City of Des Moines: Downtown Transportation Restoration

Requested Amount: $22 million

Location: Des Moines, Iowa, Polk County Iowa U.S. Congressional District 3

Project Type: Municipal Government Urban Area- Capital
April 21, 2014

Mr. Anthony Foxx  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: City of Des Moines Downtown Transportation Restoration TIGER Grant Application

Dear Secretary Foxx:

The City of Des Moines, Iowa is pleased to submit the Downtown Transportation Restoration project for the Department of Transportation’s National Infrastructure Investments under the Consolidated Appropriations Act, 2014, also referred to as TIGER Discretionary Grant.

The Downtown Transportation Restoration project is vital to the region’s transportation and economy. The project includes replacement and reconstruction of roadway and multi-use trail bridges in downtown Des Moines. The bridges are located in the Civic Center Historic District and are an extension of the downtown street network. They are important to the past, current and future development of the City and the entire metropolitan area. The bridges provide vehicle, pedestrian and bicycle access to homes, jobs, government services and employment, entertainment, recreation and special events. In addition, the proposed projects will reduce the risk of flooding that would threaten connectivity and access.

The City of Des Moines is committed to obligating funds and ensuring the Downtown Transportation Restoration project will be constructed within the timeframes required by the TIGER Discretionary Grant. In coordination with the Iowa Department of Transportation and Iowa State Historical Preservation Office, the City is committed to successfully completing these efforts to allow construction to begin in 2015 and 2016 as outlined in our application schedule.

The City of Des Moines commits to the requirements of Subchapter IV of Chapter 31 of Title 40, United States Code (Federal wage rate requirements), as required by the FY 2014 Continuing Appropriations Act. If selected, the City will adhere to the reporting requirements outlined in the TIGER Discretionary Grant.

The City of Des Moines looks forward to receiving TIGER Discretionary Grant support for this critical project for the Des Moines metropolitan area. Please contact Pam Cooksey at 515.283.4747 or pscooksey@dmgov.org for any questions or additional information.

Sincerely,

T.M. Franklin Cownie  
Mayor
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1. Project Description

Des Moines is the political, economic, and cultural capital of the state of Iowa. With a population of 569,633, metropolitan Des Moines provides the advantages of a big city with the atmosphere of a small town. The city is a center of insurance, publishing, finance, retail and wholesale trades as well as industry. While this provides a diverse economic base, the regional economy is driven by financial services and insurance companies, many with headquarters in downtown.

The City of Des Moines was established in 1851 near the center of Iowa, when Fort Des Moines was constructed at the confluence of the Des Moines and Raccoon Rivers. Since then, the rivers have been a distinguishing feature of the area and play a critical role in the City’s success. Connection of the two sides of the rivers has provided the foundation for development of the City and a large generator of economic growth. Having safe and reliable river crossings was recognized early, and the first permanent bridge—a toll bridge—was constructed on Court Avenue in 1857. Legislators were given a pass to cross the bridge to go to the capitol. Since then, the other downtown bridges were rebuilt in the early 1900s during the City Beautiful Movement to unify the east, west, and south sides of the City.

The City of Des Moines is proposing improvements to the downtown transportation system, including the replacement of two bridges, the rehabilitation of five bridges, and the rehabilitation of the historic river wall balustrade as shown in Figure 1. The project area is located along the Des Moines and Raccoon Rivers in downtown Des Moines near the central business district. These improvements are being developed as the Downtown Transportation Restoration project and will contribute significantly to the metropolitan area and the State of Iowa.

The bridges in the Downtown Transportation Restoration have been a critical element for the economy and development of Des Moines since its founding. These bridges continue to provide a critical economic and transportation link for the downtown area. Residential, commercial, and recreational development on both sides of the river in downtown Des Moines has increased significantly over the years and is only expected to continue to grow.

The City of Des Moines is a major insurance center for the nation serving the headquarters of Principal Financial, Employer’s Mutual Casualty Company, Wellmark Blue Cross Blue Shield, and Nationwide Insurance. Being the state capital, Des Moines also serves as a political hub for the state. Iowa is home to the first caucus in the nation for the presidential election and Des Moines is a major campaign area for the candidates.

The Downtown Transportation Restoration project maintains vital connections providing mobility over the rivers and connecting people to jobs. More than 80,000 people work in downtown Des Moines every day and it is the home to more than 8,000 residents. These improvements proposed for the 2014 TIGER Discretionary Grant will improve accessibility, mobility, safety, and preserve...
and promote economic stability in the City of Des Moines, as well as the State of Iowa. These bridges are key transportation networks providing access to jobs, medical facilities, entertainment, and new commercial and residential developments.

The Downtown Transportation Restoration project will accomplish the following:

- Improve four vehicular bridges and remove currently classified as structurally deficient.
- Reopen a fracture-critical multi-use bridge currently closed to all use.
- Reduce flood risk in downtown Des Moines.
- Preserve historical structures important to the Civic Center Historic District.
- Ensure connectivity in downtown for current and future generations.
- Preserve and restore transportation options and access between areas of employment and low to moderate income and minority residents.

1.1 Civic Center Historic District

The Downtown Transportation Restoration Project is located in the Civic Center Historic District (CCHD). The Historic District extends from the Center Street Dam to Scott Avenue along both banks of the Des Moines River and along both banks of the Raccoon River from the confluence of the Des Moines River to just east of the Southwest 5th Street Pedestrian Bridge (Figure 1). The district has been listed on the National Register of Historic Places (NRHP) since July 1988. Several features in the Historic District were constructed as part of President Franklin D. Roosevelt’s New Deal, during the Great Depression. Many of the structures in the area were constructed as part of the Civil Works Administration and the Works Project Administration of the New Deal.

The Civic Center Historic District consists of a group of governmental buildings, bridges, river walls, and floral gardens built near the riverfront in the early 1900s. The Court Avenue, Scott Avenue, and Southwest 1st Street bridges, the river wall balustrade, and the Center Street Dam are contributing structures to the Civic Center Historic District. Civic buildings immediately adjacent to the riverfront on the NRHP include the Argonne Armory/World War Memorial Building, Municipal Building (City Hall), U.S. Courthouse, Municipal Court and Public Safety Building (Police Station), the original Public Library building (now home to the World Food Prize), and the former U.S. Postal Building (now home to the Polk County Administrative Building).

These buildings and structures within the district have similar design components, as they were all built in the same era and are inspired by the Beaux Arts Modern Movement incorporating Art Deco designs. This style of architecture was popular during the City Beautiful Movement, with the concept that buildings should blend with one another and work together architecturally with the surrounding environment. The City Beautiful Movement was a response to the rise in urban populations and was meant to instill civic pride by using neoclassical architecture in public buildings and structures such as bridges. The grouping of Civic Center buildings served as a symbol of the city government’s new centralization, with a grid street pattern suggesting efficiency among the newly formed government.

The architectural design consistency and construction of bridges connecting both sides of the river brought together the competing east and west sides of Des Moines, creating a unified city. There was a significant investment in these bridges in the early 20th century. The investment in these same structures to maintain this connectivity will be required to continue the economic and quality of life benefits well into the 21st century.
2014 TIGER Grant Application

City of Des Moines: Downtown Transportation Restoration

Figure 1
Project Location Map
1.2 Grand Avenue over Des Moines River Bridge Replacement

In 1847, Grand Avenue was the site of the first licensed ferry to provide access across the Des Moines River. A pontoon bridge constructed at this location in 1856 was replaced by a steel truss in 1888, signaling the importance of this river crossing. The existing bridge was constructed in 1918 and last rehabilitated in 1968. The structurally deficient, scour-critical bridge is 441 feet long and 82 feet wide, comprising five closed-span concrete arches. Over the past decade the bridge has experienced, both a significant increase in the rate of deterioration and the extent of deterioration. Main load-carrying members of the bridge are in a state of severe deterioration, resulting in significant concrete spalling, cracking, and delamination. In addition to biennial bridge inspections, the City conducted an in-depth structural evaluation in 2013 and determined the bridge requires major rehabilitation to extend its useful life. The structural evaluation includes an outline of the necessary rehabilitation elements and costs, as well as a comparative and life-cycle cost analysis for a full bridge replacement. Through the analysis, the cost to replace the bridge was determined to be less than that for extensive rehabilitation and provides significant life-cycle cost savings. In addition to the cost savings, the proposed replacement bridge would correct the scour deficiencies of the existing bridge and provide a resilient and safe transportation connection. The new bridge would reduce flood risk by increasing the hydraulic conveyance of the Des Moines River and reducing the regulatory flood profile elevation.

The Grand Avenue Bridge provides a key connection between the east and west side of the Des Moines River. Connectivity is illustrated by the vibrant development along Grand Avenue. The bridge provides a critical transportation connection for vehicles, trucks, and bus routes, including a downtown shuttle that crosses the bridge every 10 minutes during the week. This connection supports the growing and robust downtown community, including key landmarks such as the Principal Financial Group complex, the tallest building in Iowa, just 7 blocks west from the Des Moines River on Grand Avenue. The Grand Avenue Bridge also supports numerous utilities across the river, including electrical feeder lines for the east side of downtown and communication lines for most of the downtown business district, including key institutions such as the U.S. Federal Courthouse, the Des Moines Police Department and 911 service, and the State Capitol complex. Providing a long-term, durable bridge is vital to maintaining a sound and resilient communication and electrical distribution network.

