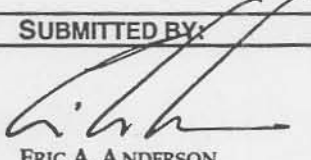


OFFICE OF THE CITY MANAGER
DES MOINES, IOWA

CITY COUNCIL COMMUNICATION 96-040
JANUARY 22, 1996 AGENDA

SUBJECT:	TYPE:	PREPARED BY:	SUBMITTED BY:
DESIGN APPROVAL— ML KING, JR. PARKWAY PROJECT—SW 2ND STREET TO FLEUR DRIVE	◆ RESOLUTION ORDINANCE RECEIVE/FILE	JAMES A. THOMPSON TRAFFIC & TRANSPORTATION DIRECTOR	 ERIC A. ANDERSON CITY MANAGER

SYNOPSIS —

The City of Des Moines has entered into a series of agreements with RUST Environment and Infrastructure relating to the preliminary design of the ML King, Jr. Parkway Project. The latest of the agreements, related to the segment of the project from SW 2nd to Fleur Dr., was approved by Council on April 17, 1995. Part of the scope of services for this segment was preparation of preliminary engineering design plans of sufficient details to identify right-of-way needs, and the holding of a required Design Public Hearing.

The Design Public Hearing was held at the Botanical Center from 4 PM to 8 PM on November 1, 1995. It was conducted with an *open forum* format with City of Des Moines staff, representatives of the IDOT, and the consultant available to receive comments and answer questions. A total of 68 persons signed the attendance sheet. A summary of the public hearing, a listing of the questions and letters received and responses, and other related information is attached to the roll call.

The majority of the issues raised were regarding right-of-way acquisition and project scheduling. Specific major design issues were raised by Employers Mutual Company, Gilcrest-Jewett Lumber Company, the Des Moines Fire Department, and Merchants Distribution Service. Issues and the actions that have taken place are discussed in the Background section.

The next step in this segment of the project is obtaining design approval of the preliminary engineering design from FHWA. Upon receiving approval from FHWA, final design of various phases can commence, along with acquisition of right-of-way for properties identified for full or partial acquisition.

FISCAL IMPACT —

The estimated cost of final design, right-of-way acquisition, construction and administration of this segment of the project is \$59,684,000. On January 3, 1995, by Roll Call No. 95-70, Council approved an agreement with the IDOT for a \$25,207,000 Revitalize Iowa's Sound Economy (RISE) grant and a \$4,448,000 no-interest RISE loan for the project. The Metropolitan Planning Organization (MPO) has set aside a total of \$20,290,000 of Federal Surface Transportation Program funds for the project, and the City of Des Moines 1995-96/2000-01 CIP on page 291, Fund Code 383943, includes local general obligation and tax increment funding in the amount of \$9,742,000.

RECOMMENDATION —

Approve the preliminary engineering design of the east/west segment of the ML King, Jr. Parkway Project from SW 2nd Street to Fleur Drive. Direct staff to seek design approval of the project from the IDOT and the Federal Highway Administration (FHWA).

BACKGROUND —

Employers Mutual Company: The project will require substantial property owned by the company. Much of this land is presently used for employee parking. The design of the project is such that much of the project will be elevated on structures above property presently owned by Employers Mutual Company. As the project design continues and during the negotiations for required right-of-way, the possibility of joint use of the property will be explored. Such joint use can minimize the loss of parking for Employers Mutual Company and still allow the project construction to take place.

Gilcrest-Jewett Lumber Company: Several options for right-of-way acquisition from the Gilcrest-Jewett Lumber Company have been investigated. In a letter contained as a part of the public hearing information, Attorney Bill Lillis indicated that total acquisition of the property was desired by the company. This option seems to be the most cost-effective and is being pursued with the IDOT and the FHWA.

Des Moines Fire Department: The design alternative presented at the Design Hearing provided for the widening of the 9th Street Viaduct on the east side. This option required the elimination of the surface street connection between Mulberry and Cherry Streets which presently exists along the east side of the viaduct. It was proposed to replace this surface street connection by constructing a surface street along the west side of the viaduct adjacent to the Fire Station. The Fire Department had serious concerns about this alternative because of the loss of parking presently used by their employees, safety for employees due to the closeness of the street, and substantial access problems created by the proposed surface street for their maintenance facility located just north of Cherry Street. Upon completing an analysis of traffic volumes and alternative routes, it has been determined that the existing surface street connection will not be necessary in the future. The minimal traffic volumes that presently exist can be accommodated by the two-way traffic pattern that exists on Mulberry Street. The existing connection at 10th Street and the surface street connections proposed as a part of the project at 6th Avenue and 7th Street will provide adequate circulation for traffic between Mulberry Street and Cherry Street. The elimination of the surface street connection at 9th Street would minimize the impacts for the Fire Department.

Merchants Distribution Service: Merchants Distribution Service expressed concern about the design of the facility in the vicinity of their warehouse operation near SW 14th and Market Streets. Primarily, access to their facility and to their dock areas was a major concern. As a result of the information received at the public hearing, a meeting was scheduled on-site with representatives of City staff, the consultant, and Merchants to review their operation in detail and to more fully understand their concerns. Alternative schemes for access to their property and docks have been developed which should address their concerns.