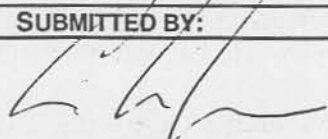


OFFICE OF THE CITY MANAGER
DES MOINES, IOWA

ITEM _____

CITY COUNCIL COMMUNICATION 96-003
JANUARY 2, 1996 AGENDA

SUBJECT:	TYPE:	PREPARED BY:	SUBMITTED BY:
IDOT PROJECT— DOUGLAS/EUCLID AVENUE WIDENING (US 6)	◆ RESOLUTION ORDINANCE RECEIVE/FILE	DONALD J. BECK PRINCIPAL CIVIL ENGINEER	 ERIC A. ANDERSON CITY MANAGER

SYNOPSIS —

This project provides for the widening and channelization of Douglas Avenue to a five-lane cross-section, including a two-way left-turn lane between the major intersections, with raised channelization and left-turn lanes at ML King, Jr. Parkway and at Lower Beaver Road. The project also includes work on ML King, Jr. Parkway, both north and south of the intersection.

The IDOT has submitted to the City for approval an Addendum to Preconstruction Agreement. The addendum more fully defines the City's responsibilities with regard to payment for storm sewer work, adds additional sanitary sewer work requested by the City (Douglas Avenue System Sanitary Sewer Relief Line), and provides for work requested by the City to ML King, Jr. Parkway at the Urbandale Avenue intersection.

FISCAL IMPACT —

The total project cost is estimated to be \$3,688,000 with the City share estimated to be \$762,000. Right-of-way acquisition is scheduled this year with construction scheduled for 1996.

Funds for this project are included in the 1995-96 Capital Improvements Program on page 273, Douglas Avenue Widening, Account 389247, and on page 215, Relief Trunk Sewers, Douglas Avenue System, Account 392761.

RECOMMENDATION —

Approval of the Addendum to Preconstruction Agreement, Addendum No. 96-A-047, with the IDOT for a construction project on US 6 (Douglas/Euclid Avenue) from just east of ML King, Jr. Parkway to just west of Lower Beaver Road.

BACKGROUND —

The original concept for the project that was presented at a public information meeting on November 10, 1987, provided for a four-lane divided section through the entire project. As a result of input from citizens and input from the City of Des Moines through the Traffic Safety Committee, the project concept was modified to provide the five-lane cross-section as indicated above.

A Design Public Hearing was held by the IDOT on August 20, 1991. On October 21, 1991, by Roll Call No. 91-4527, Council approved the revised concept for the project. Upon recommendation of staff, on November 4, 1994, by Roll Call No. 91-4763, Council approved preliminary engineering work to extend the project to the south adjacent to the Harding Hills Shopping Center through the Urbandale Avenue intersection. The additional work was proposed to be accomplished as a part of the IDOT project with the costs to be paid by the City.

On March 30, 1992, the IDOT notified the City that the project had been delayed because a number of environmental sensitive sites had been identified within the project limits. The project is now scheduled for construction during FY1996 in the IDOT Five-Year Program with right-of-way acquisition scheduled to be completed this year.

The total project cost is estimated to be \$3,688,000 with the City's share estimated to be \$762,000. The City has designed the portion on ML King, Jr. Parkway south of the IDOT project limits and has designed the traffic signals, including a traffic signal system that will interconnect the signals at Douglas Avenue and Lower Beaver Road, Douglas Avenue and ML King, Jr. Parkway, Euclid Avenue and the Target Shopping Center entrance, and ML King, Jr. Parkway and Urbandale Avenue. These plans have been furnished to the State for inclusion in their letting. This addendum specifically defines the City's cost for roadway construction on ML King, Jr. Parkway, storm sewer improvements, and City-requested sanitary sewer construction at 30th Street/Douglas Avenue.