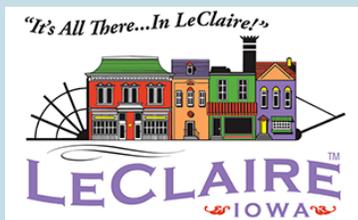


APRIL 30, 2020



CITY OF LECLAIRE

HIGHWAY 67 CORRIDOR CONNECTIVITY
IMPROVEMENTS AND MISSISSIPPI RIVERFRONT
REVITALIZATION

2020 BUILD GRANT APPLICATION

FULL APPLICATION AND ALL SUPPORTING DOCUMENTATION AVAILABLE ONLINE AT

<https://www.leclaireiowa.gov/288/BUILD-Grant>



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Project Description

From its time of establishment in the mid-1830s, the City of LeClaire has been built around transportation: It became the home of celebrated river pilots who could navigate the rapids of the Mississippi River between LeClaire and Rock Island, Illinois. The city is taking inspiration from its integral tie to the river and expanding the safe movement of people along the riverfront and adjoining downtown to improve local access to amenities and foster an expansion of accessible commercial space for citizens and tourists alike. Continuing to expand upon the momentum created through the initial

Wisconsin Street to connect residential neighborhoods to city services and the downtown/riverfront, improve multi-axle truck corridor safety on Territorial Road, repurposing the riverfront levee area, and marina improvements.

These components were developed through the city council led capital improvement review and the LeClaire Streetscape and Riverfront Master Plan stakeholder involvement process. Its mission statement is “(this plan) will be successful if it is a transformative vision that embraces the river, fosters community, supports visitation and high quality of life, and is incrementally



downtown revitalization phase begun in 2007, this small town is solidifying its footprint as a tourism hub among its larger urban neighbors.

The Highway 67 Corridor Connectivity Improvements and Mississippi Riverfront Revitalization project is made up of five major components: expansion of the downtown commercial district along US Highway 67/Cody Road, reconstruction of

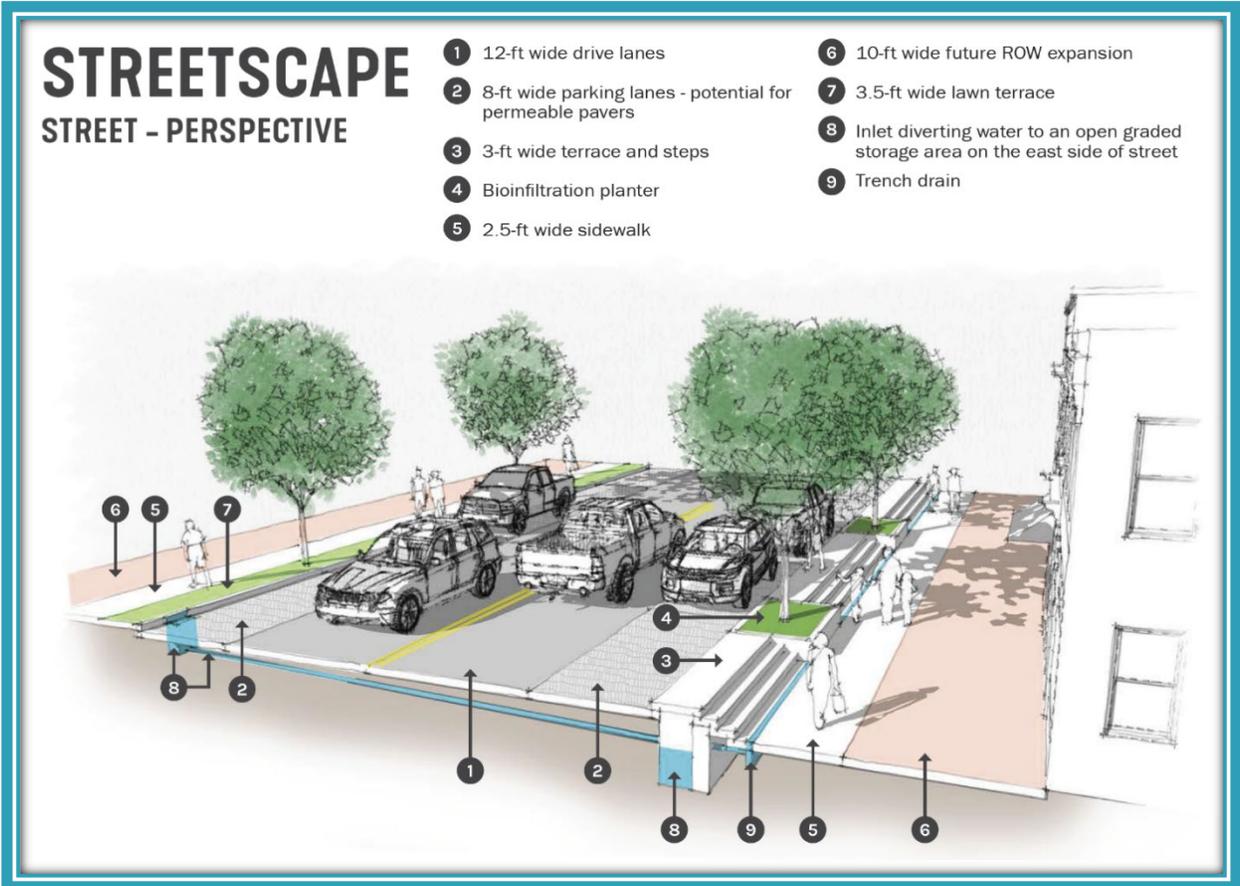
implemented through strategic partnerships.” All components are integrated to realize the overall City improvement goals outlined in the town’s current Comprehensive Plan (December 2016).

Expansion of the downtown commercial corridor and improved streetscaping is the first component of this project and is a continuation of the first phase of improvements completed in 2007-2008.



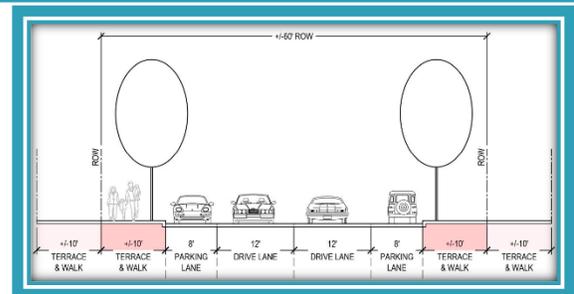
Street improvements include updating ADA sidewalk ramps to current standards along the entire delineated corridor, rehabilitating the road surface not completed in phase one, continue conversion of the US Highway 67

expansion of usable green space for a public park and trees and associated recreational activities, reconfigure and expand veterans memorial, and installation of active railroad crossings. Improvements to vehicle flow and



corridor to 25 miles per hour speed limit zone, installing permeable pavement parking stalls, improve and infill sidewalks, addition of pocket parks, installation of a trailhead, install pedestrian crossing bump outs, installing tree wells, improve intersections of intersecting side streets, and creating a cohesive branded look for the downtown through lighting, signage, and surface finishes.

Improving and expanding use of the riverfront is the project's second component. Component elements include installation of a trail to extend the Mississippi River Trail (MRT) network, a transient boat dock, splash pad, promenade and river overlooks,



pedestrian access on Front Street will also double business frontages by allowing signage and entrances from Front Street into adjacent buildings.

Aligning with the expansion of access to the riverfront and river for area residents and visitors, improvements to Green Gables



Marina will expand boating access to the Mississippi River for fishing and recreation.

Wisconsin Street is a major local thoroughfare which connects US Highway 67/downtown/riverfront with City Hall, the LeClaire Public Library, the area junior high school, and is a primary corridor between two halves of the town. To improve neighborhood and city service connectivity to the enhanced Highway 67 regional influence, Wisconsin Street's updated corridor structure will allow for the safer movement of pedestrians and bicyclists between local services and amenities. Complete Streets is the guiding design principle for the road: updating to an urban cross-section, installation of ADA compliant sidewalks, bicycle lanes, installation of underground storm sewer infrastructure with green infrastructure components, and enhanced corridor lighting and wayfinding including City Hall, public library, city plaza, and the downtown/riverfront. Wisconsin Street is also the predominant route to access the LeClaire Fire Department, Bridgeview Elementary School, area golf courses, and southside commercial areas.