1.3 Locust Street over Des Moines River Bridge Replacement

The Locust Street Bridge, constructed in 1909, is the oldest concrete arch bridge in the Civic Center Historic District. When the bridge was rehabilitated in 1967, the historical ornamentation of the bridge was removed, classifying the bridge as a non-contributing structure of the Civic Center Historic District. The structurally deficient, scour-critical bridge is 447 feet long and 68 feet wide, comprising five closed-span concrete arches. Over the past decade the bridge has experienced a significant increase in the rate and extent of deterioration, resulting in an average condition rating of 4–poor, on a scale of 0 to 9 per National Bridge Inspection Standards (NBIS). Main load-carrying members of the bridge are in a state of severe deterioration, resulting in significant concrete spalling, cracking, and delamination.
The Locust Street Bridge provides a connection between the downtown business district and the key retail area of the Historic East Village. The bridge provides a critical transportation connection for vehicles, trucks, and bus routes, including a downtown shuttle that crosses the bridge every 10 minutes during the week. The bridge supports numerous utilities across the river, including electrical feeder lines, communication lines, and a 20-inch feeder main for the Des Moines Water Works.

The bridge is centrally located and provides opportunities for events along Downtown Riverfront such as charity gatherings, parades, entertainment arts, and movies, and access to cultural events at Simon Estes Amphitheater. It also provides safe pedestrian access to cultural events at the Des Moines Civic Center. The Locust Street Bridge provides a corridor from the downtown business district directly to the State Capitol. The headquarters of the World Food Prize is located adjacent to the bridge. Dr. Norman Borlaug, whose statue was unveiled at the U.S. Capitol Building in March 2014, founded The World Food Prize as an international award recognizing the achievements of individuals who have advanced human development by improving the quality, quantity, or availability of food in the world.

To complement the biennial bridge inspections, the City conducted an in-depth structural evaluation in 2014 and determined the bridge requires major rehabilitation to extend its useful life. The structural evaluation report provides an outline of the necessary rehabilitation elements and costs, as well as a comparative and life-cycle cost analysis for a full bridge replacement. The cost to replace the bridge was determined to be less than that for extensive rehabilitation, providing significant life-cycle cost savings. In addition to the cost savings, the proposed replacement bridge would correct the scour deficiencies of the existing bridge and provide a resilient and safe transportation connection. The new bridge will reduce flood risk by further increasing the hydraulic conveyance of the Des Moines River, resulting in further reduction to the regulatory flood profile elevation.

1.4 Court Avenue over Des Moines River Bridge Historic Rehabilitation

The Court Avenue crossing is the location of the City’s first permanent bridge crossing the Des Moines River and has maintained its importance as a key crossing. In addition to being a contributing structure in the Civic Center Historic District, the bridge is listed on the National Register of Historic Places. Built in 1918, the 496-foot-long by 102-foot-wide, 5-span concrete open-spandrel arch bridge was the fifth concrete structure to span the Des Moines River and, at the time, was recognized as a pivotal crossing to unite the east and west sides of Des Moines and provide connection between the State House and the new municipal courthouse.
Now the bridge serves as a cornerstone for the Court Avenue Entertainment District and provides key access to downtown living, entertainment, shopping, restaurants, and numerous local events, such as the Des Moines Downtown Farmer’s Market. The bridge provides critical access for emergency responses by the City’s Police Department in the downtown district, located at the east end of the bridge.

Over the years, the Court Avenue Bridge has undergone various structural and cosmetic repairs. Extensive rehabilitation efforts were performed in 1969 and again in 1982. These rehabilitation efforts maintained the original ornamentation and detailing on the bridge, along with enhancing the decorative balustrade railing and complementary historic street lighting. The structural condition of the bridge continues to degrade and exhibits extensive concrete deterioration of the concrete bridge deck, sidewalks, and railings. Extensive rehabilitation efforts are needed again on the structurally deficient bridge to correct and preserve the historic and iconic river crossing. Maintaining and preserving the unique characteristics of this bridge is essential to the vitality of the downtown community and provides a historical and cultural connection to the City’s past. The bridge provides a reliable transportation network for the community and quick access for emergency responders.

1.5 Principal Riverwalk Red Multi-Use Trail Bridge over Des Moines River Rehabilitation

The bridge was built in 1891 for the Wabash Railroad, an affiliate of the Des Moines Union Railway. The bridge underwent a major rehabilitation in 2005 and was converted into a multi-use trail bridge. Rehabilitation included painting the steel truss red and installing a wooden walking surface, glass panel railing, architectural lighting, and a cantilever pedestrian overlook at the center of the bridge. The rehabilitation transformed the bridge into an iconic river crossing and is now commonly known as the Red Bridge. The rehabilitation was a part of the $60 million Principal Riverwalk project, which includes a 1.2-mile multi-use trail along both sides of the Des Moines River, as well as flood walls, plaza areas, additional multi-use trail connections, ice skating, and gardens. The vision of the Principal Riverwalk is to help strengthen the heart of the City, uniting the east and west sides of downtown by providing attractive opportunities for outdoor recreation and promoting economic development. This vision is achieved by having an iconic and historical river crossing creating a rich and vibrant connection to the river, enhancing the cultural integrity of the City.

Following the 2008 Des Moines River flood, the U.S. Army Corps of Engineers conducted the Des Moines River Regulated Flow Frequency Study to estimate the frequency and magnitude of future Saylorville Reservoir outflows and downstream river flows. The results of the study, completed in November 2010, showed that flood flow frequencies have increased over previous Corps’ estimates, and that floods similar to the 1993 and 2008 events are more likely to occur than previously estimated. In addition to identifying the higher risk of flooding, the study showed that the levees in downtown Des Moines do not provide the required freeboard for a 100-year flood,
thus affecting accreditation of the levees and affecting FEMA flood hazard mapping. The bridge is a hydraulic constriction identified as a controlling element of the regulatory flood profile.

As a flood mitigation strategy, the proposed improvement would include raising the structure’s low chord to reduce head loss, resulting in a significant elevation drop in the regulatory flood profile. The mitigation project will retain the bridge foundations and raise the bridge about 4 feet. The total project will include ADA-accessible connections to the proposed elevation of the bridge. If the Red Bridge is not raised, the City of Des Moines will be required to spend roughly $5 million to improve required closures at roadway crossings and raise the line of protection upstream of the Red Bridge along the Des Moines River. The line of protection consists primarily of floodwall constructed as part of the Principal Riverwalk between 2006 and 2013. Raising the Red Bridge will reduce the need to increase the elevation of these newly constructed flood facilities and eliminate the need to place flood gates across Locust Street and Grand Avenue.

1.6 Scott Avenue Bridge over Des Moines River Rehabilitation

The Scott Avenue Bridge was built in 1937 with funding from the Works Project Administration. The bridge is one of only three roadway bridges in Des Moines providing north-south access across the Des Moines River east of downtown. The structure was rehabilitated in 1981 and is a contributing structure to the Civic Center Historic District (NRHP, 1988). It is an eight-span concrete arch with the pier and abutment foundations of the bridge incorporated into a low head dam, located near the confluence of the Des Moines and Raccoon Rivers. This structurally deficient bridge continues to deteriorate with the bridge sufficiency rating decreasing over 40 percent over the course of the past seven biennial bridge inspections. Proposed improvements to the bridge include rehabilitating structurally deficient components where there is deterioration, spalling, and leaching of the bridge deck, concrete arches, abutment, and piers.

The Scott Avenue Bridge provides key access from the southern areas of the city to the east side of downtown Des Moines where there are many larger employers from government, insurance, medical, entertainment and service industries. The bridge provides safe crossing for bicycles and pedestrians with bike lanes and a sidewalk on south side of the bridge. It also provides access to several multi-use trails on both sides of the river including the John Pat Dorrian Trail, Meredith Trail, and the Des Moines River Regional Trail. It provides scenic views of the Des Moines River and downtown Des Moines. The bridge is a popular recreational spot where people gather to fish from the bridge along the south side of the dam.
1.7 Southwest 1st Street Multi-Use Trail Bridge over Raccoon River Rehabilitation

The Southwest 1st Street Bridge, originally known as Riverside Drive, was built in 1937 with funding from the Works Project Administration. It was constructed for vehicle movement over the Raccoon River. The structure was rehabilitated in 1974 and then converted to a multi-use trail bridge in 2006. This bridge is a contributing structure to the Civic Center Historic District (NRHP, 1988). The bridge is a five-span concrete arch structure on concrete piers and abutments. The condition of the bridge exhibits significant deterioration and cracking of the sidewalks, curbs, deck, arches, piers, and transverse frame. The City’s structural evaluation conducted in 2013 recommended that a new concrete overlay be installed along with full depth replacement at each transverse joint. Areas of spalling or cracking in the concrete arches, frame, sidewalks, curbs, and railings will also be repaired to maintain the integrity of the structure within the Civic Center Historic District.

