



**CITY COUNCIL  
COMMUNICATION:**

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

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

**99-510**

**SYNOPSIS -**

**AGENDA:**  
  
NOVEMBER 15, 1999

The Des Moines Area Metropolitan Planning Organization (MPO) is soliciting project applications for federal Surface Transportation Program (STP) funds for Fiscal Years 2002 and 2003, and for Transportation Enhancement (TE) funds for Fiscal Years 2001, 2002, and 2003. It is recommended that the City submit applications for several projects, as described below.

**SUBJECT:**  
  
APPLICATION TO  
METROPOLITAN  
PLANNING  
ORGANIZATION  
FOR SURFACE  
TRANSPORTATION  
PROGRAM AND  
TRANSPORTATION  
ENHANCEMENT  
FUNDS FOR  
VARIOUS PROJECTS

**FISCAL IMPACT -**

The total estimated costs for the projects are as follows:

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

1. Major Construction. Fleur Drive from just south of relocated Army Post Road south to County Line Road, widening from three-lane roadway to five-lane roadway, including traffic signals and upgraded streetlights. Estimated total cost of \$1,900,000. Requested STP funds of \$1,520,000 (80 percent), with \$380,000 (20 percent) local match. Proposed funding year 2002.

**SUBMITTED BY:**  
  
FLOYD BENTZ  
CITY ENGINEER

2. Preservation. Fleur Drive from the railroad viaduct south of Valley Drive south to Relocated Army Post Road, pavement repairs and resurfacing. Estimated total cost of \$1,400,000. Requested STP funds of \$1,120,000 (80 percent), with \$280,000 (20 percent) local match. Proposed funding years 2002 and 2003.

3. Enhancements. Various projects on Martin Luther King, Jr. Parkway. Estimated total cost of \$2,401,000. Requested Enhancement funds of \$1,223,000 (50.9 percent), with \$1,178,000 (49.1 percent) local match. Proposed funding years 2001, 2002, and 2003.

Local matching funds for the Fleur Drive Paving are included in the 1999/2000-2004/05 Capital Improvements Program

(CIP) under Account Number 481242, page 300. Local matching funds for the Fleur Drive preservation projects are included in the 1999/2000-2004/05 CIP under Account Number 380345, Asphaltic Paving Restoration Program, page 279. Local matching funds for the Martin Luther King, Jr. Parkway enhancements are included in the 1999/2000-2004/05 CIP under Account Number 383943 (east/west segment, page 306) and Account Number 483941 (north/south segment, page 307).

**RECOMMENDATION -**

**Authorize the City Manager to submit applications to the MPO for federal STP and TE funds.**

**BACKGROUND -**

The MPO is soliciting project applications for federal STP funds for Fiscal Years 2002 and 2003, and for TE funds for Fiscal Years 2001, 2002, and 2003. The City has previously been awarded a total of \$20,390,000 of STP funds through the MPO as part of a \$72.6 million package for funding the east-west section of Martin Luther King, Jr. Parkway from Fleur Drive to SW 2nd Street. This section is scheduled to be completed by the Year 2002. Last year, the City received \$1 million of STP funds for the north-south section of Martin Luther King, Jr. Parkway from Fleur Drive to Center Street, and \$138,400 of TE funds for enhancement of the intersection of 7th Street and Martin Luther King, Jr. Parkway.

**Surface Transportation Program (STP) Project Applications**

STP project applications are requested for Fiscal Years 2002 and 2003, with a total of approximately \$4.5 million available each year. The MPO has previously established four categories of STP projects: Major Construction, Minor Construction, Preservation, and Scenic/Environmental. Staff has reviewed a number of potential projects and recommends the following projects be submitted for STP funding:

1. Major Construction. Fleur Drive from just south of relocated Army Post Road south to County Line Road, widening from three-lane roadway to five-lane roadway, including traffic signals and upgraded streetlights. Estimated total cost of

\$1,900,000. Requested STP funds of \$1,520,000 (80 percent), with \$380,000 (20 percent) local match. Proposed funding year 2002.

2. Preservation. Fleur Drive from the railroad viaduct south of Valley Drive south to McKinley Avenue, pavement repairs and resurfacing. Estimated total cost of \$800,000. Requested STP funds of \$640,000 (80 percent), with \$160,000 (20 percent) local match. Proposed funding year 2002.

3. Preservation. Fleur Drive from McKinley Avenue south to the new pavement north of relocated Army Post Road, pavement repairs and resurfacing. Estimated total cost of \$600,000. Requested STP funds of \$480,000 (80 percent), with \$120,000 (20 percent) local match. Proposed funding year 2003.

Fleur Drive is a major arterial street that provides essential north-south traffic flow through Des Moines, and provides the main access to the Des Moines International Airport. The street was resurfaced in the 1980s, and is now showing rutting of the surface, base failure along with edge deterioration along the outside gutters, and settlement and edge deterioration at numerous service cuts. The proposed pavement repairs and resurfacing will preserve the existing roadway and extend the service life of this crucial arterial roadway.