Territorial Road is an established regional commercial area connection for multi-axle vehicles to and from an area quarry and LeClaire's industrial zoned area. Two bridges located north of the quarry, crossing McCarty Creek, have been rated in poor condition resulting in implementation of tighter load restrictions. Both bridges will be replaced to meet commercial transportation needs of the area along with future general transportation and connectivity needs for the town and surrounding environs.

Transportation Challenges to Address

The predominant challenge of all project components is ensuring the safe movement of multiple modes of transportation in a tight, well developed corridor. This project is incorporating traffic generated by

trucks/multi-axle vehicles, passenger vehicles and motorcycles, bicycles, pedestrians, trains, and boats.

Right-of-way widths along Cody Road streetscape project area vary from eighty feet down to sixty feet, which is generally considered narrow for a state highway running through an incorporated city. The highway corridor has also been developed over the years with building frontages and retaining walls lined up on the right-of-way line, with two notable exceptions where the (historical) buildings protrude into the public space. Reconstructing this roadway section will be maximizing sidewalk widths to ensure adequate pedestrian safety and effective clear zones.



The Canadian Pacific Railway's Dakota, Minnesota, and Eastern (DME) line also runs the length of the project area parallel to Cody Road/Highway 67, disconnecting the downtown from the riverfront. There are currently four approved grade crossings in the project area, with a fifth proposed at Ewing Street. All railroad-street grade crossings are currently passive types and will be upgraded to active type to enhance safety measures at all grade crossings.

Maintenance of the minimum navigational channel depth of the Mississippi River is also maintained near the LeClaire shoreline, and a



natural depth of nine feet or more is found within feet of the shoreline. Project elements along the shoreline and in the river are planned outside of the navigable commercial channel to minimize conflicts between vessels and construction activities.

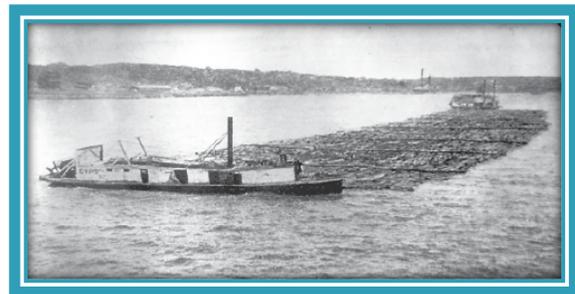
Truck traffic rumbling down the highway is about 10% of total weekday commercial downtown district traffic according to historical Iowa DOT traffic counts. Currently, the speed limit north of Ewing Street is posted at 35 miles per hour with no improved pedestrian crossings or area lighting. This section of the project area also narrows down to a 60-foot right-of-way with buildings and fences established on or into this public space. Availability of parking spaces in and along the corridor is also of particular concern for business owners and event coordinators. This area will be converted to a 25 miles per hour speed zone, lighting will be installed, and pedestrian zone widths will be widened to maximize pedestrian access and enhanced clear zone.

Load limit restrictions on the two Territorial Road bridges have been lowered due to poor bridge condition ratings and structurally deficient serviceability determinations. These load limits have hindered the capacity of trucking and quarry operations and limits potential operations for businesses looking to locate or expand in this industrial area. The road is also being reviewed for enhancing pathways to the Bettendorf/Davenport area to further divert large truck traffic from the narrow downtown area. Reconstructed bridges will allow for increasing the load limit restrictions for the road as a whole and expand available truck routes for the area.

Current roadway configurations do not include dedicated bicycle lanes or marked paths, which are included within this plan to implement safe biking path design principles.

Project History and Previously Completed Components

With the advent of the lock-and-dam system constructed in the upper Mississippi River, the treacherous rapids near LeClaire were tamed and the city's integral engagement with the river waned. In an effort to reestablish the link to their inherent natural connection with the Mississippi, the citizens of LeClaire began constructing the levee district on the eastside of the railroad tracks as somewhere residents and tourists could go to get back and close to the water. The City of LeClaire has prioritized the purchase of property along the shoreline over the years with the intent of extending public amenities and trailways.



As the levee's footprint grew, so did amenities. The Buffalo Bill Cody Museum, established in 1957, was moved onto the riverfront in 1971. Alongside the museum rests the "Lone Star," the only surviving wooden-hulled vessel, and a registered National Historic Landmark (#89002461). The museum and Lone Star make up one end of the Historic Cody Trail that connects multiple historical landscapes and buildings in Scott County, Iowa.

In addition to the expansion of the riverfront, the commercial downtown area was growing and expanding near the riverside area and up and down the US Highway 67 corridor as LeClaire has grown. LeClaire has been strategically leveraging and growing their commercial downtown and riverfront to promote tourism to the town. A local business, Antique Archeology, has its own



television cable show called “American Pickers,” which has put LeClaire on the map nationally and globally.

In conjunction with beefing up local businesses, the project area also has been used for hosting local events to both enrich the cultural and recreational amenities available to residents and expand visitors’ experiences. Along with downtown walks and night-outs hosted jointly by local businesses throughout the year, highlighted annual events include the Tour De LeClaire Big Wheel Races, Riverboat Twilight Sightseeing Cruises, Food Truck Fights, Tug Fest (rope pull competition across the Mississippi River with Port Byron, Illinois), Apple Fest, and Vettes on the River.



Project area revitalization began with the Phase I Streetscape Project completed in 2007 through 2008. This first phase rebuilt the US Highway 67 corridor between May Street and Ewing Street, updated and expanded sidewalks and pedestrian crossings to be ADA compliant at the time, improved railroad grade crossings, and constructed a parking lot and rest area on the levee. A prominent location was also developed as a memorial space for honoring military veterans. Commercial businesses increased from ten to thirty enterprises along these blocks after completion of the project.



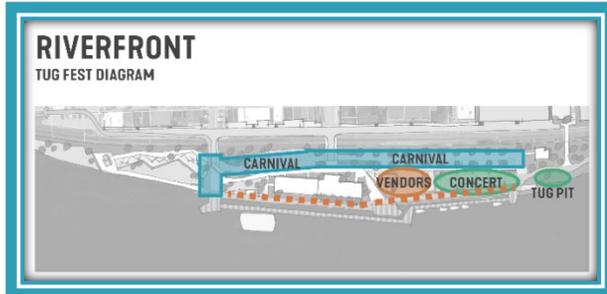
Both the planned Highway 67 corridor improvements and Riverfront Revitalization components of this Highway 67 Corridor Connectivity Improvements and Mississippi Riverfront Revitalization project are expansions and updates to the Phase I project. This second phase of downtown revitalization will continue the expansion of accessible commercial property, improved public recreational areas, and educational opportunities. Better interconnectivity between residential areas and the downtown/riverfront will enhance residential use of their public spaces and amenities, and incorporating connections to regional and national transportation ways, such as the Mississippi River Trail (MRT), will expand access to regional city centers and open up additional visitor opportunities.





Project Connectivity

The Highway 67 Corridor Connectivity Improvements and Mississippi Riverfront Revitalization project is designed to integrate with other road, trailway, and town improvements.



Roadway improvements include pavement improvements on US Highway 67/Cody Road, which is also the “Great River Road” National Scenic Byway that parallels the entire length of the Mississippi River from its headwaters in Minnesota to its mouth at the Gulf of Mexico in Louisiana. Three main roads that intersect with the highway are listed on the town’s CIP for improvements to facilitate improved traffic flow and connectivity. Wisconsin Street and Territorial Road improvements are both

included as components to this BUILD grant application, and the third, Holland Street, will be expanded to an urban complete streets cross-section to be an expedient residential backdoor to Bettendorf and Davenport workplaces.

Alongside the roadway improvements, sidewalks will be improved and pedestrian crosswalks installed to allow greater and safer access to the entire commercial front in the project area. Sidewalks from adjoining streets will also be connected to improve neighborhood access to the commercial district by town residents as part of the Sidewalk Prioritization Plan.

