

**CITY COUNCIL
COMMUNICATION:**

ITEM _____

98-465

**OFFICE OF THE CITY MANAGER
CITY OF DES MOINES, IOWA**

AGENDA:

OCTOBER 19, 1998

SUBJECT:

**1998-99 CIP
AUTHORIZATION TO
PROCEED ON VARIOUS
PROJECTS**

TYPE:

**RESOLUTION
ORDINANCE
RECEIVE/FILE**

SUBMITTED BY:

**HAROLD E. SMITH, P. E.
CITY ENGINEER**

SYNOPSIS —

Council authorization to proceed with design is requested for the following projects. Construction contracts will be presented to Council for approval after adoption of the 1999-2000 Capital Improvements Program (CIP) and subsequent bond sale for the General Obligation Bond-funded projects.

1. East Indianola Avenue and Easter Lake Drive Turn Lanes
2. Indianola Avenue Connector
3. Keosauqua Way Traffic Flow Modifications - 7th Street to 2nd Avenue

FISCAL IMPACT —

Total cost for the projects is estimated to be \$5,855,000 for 1998-99 through 2000-01. Funding for design of these projects is included in the adopted 1998-99 CIP.

RECOMMENDATION —

Authorize the City Manager to proceed with the projects as outlined herein.

BACKGROUND —

On March 2, 1998, by Roll Call No. 98-649, the City Council adopted the 1998-99/2003-2004 CIP. I hereby request Council authorization to proceed with the following Capital Improvements Projects.

1. East Indianola Avenue and Easter Lake Drive Turn Lanes - page 329 in the adopted CIP - \$190,000

estimated project cost.

This project will provide for construction of a southbound left turn lane on Indianola Avenue, and a westbound right turn lane on Easter Lake Drive at the intersection of these two streets. This project would be very similar to the project at East Indianola Avenue and Evergreen Avenue.

The area of Easter Lake Drive east of East Indianola Avenue is experiencing considerable residential development with current plans calling for as many as 450 dwelling units. This development will increase traffic volumes along both Easter Lake Drive and East Indianola Avenue creating the need for improving the capacity and safety at this intersection. It is anticipated that this project would be designed in-house.

2. Indianola Avenue Connector - page 336 in the adopted CIP - \$5,500,000 estimated total project cost.

This project will provide for construction of a four lane roadway with raised medians and left turn lanes at major intersections to provide the diagonal extension of Indianola Avenue from its current intersection with SE 1st Street to connect with the recently constructed SW 3rd Street Bridge over the Raccoon River.

This project will greatly improve access into the downtown area from the southeast quadrant of the city. An application for Congestion Mitigation and Air Quality funding in the amount of \$2,000,000 has already been approved for this project and additional funding is being requested from the Federal Highway Administration (FHWA) for this project. The project would be designed in 1998-99 with right-of-way acquisition the following year and construction in the calendar year of 2000. However, no right-of-way will be acquired until design approval is received from FHWA. It is anticipated this project would be designed in-house.

3. Keosauqua Way Traffic Flow Modifications - 7th Street to 2nd Avenue - page 339 in the adopted CIP - \$165,000 estimated project cost.

This project will convert Keosauqua Way to a two-way

street between 2nd Avenue and 7th Street including traffic signal and median modifications. Parking related modifications on the block between 7th Street and 6th Avenue would also be included.

In 1993 as part of a redevelopment project, the block of Keosauqua Way between 7th Street and 8th Street was removed and a new one-way street system was developed using Park Avenue and Center Street. Keosauqua Way was reduced in importance to a local circulation street and to provide better traffic circulation, a two-way street system would be better than the current one-way street. This project is anticipated to be designed in-house.