With closure of the Southwest 5th Street Bridge in 2013 due to structural deficiencies, the Southwest 1st Street Bridge serves as a critical crossing for the American Discovery Trail. The American Discovery Trail is located on the Meredith Trail, which is roughly 3.1 miles long and provides access to many downtown amenities including Principal Park (home of the Iowa Cubs), Court Avenue Entertainment District, and the historic riverfront. The bridge also serves as a key connection to the Des Moines trail system, including the John Pat Dorrian Trail, Des Moines River Regional Trail, Martin Luther King Jr. Parkway Trail, and the Principal Riverwalk. These multi-use trails connect into a regional network of trails extending throughout central Iowa. It also encourages and promotes local events, especially those at Principal Park, because of its proximity to east, west, and south sides of downtown at the confluence of the Des Moines and Raccoon Rivers. People often park south of the Raccoon River and use this bridge to walk to events. The location of the bridge lends itself to be an integral part of multiple walk/run events frequently held in downtown Des Moines.

1.8 Southwest 5th Street (Jackson Avenue) Multi-Use Trail Bridge over Raccoon River Rehabilitation

The Southwest 5th Street was built in 1898 as a roadway bridge for primarily horse-drawn wagons. It is a three-span, pin-connected Pratt through truss, one of only three pinned through trusses in an urban setting in Iowa. The bridge is listed on the NRHP. The steel truss bridge remained in service for many years, transitioning through a series of load restrictions and structural repairs. In 1993, the bridge was closed to vehicular traffic. Over the following years, repairs were made and the bridge was opened for trail use only in 1998. Additional repairs were completed in 2004 to enhance the multi-use trail bridge to better
integrate with the highly used Meredith Trail and other downtown trail connections.

Continued structural deterioration of the fracture-critical bridge has resulted in the bridge being closed to all use in 2013. Significant steel corrosion of the various truss members, eyebars, and floorbeams is documented, with areas of 100 percent section loss and locations of considerable pack rust. These conditions undermine the structural integrity of the bridge and create the potential for catastrophic and sudden failure of the structure. For these reasons, the bridge could no longer be allowed to remain in service.

The Meredith Trail is an integral connection for a series of urban trail loops connecting many major attractions and recreational activities including the Science Center of Iowa, Principal Park, Gray’s Lake Park, and downtown Des Moines businesses. It is very close to downtown residential developments. The City strives to foster connection with the surrounding environment and culture, creating a thriving, livable, and sustainable community. Lying just beyond the limits of the Civic Center Historic District boundary, the bridge crossing the Raccoon River is an important element of the greater vision for the City and serves a key entrance into the district and downtown.

1.9 Des Moines and Raccoon River Balustrade Rehabilitation

The river walls and balustrade along the Des Moines and Raccoon Rivers were built during the 1930s as the culmination of long-sought plans related to the City Beautiful Movement, early city planning, engineering, and various federal programs established by the New Deal. The balustrade was constructed on top of the river walls and is listed on the National Register of Historic Places as a contributing element to the Civic Center Historic District. The balustrade runs 4,695 feet on the west bank, 4,715 feet on the east bank of the Des Moines River, 840 feet on the north bank, and 1,875 feet on the south bank of the Raccoon River. The river walls were constructed in combination with large interceptor sewer systems by the Civilian Conservation Corps in the 1930s. The river walls are topped with a decorative balustrade to complement similar balustrades on the Court Avenue Bridge and City Hall. The river walls and balustrade visually unite the CCHD and serve as a protective railing along portions of the Principal Riverwalk and are a public safety feature for the open green space directly adjacent to the 8-foot-tall river walls.

The project involves rehabilitating deteriorated portions of the river wall and balustrade where it serves as a protective railing along the banks of the Des Moines and Raccoon Rivers and the Principal Riverwalk. Throughout the length of the system, sections of the balustrade have deteriorated significantly, with crumbling, cracking, and spalling concrete. Some sections of the balustrade and vertical balusters are completely missing. Rehabilitation of the river wall and balustrade would structurally restore the protective railing, improve pedestrian safety, maintain the aesthetic appearance, and preserve the historical integrity of the CCHD.
1.10  City of Des Moines Demographics: Transportation Users

The primary users of the downtown bridges include residents, employees, and visitors of downtown Des Moines. The primary mode of transportation in downtown Des Moines is vehicular, but other modes such as walking, bicycling, and transit are popular and easily accessed through the existing infrastructure. According to the U.S. Census 2012 estimates, there are 206,568 residents\(^1\) in the City of Des Moines. The population of the metropolitan area, which includes the surrounding communities, is 569,633.\(^2\) The City of Des Moines has a relatively young population with the median age at 33.5 years.

The project improves access and mobility by connecting low-income and minority households to services and centers of employment. There are eight census tracts (2000) within 0.5 mile of the project location. Of those, six have a minority population of more than 40 percent and six are at or below 80 percent of the national per capita income of $28,051 (U.S Census Bureau, 2008–2012). Nine of the 11 census tracts within 1 mile of the project location are at or below 80 percent of the national per capita income. The census tract with the lowest per capita income in Polk County ($10,078) is located along the Des Moines River and served directly by the Scott Avenue Bridge over Des Moines River and the Southwest 1st Street Multi-Use Trail Bridge over Raccoon River. The project will improve economic mobility for these areas through providing multimodal access to jobs and opportunities. Refer to Figure 2 and 3.

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\(^2\) City of Des Moines website: http://www.dmgov.org/InfoCenter/Pages/AboutDesMoines.aspx
There is plenty of affordable housing in Des Moines, as the median value of housing is $118,000 and the median gross monthly rent is $725 per month. The mean household income in the City of Des Moines is $56,661 according to the 2012 Census estimates. In summary, the City of Des Moines offers a high quality of life at a low cost of living, which has made it an attractive destination for families and business across the nation to call home.

The bridges included in the Downtown Transportation Restoration project are key to the transportation network providing access to jobs, medical facilities, government services, entertainment, and new commercial and residential developments. The project maintains connectivity by providing mobility over the rivers and connecting people to jobs. More than 80,000 people work in downtown Des Moines (see Figure 4) during the week and tens of thousands attend the Downtown Farmers Market, tournaments and other downtown cultural events weekly. Over the past decade, re-investment in downtown Des Moines has totaled over $3 billion, including a 25 percent increase in housing unit development.

The downtown trail network is the hub of the 550-mile Central Iowa Trail system, connecting neighborhoods and communities throughout the metro area and beyond, see Figure 5. The three multi-purpose trail bridges complete connectivity between the rural areas of the metro, the suburbs and the downtown area, enabling biking and walking to be safe, feasible transportation options to downtown business and entertainment destinations. Conversely, these connections provide urban residents access to the surrounding countryside and enhance the rural economy. These trails provide an alternative commuting option for residents throughout Des Moines and the suburbs. In early April 2014, the City conducted counts on the Red and Southwest 1st Street bridges identified an estimated 90,000 trips per year on the Principal Riverwalk Red Multi-Use Trail Bridge and an estimated 350,000 trips per year on the Southwest 1st Street Multi-Use Trail Bridge.
1. Grand Ave over Des Moines River Bridge Replacement
2. Locust Street over Des Moines River Bridge Replacement
3. Court Avenue over Des Moines River Historic Rehabilitation
4. Principal Riverwalk Red Multi-Use Trail Bridge over Des Moines River Rehabilitation
5. Scott Avenue over Des Moines River Rehabilitation
6. SW 1st Street Multi-Use Trail Bridge over Raccoon River Rehabilitation
7. SW 5th Street (Jackson Ave) Multi-Use Trail Bridge over Raccoon River Rehabilitation

Figure 5
Trails Map
1.11 Challenges Addressed by the Downtown Transportation Restoration

The purpose of the Downtown Transportation Restoration project is to maintain safe and reliable river crossings that provide vehicle, bicycle, and pedestrian access over the Des Moines and Raccoon Rivers. These critical river crossings link the east, west, and south sides of the City providing ladders of opportunity by maintaining access for economic development, preserving access for neighborhood revitalization, and connecting people to jobs. The replacement and rehabilitation of these deficient structures promote the mobility of people, goods and services in the economic core of the City and will strengthen the cultural fabric that is so important to the history of the City by preserving and maintaining the structural integrity of the Civic Center Historic District. The replacement of Grand Avenue and Locust Street bridges, along with raising the Principal Riverwalk Red Multi-Use Trail Bridge, together will have a significant impact in reducing the regulatory flood profile through downtown Des Moines. These flood mitigation benefits increase safety, sustainability, and resiliency for the City and community. The Downtown Transportation Restoration project protects the federal investment make in the levees and Principal Riverwalk. The project is consistent with the goals outlined in the 2014 TIGER Discretionary Grant program.

2. Project Parties

The Downtown Transportation Restoration is a local project that will benefit both local and regional travel. The City of Des Moines has coordinated project development with the Iowa DOT and State Historic Preservation Office (SHPO).

The Des Moines Area Metropolitan Planning Organization (DMAMPO) has shown support for the Downtown Transportation Restoration project through the allocation of more than $2 million of Surface Transportation Program funding towards the Grand Avenue over Des Moines River Bridge construction.