In addition to the Great River Road connection, the multi-use trail incorporated into this plan will be a section of the Mississippi River Trail (MRT) scheduled for continuation through LeClaire. Once completed, the MRT will parallel the Mississippi River from headwaters and outlet in a similar fashion to the national scenic byway road.

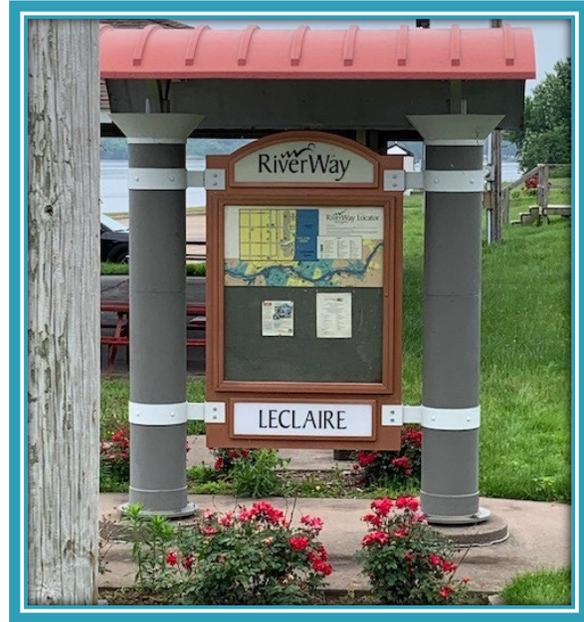
All elements of the plan will be able to intersect with the Bi-State Regional Planning





Commission overarching model for the multi-transit interconnectivity of the Quad Cities: bus, car, bike, ferry, and train.

Town improvement projects that are currently in the planning process and would be linked to the project area include repurposing the City Plaza on Wisconsin Street to expand the use of the public space and the rehabilitation of the LeClaire police station on Cody Road (located in the project area) to maintain public safety infrastructure. Continuation of fiber optic lines into the riverfront levee area is also included in the project to expand internet service to the buildings and homes east of the railroad tracks.



MAIN ACCESS AND SAFETY IMPROVEMENTS





Statement of Work

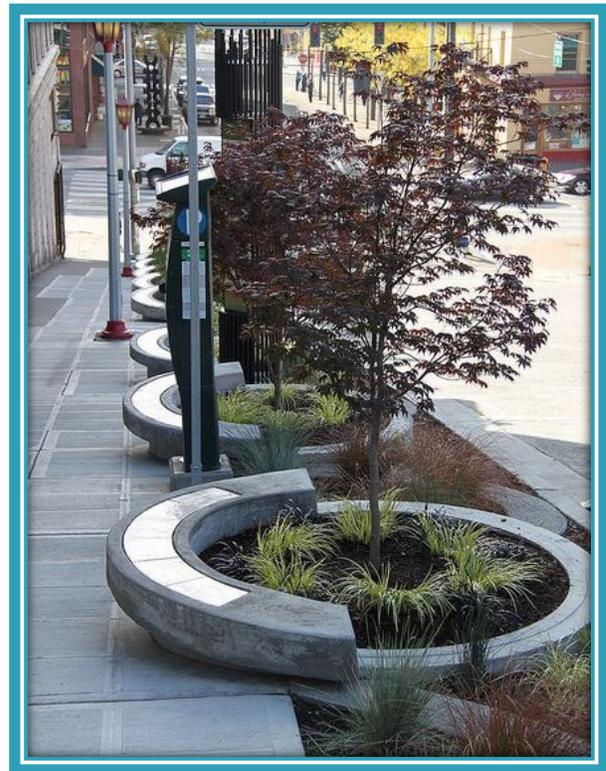
A summary of major technical and engineering tasks for each component of the project includes the following:

US Highway 67 Improvements

- Complete preliminary design for Iowa DOT, city, and resident comments for approval
- Secure construction easements as needed along the corridor
- Contact area utilities potentially impacted by project and gather input for inclusion in final design and scheduling
- Complete final design and construction documents for work and submit to Iowa DOT for approval and permitting
- Solicit project bids and execute construction and inspection contracts
- Hold pre-construction meeting with contractors and utilities
- Invite affected home and business owners to a meeting prior to construction to highlight scope of construction impacts on area access, work hours and schedule, and contacts for questions and concerns
- Set up road detour(s) and temporary access routes to local businesses and homes; work with LeClaire Tourism Board to encourage tourism during construction
- Install erosion control measures and complete removals and rough grading
- Complete installation of underground utilities and green infrastructure infiltration beds
- Grade and lay new roadway and curb and gutter and connections to side

streets, install permeable parking stalls

- Complete installation of sidewalks, driveway approaches, and ADA compliant ramps and road crossings
- Install roadway lighting, signs, and other amenities
- Complete finished grading, landscaping/tree planting, and temporary and permanent erosion control measures.



Wisconsin Street Improvements

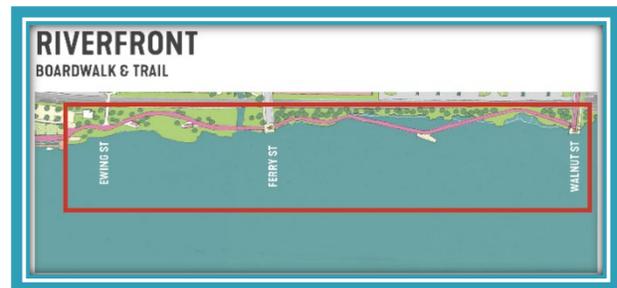
- Complete preliminary design for resident comments and city approval
- Secure construction easements as needed along the corridor
- Contact area utilities potentially impacted by project and gather input for inclusion in final design and scheduling
- Complete final design and construction documents for each of the three construction phases



- For each construction phase:
 - Solicit project bids and execute construction and inspection contracts
 - Hold pre-construction meeting with contractors and utilities
 - Invite effected home and business owners to a meeting prior to construction to highlight scope of construction impacts on area access, work hours and schedule, and contacts for questions and concerns
 - Install erosion control measures and complete removals and rough grading
 - Complete installation of underground utilities, including new storm sewer mains, and green infrastructure infiltration beds
 - Grade and lay new roadway and curb and gutter and connections to side streets, install permeable parking stalls
 - Complete installation of sidewalks, driveway approaches, and ADA compliant ramps and road crossings
 - Complete finished grading, landscaping/tree planting, and temporary and permanent erosion control measures.
- Request NEPA categorical exclusion status
- Secure additional right-of-way acquisitions and temporary construction easements
- Complete final design of bridge structures and submit for review by State agencies and USACE for permitting
- Configure extended road closed detour and submit for Iowa DOT approval
- Solicit project bids and execute construction contracts following Iowa DOT requirements
- Hold pre-construction meeting with contractors and utilities
- Construct bridges; complete materials and plant inspections as required
- Complete installation of bridge-roadway connections
- Complete final bridge inspections and installation of permanent erosion control measures and landscaping

Territorial Road Bridge Replacements

- Complete hydraulics analyses, geotechnical report, and structural analyses for both bridge sites



Mississippi Riverfront Improvements

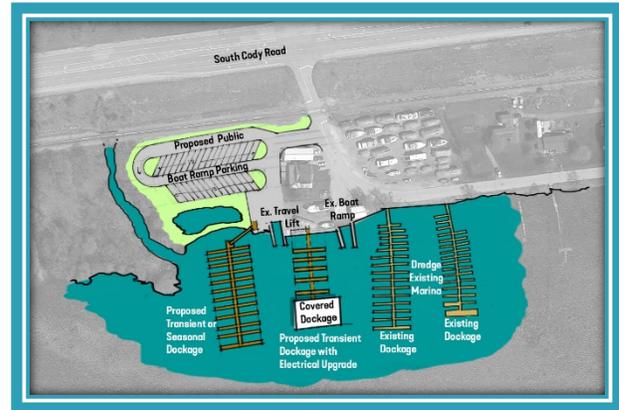
- Complete design survey, bathymetric survey, mussel survey, geotechnical review, and hydraulic analyses for dockage and river trail
- Request NEPA categorical exclusion status; complete environmental review if required
- Complete preliminary design for entire riverfront area and submit to



