

OFFICE OF THE CITY MANAGER
DES MOINES, IOWA

CITY COUNCIL COMMUNICATION 97-092
FEBRUARY 24, 1997 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
1996-97 CIP AUTHORIZATION TO PROCEED ON SOUTHEAST AND SOUTHWEST TRANSPORTATION CORRIDOR	◆ RESOLUTION ORDINANCE RECEIVE/FILE	HAROLD E. SMITH CITY ENGINEER

SYNOPSIS —

Council authorization to proceed is requested for the Southeast and Southwest Transportation Corridor Studies.

FISCAL IMPACT —

Total cost for the projects is \$150,000. Funding for this project is included in the adopted 1996-97 CIP, page 309.

RECOMMENDATION —

Authorize the City Manager to proceed with the Southeast and Southwest Transportation Corridor Studies.

BACKGROUND —

On October 21, 1996, by Roll Call No. 96-3597, the City Council adopted the 1996-97/2001-2002 CIP. I hereby request Council authorization to proceed with the Southeast and Southwest Transportation Corridor Studies.

The project provides for a preliminary corridor study for both the Southeast and Southwest Diagonal Roadways. The Southwest Diagonal Corridor extends from SW 9th Street at Thomas Beck Road west and south along the railroad right-of-way, Valley Drive, and the new alignment to the intersection of Iowa Highway 28 and McKinley Avenue, and with extension by West Des Moines and Polk County to an interchange with the proposed relocated Iowa Highway 5. The Southeast Diagonal Corridor extends from the proposed east end of ML King, Jr. Parkway, east along Scott Avenue to approximately SE 25th Street, then east and south along the recently purchased Norfolk Southern Railroad right-of-way to Pleasant Hill, with an extension to the Vandalia Road/relocated U.S. 65 interchange. It is proposed that a consultant be used for this study.

These two roadways are important parts of the long-range transportation plan and relate directly to development opportunities in the Airport Commerce Park (the Southwest Corridor), and the AgriBusiness Park (the Southeast Corridor). It is important that this study be completed to identify the most favorable alignment of these two corridors for right-of-way preservation and to guide future development. The study would also identify preliminary social, economic, and environmental impacts, including preliminary cost estimates. This information would serve as the basis for future project development activities.