In addition, project support letters have been received from the following organizations:

- Senator Matt McCoy, District 21, Chair of the Commerce Committee, and co-chair of the Transportation, Infrastructure and Capital Budget Subcommittee
- Des Moines Area Metropolitan Planning Organization
- Des Moines Area Regional Transit Authority
- Downtown Neighborhood Association
- Historic East Village
- Hubbell Realty Company
- Doyle Properties
- Iowa Department of Transportation
- Des Moines Redevelopment Corporation
- Bicycle and Pedestrian Roundtable (through Des Moines Area Metropolitan Planning Organization, or DMAMPO)
- R.E. Properties, LLC
- Trails and Greenways Advisory Committee
- Polk County
- Principal Financial Group
- State Historic Preservation Office
- Christensen Development
- Downtown Community Alliance
- The Greater Des Moines Partnership
- City of Bondurant

Appendix A contains letters in support of the Downtown Transportation Restoration project.
3. **Grant Funds and Source/Uses of Project Funds**

The estimated total cost of the Downtown Transportation Restoration project is $40 million. The City of Des Moines is requesting $22 million (55 percent) in 2014 TIGER Discretionary Grant Funding. The MPO has approved $2.1 million (5 percent) in STP funds. The federal Surface Transportation Program (MPO) and TIGER Discretionary Grant funding will be used to support eligible construction costs. The City of Des Moines is committing $15.9 million (40 percent) in local project funding, refer to Table 1 for the cost breakdown. City funds are supporting project development costs, City staff, final design, administration, the match for federal funds and the balustrade wall rehabilitation included in the project. City funding is currently programmed within the Capital Improvement Program (CIP). Amendments to the CIP will be made pending Grant award. While the City has programmed and committed 40 percent local funding to this project, private funding is being pursued and may replace a portion of the City’s commitment.

*Table 1. Funding Sources and Use of Project Funds*

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<th>Total Cost</th>
<th>Estimated Construction</th>
<th>Estimated Design &amp; Mgmt. Cost</th>
<th>Allocated Federal STP Funds</th>
<th>2014 TIGER Discretionary Grant</th>
<th>City and Others</th>
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<td>-</td>
<td>$4,800,000</td>
<td>$2,200,000</td>
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<tr>
<td>Court Avenue Bridge Rehabilitation</td>
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<td>$7,000,000</td>
<td>$1,000,000</td>
<td>-</td>
<td>$5,600,000</td>
<td>$2,400,000</td>
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<tr>
<td>Principal Riverwalk Multi-Use Bridge Rehabilitation</td>
<td>$3,000,000</td>
<td>$2,400,000</td>
<td>$600,000</td>
<td>-</td>
<td>$1,920,000</td>
<td>$1,080,000</td>
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<td>Scott Avenue Bridge Rehabilitation</td>
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<td>$500,000</td>
<td>-</td>
<td>$2,400,000</td>
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<td>$863,000</td>
<td>$217,000</td>
<td>-</td>
<td>$690,000</td>
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<td>-</td>
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<td>Balustrade Wall</td>
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<td>-</td>
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<td>Project Development Cost</td>
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<td>$437,000</td>
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<td>$1,943,000</td>
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<td><strong>Totals</strong></td>
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<td><strong>$32,163,000</strong></td>
<td><strong>$7,837,000</strong></td>
<td><strong>$2,129,000</strong></td>
<td><strong>$22,000,000</strong></td>
<td><strong>$15,871,000</strong></td>
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If the TIGER Discretionary Grant amount is reduced below the $22 million requested in this application, a corresponding decrease in the scope of the Downtown Transportation Restoration project would be necessary.

4. **Selection Criteria**

4.1 **Primary Selection Criteria**

4.1.1 **State of Good Repair**

The Downtown Transportation Restoration would provide resiliency, allowing future access and mobility over the Des Moines and Raccoon Rivers. The bridges to be restored were built 80 to 124 years ago and are now well beyond their design life of 50 years. Age and wear from traffic, weather, and flooding have contributed to the deteriorating conditions of the bridge decks, piers, arches, and truss members.
New bridges to replace the Grand Avenue and Locust Street bridges will have useful lives of up to 100 years. Rehabilitation of the other bridges would extend their useful lives 50 years. Maintaining the structures in good repair will increase their resiliency. Addressing the deficiencies of the bridges would result in stronger structures, remove their structural deficiency classifications, provide a reduction to the regulatory flood profile elevation, require less costly improvements to the levee system and protect the federal investment in the Des Moines riverfront.

If the Grand Avenue and Locust Street bridges are not replaced and the other bridges not rehabilitated as part of the project, the bridges would continue to deteriorate and would lead to being posted with load restrictions or taken out of service within the next 13 years. The Southwest 5th Street Multi-Use Trail Bridge was closed for service in March 2013 and is now deemed unsafe for users because the bridge load rating cannot be determined. Closing any bridge would have an adverse impact on the local economy, quality of life, safety, and historic significance of the Civic Center Historic District.

The City of Des Moines has 67 bridges and culverts in the National Bridge Inventory, of which, 11 are structurally deficient (16 percent). The four vehicular bridges in this application (Grand Avenue, Locust Street, Court Avenue, and Scott Avenue) are all structurally deficient. Maximizing the financial leverage of the TIGER Discretionary Grant, the City will be able to make timely and substantial upgrades to the City’s important bridge infrastructure and remove all four of these structures from the structurally deficient category.

If the TIGER Discretionary Grant is not awarded, the City’s bridge program will continue at approximately the same funding level, based on the current available funding and increasing demand for the limited local dollars. This disparity in the infrastructure demand related to local and limited state or federal bridge dollars available will only result in further deterioration of the City’s important infrastructure and transportation network. As the bridges identified are all interconnected in the cultural and historic fabric of the community, further delays will have significant impacts. Currently, four of the seven bridges are positioned to be good candidates for rehabilitation. As the rate of deterioration continues and the structures are left un-repaired, the structural integrity of those bridges may be compromised to the point that rehabilitation efforts are not feasibly possible. Being able to rehabilitate these structures now will be critical in maintaining full operational capacity for the bridges and will increase their service life.

Infusing the much needed investment into the City’s infrastructure by way of the TIGER Discretionary Grant, the City will save an estimated $7 million by averting additional deterioration and making timely and much needed repairs to these bridges versus completing these projects as local funding becomes available.

Investing in the good repair of the downtown bridges will continue to build on the ladders of opportunity providing multi-modal transportation access to supporting bicyclists, pedestrians, transit users, those with low incomes, and persons with disabilities. The project area and neighboring communities contain a high population of low to moderate income and minority residents (Figures 2 and 3) and will continue to have necessary access to jobs, healthcare, recreation, educational facilities, and governmental agencies downtown and in neighboring communities.

4.1.2 Economic Competitiveness

Failure to replace or rehabilitate these bridges would lead to their closure, removal, or in the worst case, total bridge failure. This would separate the east, west, and south sides of Des Moines. The less efficient connection between the east and west sides of Des Moines would adversely affect
businesses, residents, and employees. Downtown Des Moines is home to large employers in banking, insurance, service, entertainment, and government. Bridge removals and associated traffic rerouting would adversely affect the economic competitiveness of the region in several ways:

- Access to downtown businesses, employment, and the movement of goods and services would be compromised. Business and service industries that rely on the bridges connecting the east and west side of downtown could see a decrease in clients and sales, which, in the worst case, could lead to the closure or relocation of businesses. Businesses immediately adjacent to bridges where there is less vehicular and foot traffic likely would experience the greatest burden.

- Multi-modal transportation access would be diminished in the project area and surrounding neighborhoods. The bridge connections over the Des Moines and Raccoon Rivers provide cost-effective modes of transportation to access jobs, healthcare, recreation and educational facilities downtown. This loss of access would create obstacles and hardships for low to moderate income, disadvantaged, and minority residents in the surrounding neighborhoods. The Iowa Department of the Blind uses the bridges for access to jobs and training for their constituents.

- Increased traffic and congestion at adjacent crossings and intersections across the local network would result in increased travel times and costs for vehicles, pedestrians, bicyclists, and transit riders. Air quality hotspots may occur at the most congested intersections.

- Due to traffic congestion and safety concerns, the City would not be able to host the same number of special events along the riverfront and large venues, such as concerts, sporting events, and trade shows downtown.

- Revenue from tourism and special events may be adversely affected. Downtown Des Moines is home to the Wells Fargo Arena, Principal Park, Iowa Events Center, Hy-Vee Hall, and Community Choice Credit Union Convention Center. The Wells Fargo Arena is home to the Iowa Energy (NBA D-League basketball team), the Iowa Barnstormers (arena football team), and the Iowa Wild (American Hockey League). Principal Park is home to the Minor League baseball team the Iowa Cubs. The Wells Fargo Arena and the Iowa Events Center, Hy-Vee Hall, and the Community Choice Credit Union Convention Center play host to many large events, including live entertainment, concerts, family attractions, conventions, trade shows, and meetings. Downtown Des Moines is host to state tournaments for boys’ and girls’ basketball, baseball, wrestling, and other sporting events. These state tournaments involve all school districts across the entire state of Iowa. The Iowa State High School Wrestling Tournament draws 80,000 people to downtown Des Moines over the course of 4 days each year. Removal or closure of the bridges would take out key connections, removing vital access to these venues and making them less desirable for event holders and attendees.