USACE, Iowa DOT, Canadian Pacific Railway, and city for approval of scope

- Complete final design of dock and river trail structures and submit for review and approval by State agencies and USACE for permitting
- Solicit project bids and execute construction contracts following applicable state and federal regulatory requirements
- Hold pre-construction meeting and follow Federal requirements to notify start of construction
- Construct dock and river trail, including any pilings and anchoring structures as required in the design
- Complete final design for land portion of riverfront and Mississippi River Trail and submit to USACE, Iowa DOT and Canadian Pacific Railway for comments and approvals; include path for continued access to museum during construction
- Solicit project bids and execute construction contracts following applicable state and federal regulatory requirements
- Hold pre-construction meeting and follow Federal and State requirements to notify start of construction
- Complete construction of improved railway grade crossings, trail, and hardscaping/engineered soils
- Connect previously completed sections to dock and river trail
- Install trailhead pocket park
- Install landscaping, splashpad, shelters, restrooms, lighting, and seating components

- Install recreational and educational components located on southern section of levee (Pilot's Point)



Green Gables Marina Improvements

- Complete design survey, bathymetric survey, mussel survey, geotechnical review, and hydraulic analyses for boat ramp and dredging
- Request NEPA categorical exclusion status; complete environmental review if required
- Complete preliminary design for entire riverfront area and submit to USACE, Iowa DOT, and city for approval of scope
- Complete final design of boat ramp and slips and submit for review and approval by State agencies and USACE for permitting
- Solicit project bids and execute construction contracts following applicable state and federal regulatory requirements
- Hold pre-construction meeting and follow Federal requirements to notify start of construction
- Complete dredging and construct boat ramp, slips, and parking lot

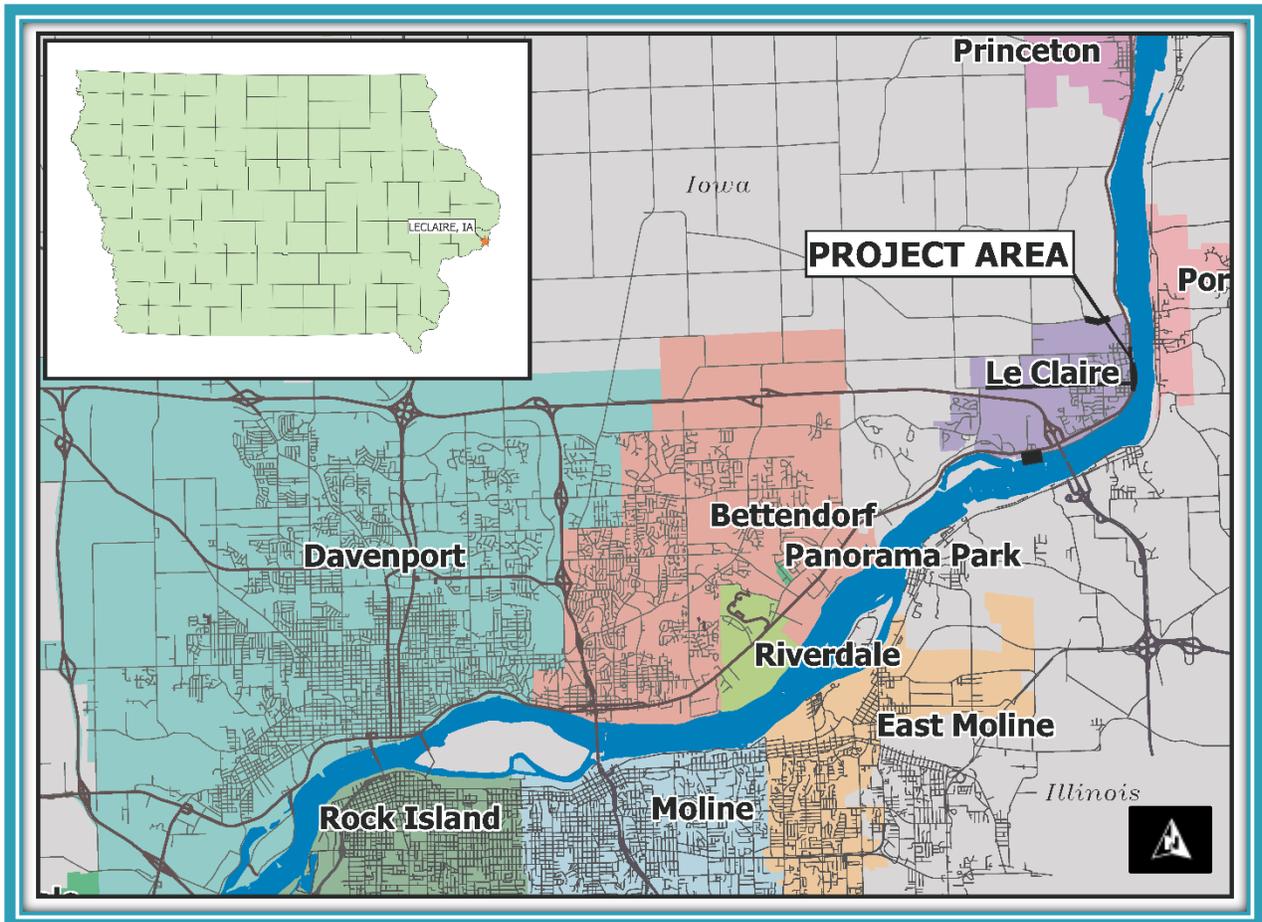


Project Location

The City of LeClaire was founded in 1834 along the west bank of the Mississippi River in Scott County, Iowa. Current city limits encompass approximately 4.2 square miles and the town had an estimated population of 3,970 in 2018 according to the US Census Bureau. It is approximately 13 miles northeast of the City of Davenport along US

run approximately 4,600 feet along US Highway 67 from May Street north to the Chestnut Street intersection, from edge of public right-of-way to edge of public right-of-way.

The 12.2-acre Mississippi riverfront portion of the project begins approximately 150 feet south of Dodge Street and continues north to Walnut Street, from US Highway 67 east to



Highway 67. United States Interstate 80 cuts through the southern section of the town before crossing the Mississippi River into Illinois. LeClaire is located within the Davenport IA-IL 22366 bi-state 2010 Census-designated urbanized area (UA), which had an area population of over 200,000 people in 2010. No components of this proposal are located within an Opportunity Zone. Boundaries for the US Highway 67 corridor improvements section of the project

the shoreline/littoral zone of the Mississippi River. The south edge of the project's shoreline area sits approximately 250 feet south of Mississippi River mile marker 497 and extends north to approximately 3,650 feet north of mile marker 497.

Wisconsin Street intersects with US Highway 67 and runs east-west through the town of LeClaire and into Scott County. Project improvements run 5,400 feet from the



intersection of US Highway 67 to the intersection of North 15th Street. Public right-of-way boundaries set the north and south project limits.

Bridges to be replaced as part of the Territorial Road improvements are FHWA Numbers 7152 and 7154, both crossing McCarty Creek.

Green Gables Marina is located at 2315 Canal Shore Drive, near Mississippi River mile marker 495.

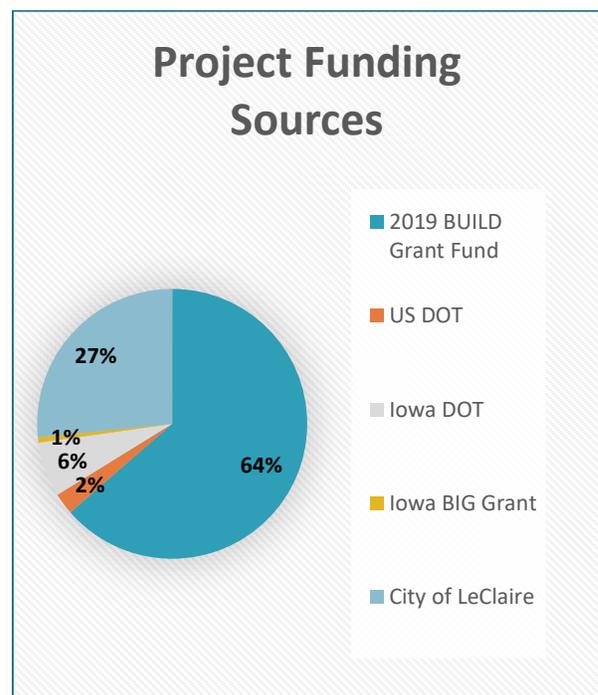
Project Funding

The estimated total cost of the Highway 67 Corridor Connectivity Improvements and Mississippi Riverfront Revitalization project is \$31,139,868. A detailed project budget and schedule for all four components accompanies this application.

