlife observation stations to extensive plantings or redevelopment of forest and prairie. These projects are beneficial to fish and wildlife, and aquisition either in fee title or conservation easements could provide protection to the entire corridor. By definition, these enhancement features should require no mitigation measures.

While we would encourage enhancement projects purely on their own merits, we are aware of the realities of funding these projects. Two recent legislative acts, the Water Resources Development Act of 1986 and the Food Security Act of 1985 (1985 Farm Bill), have provisions which could be highly beneficial in enhancing and protecting the greenbelt. Briefly, Section 906 of the 1986 Water Resources Development Act establishes criteria for cost sharing enhancement projects. Thus, any enhancement projects benefiting endangered species or species listed under international treaties such as the Migratory Bird Treaty may be eligible for 100% Federal funding. Title XIII of the 1985 Farm Bill (Sections 1314 and 1318) provides mechanisms for protecting valuable fish and wildlife resources on Farmers Home Administration (FmHA) inventory lands and FmHA financed lands. Potential actions on surplus lands include title transfer to units of State or local government, or protection

through conservation easements or deed restrictions, while debt restructuring involves only conservation easements. Finally, Title XII (Conservation) has provisions which, when implemented, would significantly reduce erosion and sedimentation from nearby private lands.

5. Projects of Special Concern

Project 314.1, Boat Traffic--Saylorville to Red Rock is a combination of projects which would ultimately facilitate recreational boat traffic from Lake Red Rock to the tailwaters of Saylorville Lake. The project proposes dredging to provide a navigation channel, removal of the low head dams at Center Street and Scott Street in Des Moines, and construction of a lock and dam for recreational boats. Our objections to this project center on potentially large scale destruction and alteration of aquatic habitat, and dredged spoil disposal. The Des Moines River in the downtown Des Moines area may not contain high quality aquatic habitat, but the habitat would be seriously altered if the project only involved dam removal and construction of the lock and dam. Construction would affect the immediate construction area and downstream through movement of sediment, increased turbidity, and potential exposure to sediment borne contaminants. Removal of the low head dams will also result in the loss of popular and productive fishing spots in the urban area.

Project 205.1, Beaver Creek Park, would result in development of a 40-acre recreational lake in a 99-acre palustrine forested wetland. In light of the small amount of wetland remaining in Iowa, we recommend that the project be changed to enhance the wetland with selective dredging, and that development be limited to low intensity nature study and non-consumptive recreational uses.

Mitigation

A. Policy

The Service's mitigation policy was published in the January 23, 1981, Federal Register (FR Vol. 46, No. 15, p. 7644). It is based upon the quality and scarcity of the habitat being impacted and value of that habitat to the species of fish and wildlife which depend upon it for their life requirements. The various habitat types involved are placed in one of four Resource Categories providing a range of mitigation goals. These goals are then used to guide the Service's recommendations to the project sponsor.

The Resource Categories and their Mitigation Goals are as follows:

Resource Category 1 - Habitat is of high value and is unique and irreplaceable in the nation or ecoregion. Goal - no loss of existing habitat value. Guideline - the Service will recommend that all losses of existing habitat be prevented as these one-of-a-kind areas cannot be replaced. Insignificant changes are acceptable provided they will have no cumulative impact.

Resource Category 2 - Habitat is of high value and is relatively scarce or becoming scarce in the nation or ecoregion. Goal - no net

loss of in-kind habitat value. Guideline - losses that cannot be otherwise avoided, minimized, rectified or eliminated over time can be compensated by replacement with the same kind of habitat so that the total or net loss is zero.

Resource Category 3 - Habitat is of high to medium value and is relatively abundant in the nation. Goal - no net loss of habitat value while minimizing loss of in-kind habitat value. Guideline - losses that cannot be otherwise avoided, minimized, rectified, eliminated over time or compensated by in-kind replacement can be compensated by replacement with other habitat types so that the total or net loss is zero.

Resource Category 4 - Habitat is of medium to low quality. Goal - minimize loss of habitat value. Guideline - the Service will make recommendations to avoid, minimize, rectify or eliminate losses over time depending on the significance of the potential loss. Such areas are good candidates for mitigation of Resource Category 2 and 3 losses by management or enhancement to increase their habitat value.

B. Assignment of Resource Categories

The habitats at the proposed project sites in the Des Moines Recreational River and Greenbelt vary considerably in their value to fish and wildlife. The general types and qualities of habitats likely to be affected have been described previously in this report. Based on the foregoing discussion of resources, we have placed the habitats of the greenbelt projects into the following resource categories.

<u>Habitat</u>	<u>Resource Category</u>
Mowed tame grass (Parkland)	4
Agricultural field	4
Gravel pit	4
Riverine	3
Lacustrine	3
Bottomland forest	3
Upland forest	3
Restored prairie	3
Emergent wetlands	2

According to our policy, mitigation of project impacts consists of avoiding or minimizing losses, rectifying, reducing or eliminating them over time, and compensating the loss by creating habitat or enhancing similar habitat to replace the lost value. Generally, mitigation should be pursued in that order.

Discussion

The Greenbelt concept offers an excellent opportunity to preserve, protect and enhance remaining fish and wildlife resources in the Des Moines River basin while providing for recreational use of the corridor. The District, in concert with the advisory committee, has developed an array of projects to achieve the objectives of the Greenbelt. The committee has identified 13 key projects to receive initial development priority.

The draft GDM and draft PEIS provide a framework for development of the Greenbelt. This framework includes a commitment by the District to conduct site specific environmental studies as individual projects are proposed and funded for implementation. We support this course of action and stand ready to assist the District in the conduct of these studies and the determination of appropriate mitigation measures.

The Committee has a key role in working with and encouraging local offices of federal agencies to implement programs under their authority which impact the Greenbelt. We have specifically identified SCS and FmHA because of provisions of the 1985 Farm Bill which could protect and enhance Greenbelt resources.

Conclusions and Recommendations

The Fish and Wildlife Service views the Greenbelt as a prototype for preserving and protecting scarce natural resources in Iowa while providing recreational development. It also serves as a model for integrating the efforts of a broad range of federal, state and local agencies in working toward a common goal.

Based on the foregoing discussion, we recommend that:

1. Scopes of study be developed for the 13 key projects so that as projects are authorized and funded, the necessary environmental studies can be completed in an expeditious manner.
2. The planning team support and encourage SCS to accelerate development of conservation plans and watershed projects in the river basin to reduce erosion and sedimentation impacts on the Greenbelt.
3. The planning team pursue full implementation of 1985 Farm Bill provisions which provide for deed restrictions, conservation easements or acquisition in fee title of FmHA inventory lands to protect or enhance Greenbelt resources.

We look forward to further coordination on the project. If you have any questions, please contact Wayne Fischer or myself.

Sincerely,



Richard C. Nelson
Field Supervisor

Enclosure

cc: IDNR (Wilson, Farris, Szcodronski, Howell)
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