- Many special events, such as charity walks, marathons, parades, and music and art festivals, occur along the Principal Riverwalk and on the downtown street bridges throughout the year.
• Special events attract local vendors, artisans, restaurateurs, and entertainment into the city. Bridge closures likely would result in the cancellation or relocation of these events outside downtown Des Moines. Events such as the Komen Race for the Cure, Dam to Dam: Iowa’s Distance Classic (a local nonprofit half marathon), The Des Moines Marathon (which features national and international athletes), and the Nightfall on the River Concert Series take advantage of the connections these bridges provide and the scenic trails and sidewalks along the downtown riverfront. Each event attracts more than 10,000 attendees each year.

• Bridge closures would likely result in the cancellation of many events held on the multi-use trails in the downtown area. In 2013, there were roughly 11,500 participants in 10 events on the Southwest 1st Street Bridge, and roughly 10,000 participants in 6 events on the Red Bridge. The Southwest 5th Street Bridge was closed in 2013, but in 2012 there were roughly 7,500 participants in 7 events. In total, more than 18,000 participants used the three bridges for special events. The City also hosted the Register’s Annual Great Bike Ride Across Iowa in 2013, which brought 30,000 bicyclists and visitors who used the Meredith Trail and the downtown trail bridges for traveling between the main campsite and the downtown event area.

• Without improvements to the Principal Riverwalk Red Multi-Use Trail, Locust Street, and Grand Avenue bridges, the hydraulic capacity will not be increased, and the regulatory flood profile upstream of the bridges will not be reduced, resulting in increased risk of flooding. Floods, such as the flood in 1993 and the recent flood in 2008, imposed great costs on the city and local businesses to repair infrastructure and buildings. The floods of 1993 and 2008 inundated numerous neighborhoods, resulting in significant costs throughout the duration of cleanup, rehabilitation, and re-establishment of businesses and residences. If improvements are not made and levees are not raised to reduce flood risk and obtain accredited levees, businesses and residents will not be able to obtain affordable flood insurance. This would have a devastating impact on investment, development and improvements in downtown Des Moines.

4.1.3 Quality of Life

The Downtown Transportation Restoration will continue to provide access across the Des Moines and Raccoon Rivers in downtown Des Moines. The bridges are critical to uniting the neighborhoods, businesses, and civic institutions and services within downtown Des Moines and promotes transportation choices. Area residents, employees, and visitors rely on the bridges for access to such amenities as recreation, shopping, employment, restaurants, entertainment, health services and public transportation that contribute to the quality of life in Des Moines. The sense of community that comes from places like the Principal Riverwalk, the World Food Prize, the Simon Estes Amphitheater, and others provide a strong sense of place, and the areas they connect are some of the region’s most prized assets. The Downtown Transportation Restoration project will maintain and enhance the quality of life for the community in several ways:

• Traffic congestion and miles traveled for motorists, transit users, and delivery of commercial goods would be reduced by maintaining reliable and convenient river crossings. This helps to reduce our nation’s dependence on foreign oil and improves air quality from decreased vehicle emissions.
• Connectivity would be maintained between downtown businesses (insurance, banking, and service industry) on the west side of the Des Moines River and civic institutions (City Hall, U.S. Courthouse, capitol building etc.) and retail district on the east side of the river. Connectivity will also be maintained between the downtown area and the residential areas located south of the rivers.

• Access to affordable housing choices would be enhanced by improving existing transit routes and pedestrian and bicycle facilities.

• The project would support the redevelopment of the downtown community and surrounding inner city neighborhoods by providing opportunities for mixed-use, transit oriented development and land recycling.

• Accessibility to culture, recreation and entertainment areas (Simon Estes Amphitheater, World Food Prize, Brenton Skate Plaza, Principal Park, Wells Fargo Arena etc.) along the Principal Riverwalk would be enhanced, supporting safe and walkable neighborhoods.

• Multi-use trail bridges and sidewalk access along vehicle bridges would provide improved and safer recreation and commuting options for pedestrians and bicyclists. The trails and sidewalks that provide access across these bridges connect a local network of sidewalks and trails that are linked with the downtown skywalk system and regional trails. Studies have shown that cities with parks, open space, trails, and recreational facilities have lower incidents of medical conditions such as heart disease and obesity.

• Preserve the unique character of the Civic Center Historic District by retaining the historical significance of several bridges and river wall balustrade. The design of the two replacement bridges will incorporate historical architectural elements in coordination with an aesthetic review committee and the State Historic Preservation Office.

• Convenient access to the Downtown Farmer’s Market would be maintained. The Market connects urban and rural communities while supporting 300 family farmers, bakers, artists, and crafters from around the state. The Market spans nine city blocks starting at the Court Avenue Bridge over the Des Moines River and attracts 20,000 visitors every Saturday morning May through October. The Downtown Farmers Market is recognized nationally by Midwest Living Magazine as “One of America’s Best Farmer’s Markets.”

• The project would enhance bridges and historic river wall balustrade along the scenic downtown riverfront and preserve the cultural and historic framework that unites the community.

The City of Des Moines is a wonderful place to live and work. Des Moines consistently earns such national recognition as:

• Third Place for Top Emerging Downtowns in U.S. (Forbes)
• Top Ten Places With the Most Job Opportunities (Beyond.com)
• Second Best City to Start a Business (The Street)
Sixth Place on Best Cities for Raising a Family (Forbes)
25th nationally for Overall Well-Being (Gallup-Healthways)

The Downtown Transportation Restoration project improves and maintains the quality of life for residents, employees, and visitors to downtown Des Moines and strengthens the integrity of the Civic Center Historic District.

4.1.4 Environmental Sustainability

The Downtown Transportation Restoration will promote environmental sustainability in downtown Des Moines. Specifically, the improvements will ensure that the river crossings will remain open to travel, with sidewalk and trail improvements to encourage bicycle and pedestrian use. The bridges stabilize the existing dense, mixed use urban development pattern that exists on both sides of the Des Moines River in downtown and promote additional investment and urban infill in this sustainable development pattern.

- The Des Moines region has a growing population, estimated to grow by 250,000 people, producing a demand for 150,000 dwelling units by 2050. Downtown has the capacity to support thousands of new residents, a sustainable location for housing this growth and a reduction in sprawl that could otherwise house these populations. The Downtown Transportation Restoration projects foster downtown connectivity that supports downtown’s growth.

- The Downtown Transportation Restoration projects are an investment in the existing infrastructure of downtown, stabilizing the considerable urban development that currently exists and enabling further infill. This sentiment is supported by The Tomorrow Plan, the Des Moines region’s HUD-sponsored Regional Plan for Sustainable Development, and is stated as follows: “Greater Des Moines must invest in a complete transportation system — beyond one geared towards automobiles only—if it is to become a more sustainable region. The region should invest in the rehabilitation of existing infrastructure in order to maintain regional traffic operations and to make the most of significant investments made over the past decades.”

- Replacement and rehabilitation of existing bridges allows for the continued use of efficient travel routes over the Des Moines and Raccoon Rivers. As compared to rerouting due to closure, the improvements result in less commuter travel time, less oil and gas consumption, and reduced vehicle emissions and greenhouse gases.

- Rehabilitation, where possible, extends the service life of bridges. If rehabilitation is not pursued in a timely manner, the bridges will either be closed permanently or require more extensive rehabilitation strategies or replacement. This is not an efficient use of energy and resources.

- As provided in the City’s Bicycle and Trail Master Plan connecting the city’s recreational trail facilities with a network of complete streets, based on the guidelines in the plan and supported by the City Council adopted Complete Streets Policy, integrates bicycling into the transportation network. This results in further reduction in oil and gas consumption, vehicle emissions and greenhouse gases.

- Rehabilitation of the Southwest 5th Street Multi-Use Trail Bridge increases mobility along the Meredith Trail and restores pedestrian and bicycle access over the Raccoon River for commuting and entertainment opportunities in downtown Des Moines.
• Bike and pedestrian facilities on Grand Avenue, Locust Street, Court Avenue, and Scott Avenue will be maintained to connect to adjacent facilities and promote a safe environment for cyclists and pedestrians.

• Rehabilitation of the bridges would provide a more attractive environment for hosting outdoor events. Outdoor events require less energy consumption, such as lighting, heating, and cooling of larger indoor facilities.

4.1.5 Safety

The bridge crossings over the Des Moines and Raccoon Rivers play a significant role in the safety of the Des Moines residents, employees, and visitors. The balustrade serves as a protective railing along portions of the Principal Riverwalk and is a public safety feature for the open green space directly adjacent to the 8-foot-tall river walls. Closure or removal of the bridges would cause disruption to the transportation network between the west, east, and south sides of Des Moines. Closure or removal of the bridges would negatively affect safety in several ways:

• The Des Moines Police Department is located downtown on the east bank of the Des Moines River along Court Avenue. It is the largest urban law enforcement agency in the State of Iowa consisting of 376 sworn officers and 109 civilian support personnel. Closure of any of the downtown bridges could increase response times.

• The nearest fire department is Station No. 1 in downtown Des Moines on the west side of the river. The Des Moines Fire Department is the largest fire-based emergency medical service in the State of Iowa with more than 14,000 patient contacts annually and employs 280 men and women. Closure or removal of any bridge could significantly increase response times to cross the Des Moines and Raccoon Rivers. Current operations and response times rely on the redundancy of available crossings and the connectivity provided by the downtown bridges.