The City of LeClaire will have the following funding partners: US DOT, Iowa DOT, and Iowa Department of Natural Resources. The City and its funding partners would cover 36%, or \$11,332,489, of the project capital cost. All partner and local costs have been committed. The City of LeClaire is requesting \$19,807,379 in 2020 BUILD grant

funds for the remaining 64% of the project capital costs.

2020 BUILD Grant Fund Request	\$19,807,379
HBRRP Federal Loan/Grant	\$800,000
Iowa Boat Infrastructure Grant (BIG)	\$200,000
Iowa DOT	\$2,050,000
City of LeClaire Local Match	\$8,282,489
Total Project Capital Costs	\$31,139,868





Conditional restrictions for funding are limited to specific project components:

Highway Bridge Replacement Rehabilitation Program (HBRRP) funds, \$800,000, are restricted to Territorial Road bridge replacements

Boat Infrastructure Grant (BIG) funds, \$200,000, at limited to riverfront dockage installation/improvement

Iowa DOT ADA program funds, \$1,000,000, are for the reconstruction/replacement of existing non-conforming ADA pedestrian crossings.

Highway 67 Corridor Connectivity Improvements and Mississippi Riverfront Revitalization Project					
Description	Estimated Cost	BUILD Funding Request	Other Federal Support	Non-Federal Funds	Matching Source
Highway 67 Corridor Improvements, Phase I ADA Replacement	\$1,000,000	-	-	\$1,000,000	IDOT
	3.2%				
Highway 67 Corridor Improvements, Phase II	\$4,831,602	\$4,581,602	-	\$250,000	IDOT
	15.5%				
Mississippi Riverfront Dockage & Trail Bridges	\$6,915,755	\$6,715,755	-	\$200,000	IDNR
	22.2%				
Mississippi Riverfront Trail & Recreational Area	\$6,760,022	\$6,760,022	-	-	
	21.7%				
Wisconsin St Improvements, Phase I	\$2,000,000	-	-	\$2,000,000	City
	6.4%				
Wisconsin St Improvements, Phase II	\$2,000,000	-	-	\$2,000,000	City
	6.4%				
Wisconsin St Improvements, Phase III	\$2,000,000	-	-	\$2,000,000	City
	6.4%				
Territorial Road Bridge Replacements	\$2,200,000	-	\$1,700,000	\$500,000	USDOT, IDOT, City
	7.1%				
Green Gables Marina Improvements	\$1,750,000	\$1,750,000	-	-	
	5.6%				
BUILD Grant Construction Engineering	\$1,682,489	-	-	\$1,682,489	City
	5.4%				
Project Total	\$31,139,868	\$19,807,379	\$1,700,000	\$9,632,489	
	100.0%	63.6%	5.5%	30.9%	

Selection Criteria

Primary selection criteria

Safety

Installation of pedestrian crossing bumpouts (curb extensions) increase line-of-sight for both pedestrians and drivers and shortened pedestrian crossings reduce the exposure time to conflicts between pedestrians and other modes.

Research has shown a correlation between reduced vehicle speeds and a reduction in the number and severity of roadway accidents, even in designated lower speed limit areas. Reduced speeds are also correlated with increased yielding to pedestrians at marked crossings.

Case studies of roadways designed as complete streets have shown a crash reduction of 10-80% along the corridor, resulting in safer movement of pedestrians, bicycles, and vehicles.

Dedicated space for transient boat and river boat docking will create a separated area from bikes and pedestrians for boats to tie on and off and allow for a less congested and safer movement.

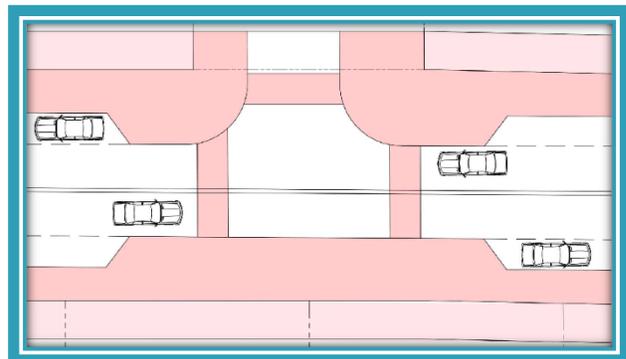


Current railway/street grade crossings in the project area are all passive systems. Three

rail crossing incidents have been recorded at the Wisconsin Street grade crossing, and one at the Jones Street crossing. With projected increases in foot and vehicle traffic, and with the addition of trail crossings and bicycle traffic, improving the grade crossings to passive systems will ensure the continued low incident rate in the LeClaire downtown district. Federal Railroad Administration Research Results published in 2011 (Data Analysis of Grade Crossing Incidents, RR 11-27) showed train-automobile collisions were ten times less likely at active crossings, with newer technologies such as dynamic envelope pavement markings and gate skirts reducing the number of vehicles stopping on the tracks or violating signal warnings.

State of Good Repair

Materials used for the pedestrian crossings and ramps in the Phase I project area installed in 2007 have deteriorated to a rate of significant spalling and consequently uneven and rutted pathways. A Downtown Crosswalk Improvement Study was



completed by Donohue & Associates, Inc. in 2014, which noted material deterioration and non-conforming ADA ramps and adjacent sidewalks. Maintenance of filling in voids and rough patches with asphalt is completed on an annual basis by the Public Works Department. All pedestrian crossings are scheduled to be completely removed and replaced with better wearing materials and to



meet ADA compliance requirements, which will remove need for annual asphalt repairs and improve general usability.

Iowa DOT's 2017-2018 Infrastructure Condition Evaluation report lists the Highway 67 PCI as 6 and the road's overall composite condition score trending down. Resurfacing the road pavement will be in line with the Iowa DOT's maintenance schedule for the roadway, and reconstruction of the abutting pavement will greatly improve the overall condition of the right-of-way along with installing a more resilient roadway edge that decreases the potential to ravel.

Economic Competitiveness

Project contribution to functioning and growth of economy

With the reconstruction of the next seven blocks of Highway 67, the City of LeClaire will continue to implement the installation of commercial zoning in line with its Comprehensive Plan and 2017-2022 Economic Development Plan. According to members of the project steering committee, the initial six-block area reconstructed in 2007 saw an increase of brick-and-mortar businesses from ten to thirty, with lower turnover rates than previously seen. Property values in the original six-block area also saw total assessed property values for existing buildings increase by 23% from 2005 to 2009, and an overall total assessed property value including new construction increase by 559% in the same period according to County Assessor data.

In addition to increasing the potential for commercial enterprises, the project looks to increase the number of people who visit the town to bolster this newly expanded commercial and recreational district. Since 1990, annual sales tax revenue in LeClaire

has been increasing and is now more than double what it was in 1990.

Based on the increase in commercial enterprises in conjunction with the Highway 67 corridor improvements completed in Phase I, an estimated 55 new businesses would potentially open in the commercial district based on the length of improved frontage. In addition to the increase in sales tax revenue additional businesses would bring in to the town, Phase II commercial property values are estimated to increase by approximately \$13 million and increase the value of adjacent properties by \$4 million.



Expanding from the traditional increase in automobile traffic, the city is also looking to the river and other modes of transportation to bring in additional visitors. Through the addition of transient dockage, the city will be able to accommodate small boats on the river for daylong outings as well as larger river cruise boats. Design components also include extending water lines for fire protection and domestic use for boats. In addition to the well-established relationship with the Twilight Riverboat, the city would also be able to welcome stops by Mississippi-wide cruise lines, American Cruise Lines and Viking River Cruises.