South of Army Post Road, Fleur is being paved to a three-lane roadway (one through lane in each direction, plus a raised median with left-turn lanes) south to connect with the proposed interchange that is being constructed on Relocated Iowa 5. That work is scheduled for 2000. The proposed STP project will widen the three-lane roadway to a five-lane roadway to meet the heavy traffic demands that will exist when Relocated Iowa 5 is completed and the Airport Business Park is fully developed. New traffic signals would be installed at County Line Road and at the main road connecting the Airport Business Park. Upgraded street lighting would also be installed along this section of Fleur Drive to match the lighting levels on Fleur Drive from Army Post Road north to the downtown area.

### **Transportation Enhancement (TE) Project Applications**

TE project applications are requested for Fiscal Years 2001, 2002, and 2003. The MPO has previously established three categories of TE projects: Trails, Historic Preservation, and

Scenic/Environmental. Total funds available are rather limited, with approximately \$450,000 per year for funding of all three categories. Staff has reviewed a number of potential projects, and recommends a series of projects that are included in the enhanced design of Martin Luther King, Jr. Parkway, both the east-west section from 7th Street to Fleur Drive and the north-south section from Fleur Drive to Center Street.

The Martin Luther King, Jr. Parkway is a proposed six-lane major arterial street in the City of Des Moines. The Parkway is forecast to carry approximately 40,000 vehicles per day and will provide improved access to the Central Business District, the Des Moines International Airport, and the State Capitol area. It will also reduce traffic congestion on I-235 and other streets in the Central Business District area.

Because the Parkway will create a new major roadway through existing neighborhoods and will provide a "gateway" into downtown, the City proposes to construct a distinctive project that will emphasize aesthetics and user appeal. A nationally experienced design team, working closely with the Citizen Advisory Committee, has developed an enhancement concept for the Parkway, which includes three major components, as identified below.

1. The roadway should have an overall theme that complements and enhances the surrounding environment. Using strategic planting of well-developed trees and shrubs along the corridor, the roadway emerges as "a rhythm of trees."
2. The Parkway and bridges should become symbolic elements of Des Moines, presenting an image that is dynamic and yet consistent with the architecture already present in the city.
3. There should be common architectural elements for the intersections, with specific designs that capture the character of each neighborhood served by the Parkway.

The proposed enhancement projects would involve the installation of multi-use trails, historic cemetery fence or trail lighting adjacent to the Sherman Hill Historic District, and special streetscape elements and landscape elements along Martin Luther King, Jr. Parkway. The streetscape elements would include special pavement at the intersections, special median pavement, and special light poles/signal poles/sign supports. The landscaping elements would include street trees;

ornamental trees; shrubs; perennials, and amenities, such as benches/corner walls at intersections, vertical markers, etc. A total of eight separate project applications are proposed:

### **Bicycle/Pedestrian Facilities**

1. Multi-Use Trail along the south side of Martin Luther King, Jr. Parkway from 7th Street to 16th Street. Estimated total cost of \$441,000. Requested Enhancement funds of \$220,500 (50 percent), with \$220,500 (50 percent) local match. Proposed funding year 2001.

2. Multi-Use Trail along the east side of Martin Luther King, Jr. Parkway from Ingersoll Avenue to Center Street and along the south side of Martin Luther King, Jr. Parkway from 16th Street to Raccoon River. Estimated total cost of \$260,000. Requested Enhancement funds of \$130,000 (50 percent), with \$130,000 (50 percent) local match. Proposed funding year 2002.

3. Multi-Use Trail Bridge on the south side of Martin Luther King, Jr. Parkway across the Raccoon River. Estimated total cost of \$400,000. Requested Enhancement funds of \$200,000 (50 percent), with \$200,000 (50 percent) local match. Proposed funding year 2003.

### **Historic Preservation**

1. Historic Cemetery Fence along the west side of Martin Luther King, Jr. Parkway from Woodland Avenue to Center Street and the Cemetery Entrance off Woodland Avenue. Estimated total cost of \$300,000. Requested Enhancement funds of \$150,000 (50 percent), with \$150,000 (50 percent) local match. Proposed funding year 2001.

2. Historic Lighting along the Multi-Use Trail on the east side of Martin Luther King, Jr. Parkway in the Sherman Hill Historic District. Estimated total cost of \$75,000. Requested Enhancement funds of \$60,000 (80 percent), with \$15,000 (20 percent) local match. Proposed funding year 2002.

### **Scenic/Environmental**

1. Landscaping and Enhanced Pavement on Martin Luther King, Jr. Parkway from 7th Street to 16th Street. Estimated total cost of \$450,000. Requested Enhancement funds of \$225,000 (50 percent), with \$225,000 (50 percent) local match.

Proposed funding year 2001.

2. Enhanced Intersection Node on Martin Luther King, Jr. Parkway at the Woodland Avenue Intersection and Enhanced Retaining Wall at Grand Avenue. Estimated total cost of \$279,000. Requested Enhancement funds of \$139,500 (50 percent), with \$139,500 (50 percent) local match. Proposed funding year 2002.

3. Enhanced Intersection Node on Martin Luther King, Jr. Parkway at the Ingersoll Avenue Intersection. Estimated total cost of \$196,000. Requested Enhancement funds of \$98,000 (50 percent), with \$98,000 (50 percent) local match. Proposed funding year 2003.

Each MPO funding applicant (for STP or TE funds) must provide assurance that they will adequately maintain the completed project for its intended public use for a minimum of 20 years following the completion.