• Four main hospitals provide emergency response services in Des Moines: Mercy Hospital, Iowa Methodist and Blank Children’s Hospital, Unity Point Health (formerly Iowa Lutheran), and Broadlawns Hospital. Three of these are on the west side of the Des Moines River: Broadlawns on the northern side of Des Moines, Mercy Hospital north of I-235, and Iowa Methodist and Blank Children’s Hospital on the northwest edge of downtown. Unity Point Health is the only hospital on the east side of the Des Moines River, located north of I-235. Closure or removal of the bridges would adversely affect emergency response times, particularly to areas on the east side of the river where a direct route might be compromised.

• Iowa DOT is developing a Traffic Incident Management Plan for incidents that occur on its major interstates and highways in the region. The Grand Avenue Bridge is the designated emergency detour in the event of an incident on I-235 between 2nd / 3rd to E. 14th / E 15th Streets.

• The sidewalks and bridge decks are severely deteriorated, with many spalled areas and cracks in the concrete. These deficiencies are a major tripping hazard for pedestrians using the sidewalks and trails on the bridges. Ongoing patching and repairs are required to maintain marginally acceptable condition of the sidewalks and trails.

3 City of Des Moines online: https://www.dmgov.org/Departments/Fire/Pages/EmergencyMedicalServices.aspx
• Removal of the multi-use trail bridges would impact the connectivity of the trail system across the Des Moines and Raccoon rivers. Failure to rehabilitate the bridges would compromise safety for pedestrians and bicyclists. The trail users would be required to travel on or along busy roadways in order to cross the rivers. The current infrastructure provides separation of motorists and pedestrians and bicyclists using the multi-use trails and sidewalks across the rivers and throughout downtown.

• Without improvements to the Principal Riverwalk Red Multi-Use Trail, Locust Street, and Grand Avenue bridges the hydraulic capacity will not be increased and the regulatory flood profile upstream of the bridges would not be reduced, resulting in increased risk of flooding. Flood risk poses a significant public safety issue by exposing the community to health hazards and property damage.

4.2 Secondary Selection Criteria

4.2.1 Innovation

Innovative techniques, design, and construction materials will be evaluated and used in the Downtown Transportation Restoration projects for cost-effective and efficient designs. The use of innovative materials will provide stronger structures and make them less vulnerable to further deterioration. Innovative materials to be used include the following:

• Fiber-reinforced polymer (FRP) wraps will be considered for strengthening deteriorated concrete on bridge arches, piers, abutments, and beams. FRP wraps are an efficient material proven to enhance structural capacity and prolong the life of concrete restoration. FRP materials have been successfully used previously on City bridge projects.

• Innovative and specialty repair materials will be considered to provide cost-effective structural repairs. High performance concrete will be used on new bridge deck overlays to provide a high strength, durable, and dense wearing surface to slow the infiltration of deicing chemicals and prolong the serviceability of the bridge deck.

• The Principal Riverwalk Red Multi-Use Trail Bridge will require innovative technology, engineering, design, and construction techniques to elevate the bridge 4 feet. The fracture-critical bridge must be uniformly raised in minimize stress and distortion of the truss frame. This will require development of a specialized hydraulic raising system to be supported on an independent structure or integrated into the existing bridge foundation.

• Replacement of Grand Avenue and Locust Street bridges will require high-level scour mitigation strategies for the scour-critical bridges. Through the use of computer software, anticipated scour depths can be estimated using the streambed soil profiles, and the new foundations will be appropriately designed and protected.

4.2.2 Partnership

Downtown Des Moines has been a beneficiary of significant private and public investment. Principal Riverwalk was completed in 2013 after more than $60 million was invested to make considerable improvements to flood control, utilities, and recreational facilities. Private funding exceeded $25 million in direct project costs. Individual project components were developed and funded through a varying combination of federal, state, local and private sources to successfully
complete the project. Concurrently, the Meredith Foundation contributed $2 million to the development and construction of the Meredith Trail. In late 2011, the World Food Prize Foundation completed a $29.8 million capital project to restore the century-old Des Moines Public Library Building as the Dr. Norman E. Borlaug World Food Prize Hall of Laureates.

The Downtown Transportation Restoration project is an extension of the previous successes. Many of the same entities will continue to work together to successfully develop and complete the project, including U.S. Army Corps of Engineers, Iowa DOT, State Historical Preservation Office, Des Moines Area Metropolitan Planning Organization, City of Des Moines Engineering, Public Works and Parks and Recreation Departments, Riverfront Development Authority, Meredith Corporation, The World Food Prize, MidAmerican Energy, and Des Moines Water Works.

The Des Moines regional area was awarded a $2 million planning grant (through the DMAMPO) to create a regional plan for sustainable development. The Tomorrow Plan is the product of that effort and a response to the “livability principles” outlined by HUD. The plan was prepared under HUD’s Sustainable Communities Regional Planning Grant program. The grant project was jointly funded in 2010 by HUD, DOT, and EPA.

A continuation of the existing partnerships and additional investment is needed to ensure that the core of the City remains connected and economically viable. Keeping the City’s infrastructure in a state of good repair will allow for future growth.

4.3 Benefit-Cost Analysis

Benefits of the Downtown Transportation Restoration have been presented throughout this Grant Application. The results of the Benefit-Cost Analysis are summarized in Table 2. Supporting documentation for the calculations and assumptions are provided in Appendix B and supporting spreadsheets.

Costs and benefits for the Downtown Transportation Restoration projects are measured against a baseline of a “no build” case. Basic maintenance, such as filling potholes and minor concrete repair to walkways, to keep the bridges in service as long as possible would be performed as part of the baseline. This would lead to structures being load posted or traffic lane restrictions and eventually result in each of the bridges being closed to traffic and ultimately demolished. However, for the purpose of analyzing the Downtown Transportation Restoration project components, each with independent utility, it is conservatively assumed in the base case for each bridge that all six of the other bridges will be rehabilitated or reconstructed.

4.3.1 Benefits of the Proposed Improvements

The proposed improvements bring many benefits to the City of Des Moines, benefitting the local economy, transportation users, recreation users, residents, visitors, entertainment seekers, and safety proponents. Each of the four vehicular bridges (Grand Avenue, Locust Street, Court Avenue, and Scott Avenue) are primarily justified in monetary terms by the reductions in costs related to Vehicle Miles Travelled (VMT) and travel time. The bridges provide other significant benefits, such as maintaining property values by providing connectivity, access to employment and services and contributing to the quality of life of all users including providing better access for minority and low income populations to all services, which are described in qualitative terms.
### Table 2. Net Benefits By Selection Criteria (Relative to Base)

<table>
<thead>
<tr>
<th>Selection Criteria</th>
<th>Grand Ave</th>
<th>Locust St</th>
<th>Court Ave</th>
<th>Principal Riverwalk Red Multi-Use Trail Bridge (Red Bridge)</th>
<th>Scott Ave</th>
<th>SW 1st St</th>
<th>SW 5th St (Jackson Ave)</th>
<th>Balustrade</th>
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<tr>
<td><strong>State of Good Repair and Resiliency</strong></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Additional service life (compared to Base)</td>
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<td>40 years</td>
<td>38 years</td>
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<td>Access to roads and trails over river</td>
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<td>Qualitative</td>
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<td>Qualitative</td>
<td>Qualitative</td>
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<tr>
<td>Improved hydraulics</td>
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<td>-</td>
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<td>-</td>
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<td>-</td>
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<td>Economic development in land opportunities</td>
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<td>Increased Pedestrian, bicycle, transit use</td>
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<td>School bus drop-off/staging spot</td>
<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Scenic views</td>
<td>-</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
</tr>
<tr>
<td>Recreation</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>No Change</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
</tr>
<tr>
<td>Automobile savings</td>
<td>$38,433,161</td>
<td>$10,141,000</td>
<td>$10,632,000</td>
<td>-</td>
<td>$14,686,000</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
</tr>
<tr>
<td>Retain NRHP status</td>
<td>-</td>
<td>-</td>
<td>Qualitative</td>
<td>No Change</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
</tr>
<tr>
<td>Promote historic preservation</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>No Change</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
</tr>
<tr>
<td><strong>Environmental Sustainability</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Emission reduction</td>
<td>$17,444,920</td>
<td>$4,633,000</td>
<td>$2,673,000</td>
<td>-</td>
<td>$3,732,000</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
</tr>
<tr>
<td>Park/trail value</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>($750,000)</td>
<td>Qualitative</td>
<td>$7,091,000</td>
<td>$6,583,000</td>
<td>$10,804,000</td>
</tr>
<tr>
<td><strong>Safety</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Key EMS route</td>
<td>Qualitative</td>
<td>-</td>
<td>Qualitative</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Pedestrian and bicycle safety</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>No Change</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
<td>Qualitative</td>
</tr>
<tr>
<td>Reduction in accidents</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**NPV @3% in $2013**
Table 3. Summary of Benefits