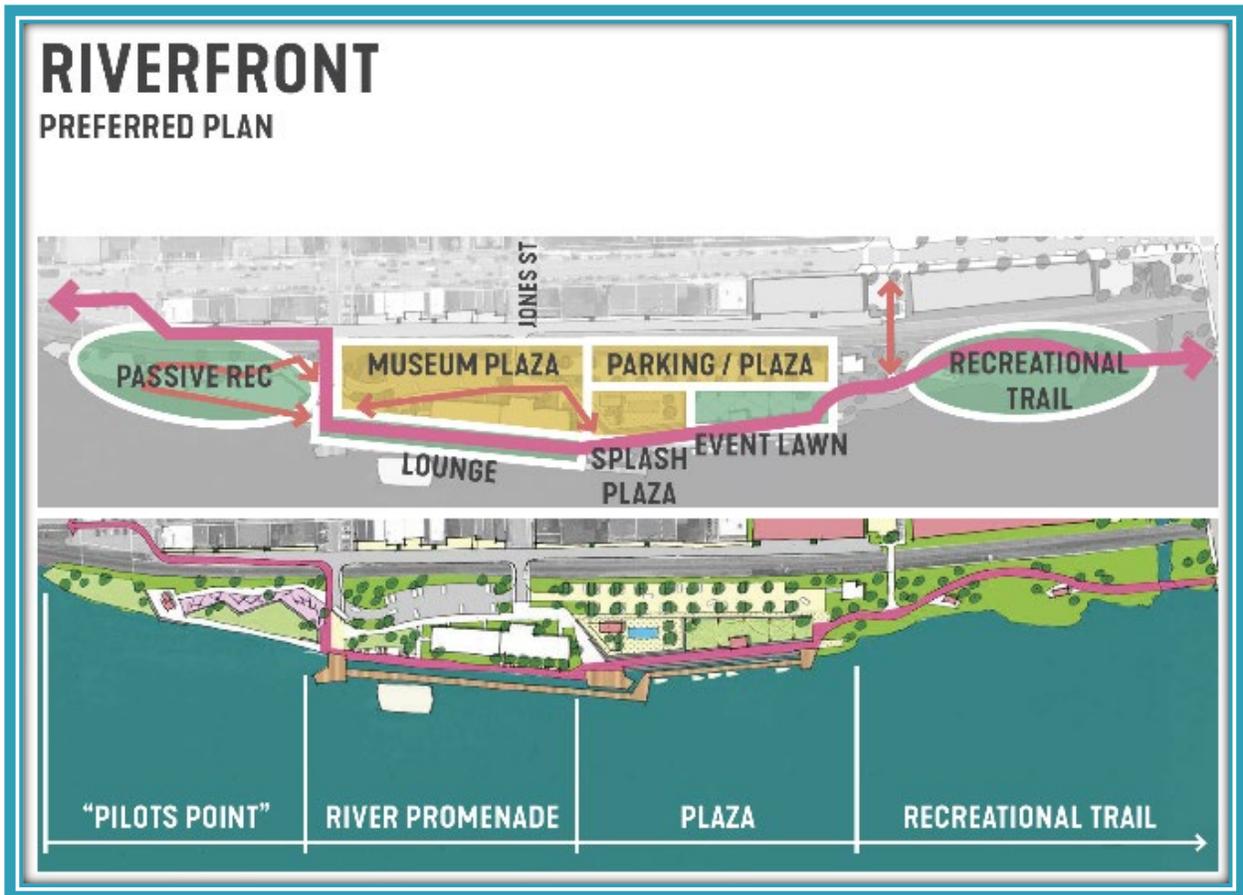


To extend the transportation and recreational options for its residents along with linking to another potential customer base, the project

rental system in place which is being looked at by the town for possible expansion into LeClaire.

Impacts on movement of goods and people

As enumerated in the review on increasing economic productivity, the major goal of this project to increase the number of visitors to the City of LeClaire along with increasing access to services and recreational areas for town residents. Designing improved safety



will establish another section of the Mississippi River Trail (MRT) to connect to the already established route in neighboring cities of Davenport and Bettendorf in the future. Based on traffic counts compiled by the Bi-State Regional Commission, different sections of the MRT see 30,000 to 60,000 average yearly traffic counts in Bettendorf. The Quad City trail system also has a bike

mechanisms into project components, including ADA compliant crossings, active railroad grade crossings, and complete streets, the city will maintain its high level of traffic safety.

Reconstructing the load restricted bridges on Territorial Road will also allow for resuming the full use of the road as a heavy load



commercial route, including loading and unloading access at the Mississippi River.

Increased efficiency of movement

Reestablishing the full functionality of the truck route on Territorial Road will allow the unhindered movement of trucks from both the east and west directions, thereby reducing the need to reconfigure travel routes to only bring certain loads in or out from the east direction. Dock improvements are being designed to allow large boat access during at least 100-year flood stage levels, which will allow for longer periods of commercial access during highwater periods.

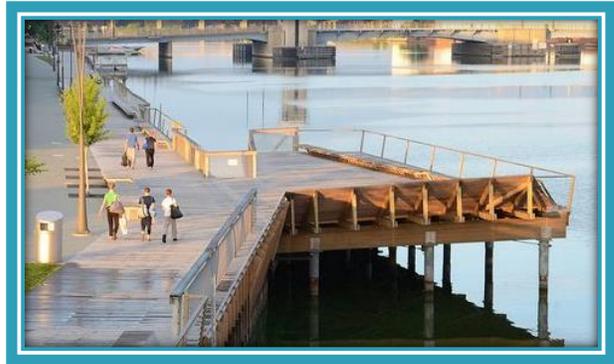
Reduced commuting burdens and improved overall well-being

Conversion of Wisconsin Street to an urban cross-section and the continued reconstruction of Highway 67 to include

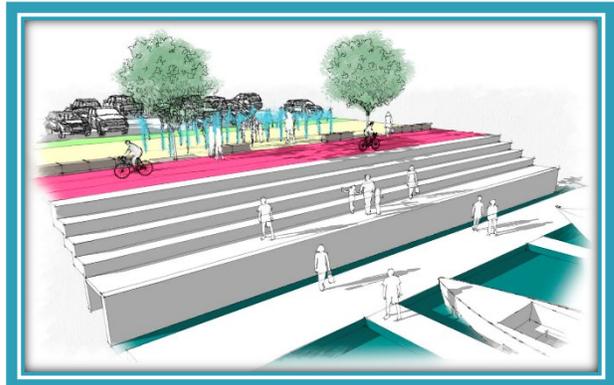


accessible sidewalks will have a limited impact on the time and length of daily commutes for residents who work outside of LeClaire, but routes for daily activities and school connections will be streamlined and road and pedestrian conditions improved. Although of limited scope for most daily commuters in general, eventual connection to the Mississippi River Trail established in the Quad Cities will result in a contiguous, dedicated bicycle route to and from workplaces and an additional recreational connection for weekend excursions.

Expansion of accessible sidewalks and pedestrian road crossings, and the introduction of the Mississippi River Trail and boat dockage are all included to create greater connectivity for residents and visitors



alike to the various businesses, public services, and to the river and improved green spaces. With this project, not only will sidewalk accessibility be extended for walking and running, but additional modes of travel and recreation are being added: dedicated biking accessibility, boating, fishing, and unstructured play areas. Additional seating and expansion of the memorial/educational components of the



riverfront will also improve general enjoyment of the area and allow for continued seasonal spectacles such as bird migrations and bald eagle viewing.

US Interstate 80 brings an average of 71,000 vehicles through LeClaire each day, and many tourists have a keen interest in stopping



and seeing and touching the “Mighty Mississippi River.”

Promoting streamlined economic development and freight connectivity

All aspects of this project will remain outside the navigable channel of the Mississippi River and not hinder any freight connectivity, including the earthen loading dock for the area quarry at the intersection of Highway 67 and Territorial Road. The scope of this project does not directly include improvements to local or regional freight routes.



