

**CITY COUNCIL  
COMMUNICATION:**

**ITEM \_\_\_\_\_**

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

**99-486**

**SYNOPSIS -**

**AGENDA:**  
NOVEMBER 1, 1999

The Iowa Department of Transportation (IDOT) has prepared a project agreement for the construction of Relocated Iowa 5 between Iowa 28 and Southwest 9th Street. Although IDOT will design and construct this roadway with no direct cost to the City, a project agreement is needed because part of the roadway lies within the corporate limits of Des Moines. Staff has reviewed the project agreement and recommends approval.

**SUBJECT:**  
  
AGREEMENT WITH  
THE IOWA  
DEPARTMENT OF  
TRANSPORTATION  
FOR  
CONSTRUCTION OF  
RELOCATED IOWA  
5

**FISCAL IMPACT -**

Funding for the design and construction of this project will be provided by the IDOT. The IDOT will install at project expense any necessary traffic signals, but the City will be responsible for the future maintenance and operation of any traffic signals installed in the City limits. In addition, IDOT will install any streetlights requested by the City, but the City will be responsible for the installation cost and future energy and maintenance costs. Funds for traffic signal operation, maintenance costs, and streetlight costs are included in the Traffic and Transportation Division operating budget.

**TYPE:**  
  
**RESOLUTION**  
**ORDINANCE**  
**RECEIVE/FILE**

**RECOMMENDATION -**

**SUBMITTED BY:**  
  
FLOYD BENTZ  
CITY ENGINEER

**Approval.**

**BACKGROUND -**

The IDOT has planned for a beltway on the east (Relocated US 65) and south (Relocated Iowa 5) sides of the Des Moines metropolitan area since the 1970s. At the urging of the metropolitan area, the first phases of the overall project were initiated on the east segments of the project (Relocated US 65). Currently, Relocated 65 from I-80 near the Hubbell Avenue

interchange south and west to present US 65/69 just south of the Des Moines City Limits in Warren County, is complete.

On February 18, 1993, IDOT conducted a Corridor Public Hearing for the Relocated Iowa 5 project from US 65/69 west to I-35. The City reviewed the information presented at the public hearing, and on February 15, 1993, by Roll Call No. 93-515, the City Council supported the project corridor alignment. On April 15, 1996, by Roll Call No. 96-1400, the Des Moines City Council approved the predesign project agreement with the IDOT for the design and construction of Relocated Iowa 5 from US 65/69 west to I-35. On July 30, 1996, IDOT held a public hearing on the proposed relocation of Iowa 5 (South Beltway) along the south side of Des Moines between US 65/69 and SW 9th Street. On August 5, 1996, by Roll Call No. 96-2793, the City Council supported the design and construction of this portion of Relocated Iowa 5, and encouraged the IDOT to expedite the construction of the remainder of this facility west to Iowa 28 and beyond to I-35. Grading work has been completed on Relocated Iowa 5 from US 65/69 west to SW 9th Street extended (County Road R-63).

On June 16, 1997, by Roll Call No. 97-2079, the City Council approved an agreement with IDOT that provided \$4 million of Revitalize Iowa's Sound Economy (RISE) funds and \$18 million of Polk County funds for construction of Relocated Iowa 5 from Iowa 28 to SW 9th Street extended. On October 30, 1997, the IDOT held an Open Forum Public Hearing on the proposed relocation of Iowa 5 from Iowa 28 southeasterly to the proposed SW 9th Street Interchange. On December 8, 1997, by Roll Call No. 97-3818, the City Council approved a resolution supporting the design concept.

The project provides for the relocation of Iowa 5 in Polk and Warren Counties beginning at Iowa 28 approximately one mile south of Army Post Road and extending east and southeast on new alignment to the proposed SW 9th Street interchange, a total length of 2.7 miles. A four-lane divided freeway facility is designed, with interchanges at SW 9th Street and Fleur Drive extended, and a partial interchange at relocated Iowa 28. Bridges will be constructed on County Line Road and on Fleur Drive extended carrying traffic over relocated Iowa 5. In conjunction with the bridge construction, County Line Road will be shifted south to minimize the impacts to the existing mobile home park. The schedule for this section of the

Relocated Iowa 5 beltway provides for grading and structures in 1999 and paving in 2000. The beltway is also scheduled to be extended west to I-35 by 2002, including the completion of the interchange at relocated Iowa 28.

Funding for the design and construction of this project will be provided by IDOT, including \$4 million of RISE funds and \$18 million of Polk County funds. In accordance with Chapter 50 of the Iowa Administrative Code, IDOT will install at project expense any necessary traffic signals, but the City will be responsible for the future maintenance and operation of any traffic signals installed in the City limits. It is expected that one set of traffic signals will be installed at the westbound exit ramp with relocated Iowa 28, and a future set of signals is expected to be installed for the eastbound exit ramp at relocated Iowa 28 when Relocated Iowa 5 is extended to I-35 in 2002. In addition, IDOT will install any streetlights requested by the City, but the City will be responsible for the installation cost and future energy and maintenance costs. It is expected that the City will request streetlights to be included on combination poles as part of the signalized interchange ramp intersections.