<table>
<thead>
<tr>
<th>Grand Avenue over Des Moines River Bridge Replacement</th>
<th>Locust Street over Des Moines River Bridge Replacement</th>
</tr>
</thead>
<tbody>
<tr>
<td>USES: Vehicle, Bike/Ped, Transit, Emergency, Events, Utilities</td>
<td>USES: Vehicle, Bike/Ped, Transit, Emergency, Events, Utilities</td>
</tr>
<tr>
<td>➢ Replace structurally deficient, scour critical bridge</td>
<td>➢ Replace structurally deficient, scour critical bridge</td>
</tr>
<tr>
<td>➢ Retain downtown connectivity</td>
<td>➢ Retain downtown connectivity</td>
</tr>
<tr>
<td>➢ Property values remain stable or increase</td>
<td>➢ Property values remain stable or increase</td>
</tr>
<tr>
<td>➢ Reduce flood risk to downtown</td>
<td>➢ Reduce flood risk to downtown</td>
</tr>
<tr>
<td>➢ Retain transportation options and access to jobs, homes, entertainment</td>
<td>➢ Retain transportation options and access to jobs, homes, entertainment</td>
</tr>
<tr>
<td>➢ Incident management route for I-235 incidents</td>
<td>➢ Staging area for school buses for Civic Center events</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Court Avenue over Des Moines River Bridge Historic Rehabilitation</th>
<th>Principal Riverwalk Red Multi-Use Trail Bridge over Des Moines River Rehabilitation</th>
</tr>
</thead>
<tbody>
<tr>
<td>USES: Vehicle, Bike/Ped, Emergency, Events, Utilities</td>
<td>USES: Bike/Ped, Events, Utilities</td>
</tr>
<tr>
<td>➢ Rehabilitate structurally deficient bridge</td>
<td>➢ Retain signature bridge that is southern end of 1.2-mile Principal Riverwalk loop</td>
</tr>
<tr>
<td>➢ Historic preservation of NHRP listed structure</td>
<td>➢ Retain historic railroad structure</td>
</tr>
<tr>
<td>➢ Retain downtown connectivity</td>
<td>➢ Reduce flood risk to downtown</td>
</tr>
<tr>
<td>➢ Property values remain stable or increase</td>
<td>➢ Safe crossing for bike/ped use</td>
</tr>
<tr>
<td>➢ Retain transportation options and access to jobs, homes, entertainment, restaurants, Farmer’s Market</td>
<td>➢ Retain transportation options and access to jobs, homes, entertainment</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scott Avenue over Des Moines River Bridge Rehabilitation</th>
<th>Southwest 1st Street Multi-Use Trail Bridge over Raccoon River Rehabilitation</th>
</tr>
</thead>
<tbody>
<tr>
<td>USES: Vehicle, Bike/Ped, Recreation, Emergency, Events, Utilities</td>
<td>USES: Bike/Ped, Events, Direct Access to Low-Mod Income and Minority, Utilities</td>
</tr>
<tr>
<td>➢ Rehabilitate structurally deficient bridge</td>
<td>➢ Rehabilitate contributing structure to the CCHD</td>
</tr>
<tr>
<td>➢ Rehabilitate contributing structure to the CCHD</td>
<td>➢ Retain downtown connectivity</td>
</tr>
<tr>
<td>➢ Retain downtown connectivity – roadway and trails</td>
<td>➢ Direct Access to Low-Mod Income and Minority residents</td>
</tr>
<tr>
<td>➢ Direct Access to Low-Mod Income and Minority residents</td>
<td>➢ Retain transportation options and access to jobs, homes, entertainment, restaurants</td>
</tr>
<tr>
<td>➢ Property values remain stable or increase</td>
<td>➢ Access to Principal Park for events</td>
</tr>
<tr>
<td>➢ Retain transportation options and access to jobs, homes, entertainment, restaurants</td>
<td>➢ Forms loop of the Meredith Trail</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Southwest 5th Street (Jackson Avenue) Multi-Use Trail Bridge over Raccoon River Rehabilitation</th>
<th>Des Moines and Raccoon River Balustrade Rehabilitation</th>
</tr>
</thead>
<tbody>
<tr>
<td>USES: Bike/Ped, Events, Utilities</td>
<td>USES: Bike/Ped Safety, historical structure</td>
</tr>
<tr>
<td>➢ Rehabilitate fracture critical NRHP listed bridge</td>
<td>➢ Protective railing along section of trail</td>
</tr>
<tr>
<td>➢ Restore trail connection closed in 2013</td>
<td>➢ Visually unites the CCHD</td>
</tr>
<tr>
<td>➢ Popular route for walk and run events</td>
<td>➢ Public safety feature adjacent to green space</td>
</tr>
<tr>
<td>➢ One of the oldest bridges in Des Moines</td>
<td>➢ Reinforce historical integrity</td>
</tr>
<tr>
<td>➢ Forms loop of the Meredith Trail</td>
<td>➢ Repair/restore impacts of adjacent bridge construction</td>
</tr>
<tr>
<td>➢ Transportation options and access to jobs, homes, entertainment, restaurants</td>
<td></td>
</tr>
</tbody>
</table>
The three multi-use trail bridges provide significant monetized benefits in terms of pedestrian commuting travel time saved, recreational trail usage and as destinations for community events. These bridges provide additional significant economic benefits, such as increases in property values and safety, which are described in qualitative terms. The primary benefit of raising the Principal Riverwalk Red Multi-Use Trail Bridge is the cost-savings in flood mitigation measures relative to the no-alterations base case. By raising the bridge, the public would continue to reap all of the benefits of the current structure in addition to reduced flood risk and accredited flood protection. The bridges provide connectivity to employment centers, leisure opportunities, and community services for low income and minority populations by providing alternate means of accessing the downtown destinations in close proximity to their residences.

Each of the bridges provides additional significant benefits that are primarily described in qualitative terms. They provide critical links with access to destinations on both sides of the river as well as connections to other trails and roadways. They contribute to the stability and growth of downtown commerce. The bridges are part of DART bus lines, which provide low-cost transportation relied upon by disadvantaged persons throughout the city. Key emergency routes for police, fire, and ambulance services are served by the bridges. Safe convenient travel between the east and west side of the Des Moines River and the north and south sides of the Raccoon River for vehicles, pedestrians and bicyclists are due to the bridges. The bridges add to the visual aesthetic of the landscape and provide unique scenic viewing opportunities, such as the direct line of sight to the capital. The bridges enhance environmental sustainability by decreasing VMT and the associated greenhouse gas and air emissions. They also generate trail recreation opportunities for walkers, hikers, bicyclists and others. Finally, sustaining the bridges is essential to sustaining the city’s history of connecting the east and west sides of the city. Table 3 provides a summary of benefits for each of the project components.

Table 4 summarizes the benefits of each proposed improvement in terms of the net gain over the base case. The NPV results at a 3 percent discount rate are shown, as this rate is consistent with the long-term rate on federal borrowing. For purposes of sensitivity analysis, the results at a 7 percent discount rate are provided in Appendix B. As expected, the higher rate yields similar conclusions, but with lower NPV estimates. Only a small subset of the benefits of each bridge have been monetized and conservative assumptions were applied.

4.3.2 Costs of the Proposed Improvements
The net present value costs for each project component includes costs of construction, engineering and design, utility relocation, annual maintenance, bridge inspection, and expenses related to rerouting bus transportation during construction. The net present value construction cost for each project includes the initial capital costs for construction and minor rehabilitation costs over the project life.

5. Project Readiness
5.1 Project Schedule
The project schedule and the key milestones are shown in Figure 6. The schedule was prepared based on the coordination and project development with the project parties, including Iowa DOT, State Historic Preservation Office and the designers. The preliminary design is under way for the projects and letting schedule for the projects will be met. The timeline shown in the schedule for the preliminary and final design includes the design of all bridges and allows adequate time to complete the work before each letting. There will not be a need for additional right-of-way as part of this project. Only construction easements are expected at some select locations.
Table 4. Benefit-Cost Analysis: Net Present Value