Private economic development is the main driving factor for the reconstruction of Highway 67 in this project. In developing a safe, pleasant, and active commercial downtown district, the city and existing private business owners are looking to expand the recognition of LeClaire as a place to visit and do business.

[Environmental Sustainability](#)

Environmental Benefits

The current configuration of Highway 67 sheds stormwater directly to Silver Creek and the Mississippi River through storm sewer lines. The right-of-way is almost 100% covered by impermeable surfaces, and there is no existing tree line. Reconstruction of this right-of-way will include converting parking spaces to permeable pavements and installing tree boxes/trenches along both sides of the roadway to connect to an underground infiltration network before connecting to the



storm sewer system. Introduction of these permeable surfaces not only has the potential to improve stormwater runoff quality and air quality, but both trees and permeable pavement have been shown to decrease surrounding air and pavement temperatures.

Two existing impermeable parking lots on the riverfront levee will be removed and



replaced with permeable materials: one section south of Wisconsin Street is being converted to Pilot’s Point Park and will be grassed/mulched, and the area between Jones and Ewing streets will be permeable pavement and grassed event overflow space. Infrastructure will also be added allowing for biking in the downtown LeClaire area and additional viewing areas for bald eagle watching along the river.

LeClaire is located just upstream of Lock and Dam 14 on the Mississippi River and the



terrain is naturally high on the riverfront. This elevated banking results in only minimal flooding of the riverfront area, even during the historic spring flooding and river levels of 2019. The riverfront improvements proposed in this project will be naturally protected from flood waters, allowing monies to be prioritized to amenities that residents and tourists desire.

Environmental reviews

Environmental and hydrologic evaluations of Territorial Road bridge replacements are in progress. All required ESA/NEPA documentation will be completed as a whole and not piece-meal for Highway 67, Wisconsin Street, riverfront, and marina project components. All project components areas have been previously disturbed, and all but the trail bridges are reconstructions of existing public infrastructure. Planning, review, and approvals for riverfront work are scheduled to occur during the design and construction phase of State Highway 67 corridor improvements to maximize seasons available for constructing components.

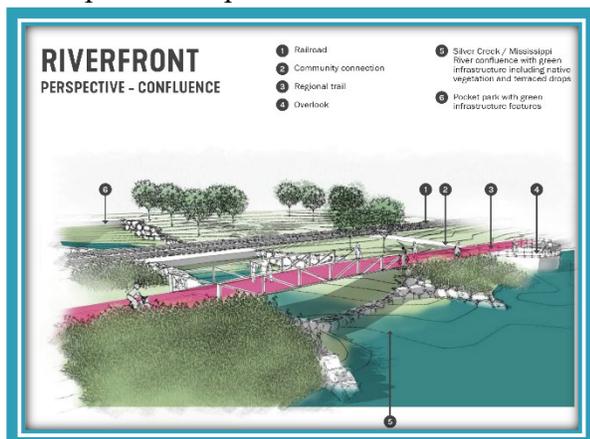
Quality of Life

Increased transportation choices

The Highway 67 Corridor Connectivity Improvements and Mississippi Riverfront Revitalization project will greatly expand the transportation options for individuals both in

transportation type and extents. Extension of the Mississippi River Trail (MRT) will introduce biking facilities in LeClaire while also connecting to the existing MRT through the nearby city centers of Bettendorf and Davenport. This trail connectivity allows for residents to bike to and from work, weekend bike excursions, and bike tourism. A bike rental program exists in Davenport/Bettendorf and is currently being discussed by the project steering committee for a possible rental hub in LeClaire.

Expansion and rehabilitation of sidewalks in the commercial downtown will increase pedestrian accessibility to the entire downtown commercial corridor, increase available ADA accessible street crossings, and improve connections to adjoining side streets to allow better access between neighborhoods and service/shopping areas.



Riverfront transportation will also be addressed with the inclusion of boat docks for transient boaters and small recreational river boats. Dockage will also allow for the addition of a seasonal ferry service if Quad City area interests deem the service worthwhile sometime in the future.

Expansion of essential services

Project elements include the installation of ADA compliant sidewalks, crossings, and trails within the entire project area, along



with extending broadband fiber optic lines to the unserved levee area.

Improved connectivity to critical services

Expanded ADA accessible sidewalk infrastructure will connect the entire Cody Road downtown commercial area and riverfront levee to city services (City Hall on adjoining Wisconsin Street), including the police station.

Concurrent installation of fiber or broadband

As part of the riverfront component, fiber optic/broadband services will be extended across the railroad tracks and into the levee to service existing and future buildings and hotspots. Rehabilitation of the public right-of-way will allow for any maintenance or upgrading of existing fiber optic/broadband infrastructure during the project.

Secondary Selection Criteria

Innovation

Innovative project elements included in this project include expanding broadband network to levee and smart railway/street grade crossings, incorporating permeable pavement and tree wells into roadway rehabilitation to increase stormwater infiltration and alleviate pressure on storm sewers, and install a multi-use trail boardwalk along and above the Mississippi River riparian zone. This extensive use of the river is expected to result in lengthened discussions with the US Army Corps of Engineers which are scheduled to begin during the design and construction of the roadway improvements component of the project.

There are no innovative project delivery elements scheduled in the project.



Private business owners have expressed their interest in updating their respective buildings' frontages, along with the prospect of expanding their branding and services to building packages, and fully incorporating the use pocket parks in their businesses' and events' marketing plans. This private investment in improving properties and working with the town in leveraging the potential revenue generated from public spaces is a continuation of the work completed by business owners in the 2007 Phase I area.



Partnership

The City of LeClaire has been working and meeting with local and regional stakeholders to build a master plan for the downtown commercial and riverfront areas. Multiple stakeholder meetings have been held in June



and July 2019 to gather input and update the extensive collaborative input collected prior to Phase I improvements completed in 2007 and 2008. A steering committee of local business owners, elected city officials, and city staff guides the focus of the planning efforts.

Project components are being developed in conjunction with goals of multiple local, state, and federal agencies to improve quality of life, enhance environmental diversity and benefits, increase public safety, and encourage economic drivers. The project will coordinate and get support from the following agencies:

- US Department of Transportation
- US Environmental Protection Agency
- US Fish and Wildlife
- US Army Corp of Engineers
- US Coast Guard
- Iowa Department of Transportation
- Iowa Department of Natural Resources
- Bi-State Regional Commission
- Bi-State Regional Trail Committee
- Scott County
- City of LeClaire
- Canadian Pacific Railway

This project is supported and backed by numerous partners who are crucial to the success of implementation efforts:

Steering Committee – Ensure the project plans are inline with master plan developed through stakeholder input

City of LeClaire - Administrator project and committed \$8,582,489 in local matching funds

LeClaire Tourism Board – Assist in project signage design and lead communication efforts during and after project installation

Iowa DOT – ADA Fund award (\$1,000,000) will rehabilitate ADA ramps in Phase I area to meet current requirement standards

Bi-State Regional Commission – Input into regional trail connections and routes

LeClaire Trails Committee – Help in planning and designing walking, biking, and multi-use trails

QC Trails – Assist in designing, signing, and incorporating project trail into MRT program

Local Businesses – Landowners and business owners have pledged to expand and grow businesses in the Highway 67 corridor.

Environmental Risk

Project components submitted in this grant application have been through stakeholder and governmental input processes and are included in local CIP budgets and regional project lists. Preliminary designs for Wisconsin Street and Territorial Road have already been completed, ADA rehabilitation for Highway 67 is approved for funding and construction by the Iowa DOT, and resurfacing of Highway 67 is included in the state's road maintenance schedule for 2020-2025.

Designers and contractors are well versed in installing green infrastructure practices in this part of Iowa, particularly permeable pavers and stormwater infiltration practices.

Project Schedule

All application project components are scheduled to be completed within the timeframe outlined in the 2020 BUILD grant guidance. Design, permitting, and construction elements overlap across the five main project components to maximize work performance while accounting for seasonal construction constraints, permitting review



Proposed Project Schedule

Project Element	Calendar Year and Quarter																																					
	2019				2020				2021				2022				2023				2024				2025				2026				2027					
	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Select project scope and secure local financing																																						
Design consultant selection and stakeholder meetings																																						
BUILD grant application creation and submittal																																						
Develop trail & riverfront design concept and meet with Railroad and IDOT																																						
Design engineer selection																																						
BUILD grant agreement execution																																						
Develop trail & riverfront amenities concepts for stakeholder input																																						
Begin ESA and NEPA evaluations																																						
Begin ROW acquisitions along Highway 67 corridor																																						
Design Highway 67 and Wisconsin St and submit to IDOT for approval and permit																																						
Design Green Gables Marina Improvements and complete environmental permitting																																						
Bid and award Highway 67 & Territorial Rd projects																																						
Construct Territorial Road bridges																																						
Bid and construct Green Gables Marina Improvements, including dredging																																						
Construct Highway 67 Phase II & ADA replacement																																						
Survey and design river dockage and trail boardwalk																																						
Submit dockage and trail boardwalk to USACE for approval and permitting																																						
Design trail and submit to Railroad and IDOT for approvals and permits																																						
Construct Wisconsin St Phase I																																						
Bid and award contract for trail and riverfront projects																																						
Construct river dockage & trail bridges and Wisconsin St Phase II																																						
Construct trail and riverfront amenities																																						
Construct Wisconsin St Phase III																																						

timeframes, public comment periods, and project design and bidding.

Engineering and Design Studies

Averaged Annual Daily Traffic, Vehicle Miles Traveled, and crash report information is made available by the Iowa Department of Transportation (IDOT). Included in this information are specific traffic counts in the project area gathered every four years by the IDOT and spatial crash reporting data. Hydrological investigations are currently being completed for the bridge replacements on Territorial Road.

Basis of Design

Roadway designs will be based on current Iowa Department of Transportation standards and specifications and applicable for all project highway and bridge work. Sidewalks and multi-use paths will meet accessibility design and installation requirements set out by the “Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Rights-of-Way.” Local roadwork and utility designs will follow Iowa’s Statewide Urban Design and Specifications (SUDAS). Additional design and specification requirements for bridge and riverfront components from the US Army Corp of Engineers will be incorporated.

Basis of Cost Estimate

The detailed cost estimate associated with this application is provided as an accompanying electronic spreadsheet and may be accessed through the application website:

<https://www.leclaireiowa.gov/288/BUILD-Grant>.

Estimated costs for elements are based on recent historical bids for similar construction work completed in LeClaire or surrounding local communities. Recreational components have cost estimates determined through architecture/landscape consultants’ professional experience. Contingency levels for the various project components reflect the stage of planning or design a component is currently in, the availability of comparative local material and construction costs for elements, and the scope of adjustment that may be seen if there are quantity or material changes to “large ticket items” included in a component.

Scope, Schedule, and Budget Risk-Mitigation Measures

Project components were independently developed with well-defined physical boundaries and all encompass underground and overhead utility considerations, regrading, and regulatory design and space limitations. Schedules identified in this grant



application for the four previously outlined components have been built with the underlying understanding that many items will be completed in tandem with other project items from other components. Preliminary designs have been completed for all four components, including line item budgets.

Required Approvals

Environmental Permits and Reviews

All NEPA and other required environmental evaluations will be completed as required for all project components. All project construction locations are located within previously disturbed areas.

The City of LeClaire and their consulting team will work with the Iowa DOT, USDOT, Iowa Department of Natural Resources, US Fish and Wildlife, USEPA, Bi-State Regional Commission, and Canadian Pacific Railway during the planning and design phases of the project. All entities have been contacted and briefed on the scope of the proposed project.

Representatives of the Iowa DOT attended an initial stakeholders' meeting in June 2019 for reconstruction of Highway 67 and provided input on ADA improvement and overall permitting.

Continuing in the steps of the extensive public engagement process instituted prior to the Phase I Highway 67 reconstruction in 2007, stakeholder and public input meetings were held in June and July of 2019 and will continue into August to further solidify specific plan details. Letters of support for this project may be found at <https://www.leclaireiowa.gov/288/BUILD-Grant>.

State and Local Approvals

Reconstruction of Highway 67 between Ewing and Chestnut streets is included in the FFY 2020-2023 Transportation Improvement Program (TIP) plan. It is currently listed under the Unmet Needs list (Project number LE-UN-01). As currently stated, this stretch of highway is also included in the Iowa DOT road maintenance plans for 2020-2025. There are no federal transportation requirements foreseen that affect state or local planning for the project.

Project Risks

The greatest anticipated hindrances to completing any particular project component are lengthened environmental or permitting reviews. As previously stated, all project areas are replacements of current structures in-place or occur in already disturbed areas. It is still expected that all river and railroad elements will take lengthy review and comment periods which have been accounted for in the overall project schedule: these items are scheduled to be reviewed during the design and construction of the roadway components. There is also enough flexibility in potential pathways for proposed project elements that environmental concerns can be planned around.



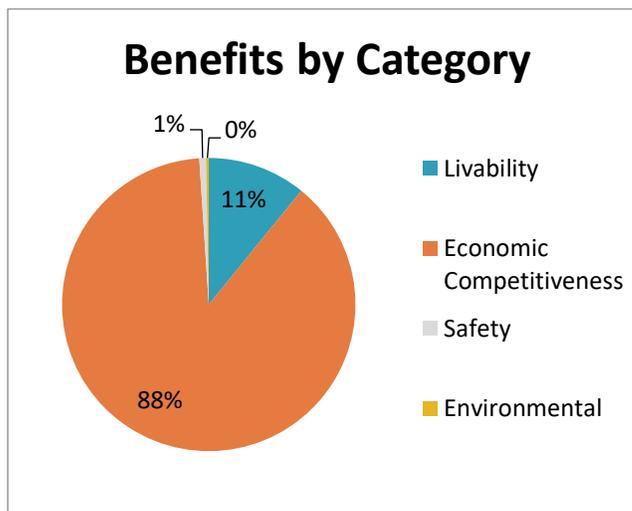
Benefit Cost Analysis

A benefit-cost analysis was conducted for the City of LeClaire’s Highway 67 Corridor Connectivity Improvements and Mississippi Riverfront Revitalization project. This analysis follows the guidance provided by the US Department of Transportation in the Federal Register.

Analysis for this project was based on a 20-year outlook with all with operations beginning in 2027 and all dollars adjusted to 2018 dollars. The overall project benefit is projected to be \$53,124,216 at a 7% real discount rate, resulting in a benefit-cost ratio of 2.63. See below tables and graphs for the overall benefit-cost analysis results and the Impact and Benefit Matrix.

The detailed Benefit Cost Analysis is located as an appendix for your reference and review and may be found at: <https://www.leclaireiowa.gov/288/BUILD-Grant>.

Benefit-Cost Summary in 2018 Dollars	
	7% Discount
Total Benefits	\$ 53,124,216
Total Costs	\$ 20,163,184
Benefit-Cost Ratio	2.63



Project Impact and Benefits Matrix				
Type of Impact	Population Affected by Impact	Economic Benefit	Value @ 7% Discount	Page Reference in BCA
Floodwall infrastructure and improved roadway/pedestrian infrastructure.	Commercial/residential property owners within the downtown area and flood protection area.	Increased Property Value from Complete Streets	\$ 834,263	p. 4 - 5
		Increased Property Value from New Construction	\$ 4,909,345	p. 4 - 5
Increased Tourism/Additional Visitors	Downtown businesses, City of LeClaire	Increased Business/Tourism	\$ 45,796,178	p. 5 - 6
Improved multi-modes of transportation infrastructure	Drivers, Lower-income classes, community	Vehicle Operating Costs (Reduced ADT)	\$ 1,206,868	p. 6 - 7
	The community as a whole, society	Reduced Emissions (Reduced ADT) - Environmental/Public health benefits	\$ 106,388	p. 7
Safer roadway and pedestrian-based infrastructure	All drivers, pedestrians, and cyclists in study region	Reduction in Accidents	\$ 271,174	p. 8