<table>
<thead>
<tr>
<th>Bridge Over Des Moines River Bridge Alternatives</th>
<th>NPV Costs (3%)</th>
<th>NPV Benefits (3%)</th>
<th>NPV (Benefits-Costs)</th>
<th>NPV 3%</th>
<th>NPV 7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grand No-Build</td>
<td>$12,918,068</td>
<td>$11,566,255</td>
<td>($1,351,813)</td>
<td>0.9:1</td>
<td>1.9:1</td>
</tr>
<tr>
<td>Grand Replace</td>
<td>$9,976,763</td>
<td>$252,355,843</td>
<td>$242,379,081</td>
<td>25.3:1</td>
<td>9.3:1</td>
</tr>
<tr>
<td>Grand Replace - No-Build</td>
<td>($2,941,305)</td>
<td>$240,789,589</td>
<td>$243,730,893</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Locust No-Build</td>
<td>$6,325,191</td>
<td>$6,401,599</td>
<td>$76,409</td>
<td>1:1</td>
<td>1.9:1</td>
</tr>
<tr>
<td>Locust Replace</td>
<td>$7,368,763</td>
<td>$137,349,867</td>
<td>$129,981,149</td>
<td>18.6:1</td>
<td>6.5:1</td>
</tr>
<tr>
<td>Locust Replace - No-Build</td>
<td>$1,043,527</td>
<td>$130,948,267</td>
<td>$129,904,740</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Court No-Build</td>
<td>$2,285,106</td>
<td>$8,999,630</td>
<td>$6,714,524</td>
<td>3.9:1</td>
<td>4.9:1</td>
</tr>
<tr>
<td>Court Rehab</td>
<td>$8,022,090</td>
<td>$134,748,627</td>
<td>$126,726,538</td>
<td>16.8:1</td>
<td>7.5:1</td>
</tr>
<tr>
<td>Court Rehab - No-Build</td>
<td>$5,736,984</td>
<td>$130,948,267</td>
<td>$129,904,740</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Red Bridge No Alterations</td>
<td>$5,809,719</td>
<td>$8,929,649</td>
<td>$3,119,930</td>
<td>1.5:1</td>
<td>0.8:1</td>
</tr>
<tr>
<td>Red Bridge Raise</td>
<td>$3,453,363</td>
<td>$8,030,327</td>
<td>$4,576,963</td>
<td>2.3:1</td>
<td>10.4:1</td>
</tr>
<tr>
<td>Red Bridge Raise - No Alterations</td>
<td>($2,356,355)</td>
<td>($899,322)</td>
<td>$1,457,033</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scott No-Build</td>
<td>$3,073,097</td>
<td>$4,573,407</td>
<td>$1,500,310</td>
<td>1.5:1</td>
<td>0.1:1</td>
</tr>
<tr>
<td>Scott Rehab</td>
<td>$5,029,881</td>
<td>$85,077,885</td>
<td>$80,048,004</td>
<td>16.9:1</td>
<td>1.7:1</td>
</tr>
<tr>
<td>Scott Rehab - No-Build</td>
<td>$1,956,784</td>
<td>$80,504,478</td>
<td>$78,547,694</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SW 1st Street Multi-Use Trail Bridge Alternatives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SW 1st No-Build</td>
<td>$868,856</td>
<td>$678,273</td>
<td>($190,583)</td>
<td>0.8:1</td>
<td>1.3:1</td>
</tr>
<tr>
<td>SW 1st Rehab</td>
<td>$1,614,197</td>
<td>$12,170,698</td>
<td>$10,556,501</td>
<td>7.5:1</td>
<td>4.1:1</td>
</tr>
<tr>
<td>SW 1st Rehab - No-Build</td>
<td>$745,341</td>
<td>$11,492,425</td>
<td>$10,747,084</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SW 5th Street (Jackson Avenue) Multi-Use Trail Bridge Alternatives</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SW 5th No-Build</td>
<td>$1,159,027</td>
<td>$0</td>
<td>($1,159,027)</td>
<td>0:1</td>
<td>4.5:1</td>
</tr>
<tr>
<td>SW 5th Rehab</td>
<td>$4,199,169</td>
<td>$11,645,923</td>
<td>$7,446,754</td>
<td>2.8:1</td>
<td>1.1:1</td>
</tr>
<tr>
<td>SW 5th Rehab - No-Build</td>
<td>$3,040,142</td>
<td>$11,645,923</td>
<td>$8,605,781</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Balustrade No-Build</td>
<td>$13,665</td>
<td>$0</td>
<td>($13,665)</td>
<td>0:1</td>
<td>0:1</td>
</tr>
<tr>
<td>Balustrade Rehab</td>
<td>$2,199,085</td>
<td>$10,803,590</td>
<td>$8,604,505</td>
<td>4.9:1</td>
<td>2.6:1</td>
</tr>
<tr>
<td>Balustrade Rehab - No-Build</td>
<td>$2,185,420</td>
<td>$10,803,590</td>
<td>$8,618,170</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

5.2 Environmental Clearance

The City of Des Moines, in cooperation with the Iowa DOT and the Federal Highway Administration, is preparing categorical exclusions for the bridges. Based on proposed work and anticipated impacts, the project development process, including NEPA and NHPA can be completed as provided in the project schedule (Figure 6). The City will be able to obtain approval for all categorical exclusions by the end of 2014. Within that period, the City will conclude the required cultural resources (Section 106) investigations, report preparation and coordination with State Historic Preservation Office and Iowa DOT’s cultural resources section.

The proposed reconstruction of the Grand Avenue and Locust Street bridges appear to be the projects most likely to affect waters of the United States. Wetland delineations will be conducted in May 2014 to allow appropriate U.S. Army Corps of Engineer and Iowa Department of Natural
Resources review and Section 404/401 permit process. Any required mitigation would be satisfied by pursuing credits at an established wetland bank.

5.3 Legislative Approvals

No legislative approvals are required to advance the project. Local and regional support for the Downtown Transportation Restoration is expressed as shown in Section 2, Project Parties, and in the support letters in Appendix A.

5.4 State and Local Planning

The DMAMPO has added the Downtown Transportation Restoration project to the Transportation Improvement Program (TIP). The Grand Avenue Bridge replacement is also included. As project development advances and funds are secured, additional components of the project will be included in the appropriate planning documents, including the TIP and Long Range Transportation Plan (LRTP). In addition, the project is consistent with the goals, initiatives, and strategies that were developed as part of *The Tomorrow Plan* to create a resilient regional economy, invest in rehabilitation of existing infrastructure, and use transportation funding to maintain infrastructure and to increase availability of bike and pedestrian networks. The Tomorrow Plan’s analysis shows that the metro area does not need future capacity thru 2050 and recommends a strategy consistent with the Downtown Transportation Restoration project stating a priority for “investment in rehabilitation of existing infrastructure.”
5.5 **Technical Feasibility**

Projects included in the application are similar to those the City of Des Moines has managed before. The City manages at least one bridge rehabilitation project and one bridge replacement project annually. The City has the expertise to handle these projects within the proposed schedule. Overall project management is performed by City staff supplemented by consultants as needed. NEPA and cultural studies are under way as well as preliminary design. In-depth structural evaluations have been completed for the Grand Avenue, Locust Street, Southwest 1st Street, and Southwest 5th Street bridges, and an in-depth structural evaluation is under way for Scott Avenue and Court Avenue. In addition, a feasibility report analyzing the ability to raise the Red Bridge has been completed. The reports are available on the Downtown Transportation Restoration page on the City’s website at [http://www.dmgov.org/DEPARTMENTS/ENGINEERING/Pages/DTR.aspx](http://www.dmgov.org/DEPARTMENTS/ENGINEERING/Pages/DTR.aspx). The reports supplement the biennial inspections performed and serve as the bases of work proposed as part of the Downtown Transportation Restoration project. Cost estimates presented are based on the need identified in the evaluations, experience on past projects of a similar nature, and unit costs for improvements in the Des Moines area.

The City of Des Moines has a significant history of successfully constructing a full range of municipal projects including rehabilitation and replacement of bridges and administering projects funded by state and federal grants. The City’s [Capital Improvement Program](http://www.dmgov.org/DEPARTMENTS/ENGINEERING/Pages/DTR.aspx) (CIP) totals almost $100 million annually. About 10 percent of the funding in the CIP comes from federal sources. Just under half (46 percent) is used to fund improvements to the City’s streets and bridges. The City’s bridge program over the next 6 years totals roughly $30 million. The City of Des Moines is responsible for more than 900 center-lane miles of roadway and 67 structures in the National Bridge Inventory. In addition, there are 42 miles of paved multi-use trails, 10 multi-use trail bridges, 700 miles of sidewalks, 55 skywalk bridges downtown, and more than 400 traffic signals.

5.6 **Financial Feasibility**

The City of Des Moines has the experience, fiscal capacity, and fiscal management skills to ensure that the Downtown Transportation Restoration project is delivered using the TIGER Discretionary Grant funds.

The City has received an AA+ long-term rating from Standards and Poor’s Rating Services and an Aa1 rating from Moody’s Investor Service. Moody’s expects the City’s tax base to continue to grow at a moderate rate. The Des Moines economy is anchored by the City’s role as state capital and is complemented by a diverse business environment that includes financial, insurance, health care, and manufacturing. Future growth is expected to be sound, based on the City’s far-reaching economic development plan, remaining land open for development, and potential for continue annexation.

Funding is committed and in place to advance with the restoration project. Pending notification of grant award, necessary amendments to the City of Des Moines Capital Improvement Program will be made. The project schedule was developed based on the ability to deliver each component.

The City of Des Moines has a proven record in managing grant funding and financial reporting. The Iowa DOT Office of Local Systems has identified Des Moines as an agency that does an excellent job of administering Federal-Aid projects. For the past 36 years, the City has received a Certificate of Excellence in Financial Reporting from the Government Financial Officers Association of the United States and Canada for achieving the highest standard in government accounting and financial reporting. The City’s [Comprehensive Annual Financial Report for the](http://www.dmgov.org/DEPARTMENTS/ENGINEERING/Pages/DTR.aspx)
Fiscal Year ended June 30, 2013 contains the latest Certificate of Achievement of Excellence in Financial Reporting (pg.16), and a note about the credit ratings from Standard and Poor’s Rating Services and Moody’s Investor Service (pg. 41).

6. **Federal Wage Rate Certification**

The City of Des Moines will comply with the requirements stated in subchapter IV of Chapter 31 of Title 40 of the United States Code of Federal Wage Requirements, which is required by the FY 2014 Continuing Appropriations Act. This commitment is verified by Mayor T. M. Franklin Cownie’s signature on the cover letter.