

**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

00-335

SYNOPSIS -

AGENDA:

JULY 24, 2000

After the City Council approved the original concept statement for the improvements to Douglas Avenue at Beaver Avenue Intersection, staff has had two meetings with the affected property owners on the project and several meetings and discussions with the Iowa Department of Transportation (IDOT).

SUBJECT:

APPROVING
DESIGN
MODIFICATIONS
FOR DOUGLAS AND
BEAVER AVENUE
INTERSECTION
IMPROVEMENTS

The result of these meetings is the modification of the original design concept to lessen the impacts of right-of-way needs for the project, especially on the south side of Douglas Avenue. IDOT has concurred with these modifications to the original concept statement.

Staff is recommending City Council approval of these modifications to the original concept statement and requests authorization to proceed with final design of this intersection improvement.

TYPE:

FISCAL IMPACT -

RESOLUTION
ORDINANCE
RECEIVE/FILE

Funding for the construction cost is shown in Fiscal Year (FY) 2002 in the current Capital Improvement Program (CIP) budget, Page STR-7, Beaver Avenue and Douglas Avenue Intersection Improvements. All costs incurred in preparing this project for bid letting will be reimbursed by IDOT.

SUBMITTED BY:

FLOYD BENTZ, P.E.
CITY ENGINEER

RECOMMENDATION -

Approval.

BACKGROUND -

On October 18, 1999, by Roll Call No. 99-3197, City Council approved an IDOT predesign agreement for Douglas Avenue at Beaver Avenue Intersection Improvements. Subsequently, an informational meeting with property owners affected by the project

was held on November 16, 1999, which resulted in further discussions on possible modifications to the project. After several discussions with IDOT, several modifications to the original concept statement were determined to be feasible. Another meeting was held on May 31, 2000, with affected property owners to discuss the proposed modifications.

A letter dated June 12, 2000, was sent to Scott Dockstader, P.E., District Engineer, IDOT, formally requesting modifications to the original concept statement. The letter specifically requested approval of six items.

1. Douglas Avenue (US 6) will be constructed to a 64-foot back-to-back of curb pavement within an 87-foot right-of-way. This will provide for 12-foot through lanes and an 11-foot left-turning lane. Within the taper area, the through lane widths will be striped at 11 feet wide to allow additional area in the center of the street for left-turn storage.
2. The south curb line of Douglas Avenue (US 6) will be replaced along its current alignment. All pavement widening will occur on the north side of the street. This will allow the existing drive-through in front of the commercial business in the southeast quadrant to be retained, and no driveway access onto Douglas Avenue will be required west of the building. A drive access may be developed to this site on Douglas Avenue opposite 43rd Street. Along the north side of the building, the back-of-sidewalk will be placed at eight feet behind the curb, and a "clear zone" easement will be obtained for the remainder of the clear zone distance needed.
3. The clear zone for Douglas Avenue (US 6) will be 10 feet from the edge of the traveled way, except in the southwest quadrant, where nine feet will be allowed so that no additional right-of-way is needed.
4. The west end of the Douglas Avenue (US 6) median west of Beaver Avenue will be placed to allow left-turning traffic into and out of the westernmost Osco driveway.
5. Eleven-foot lanes will be provided on Beaver Avenue, along with a five-foot "buffer" area on each side that could be marked as a bike lane in the future.
6. The northbound right-turn lane on Beaver Avenue will not be constructed. This will eliminate the need for additional right-of-way along the west side of the commercial building in the southeast quadrant and allow the existing on-site parking to remain.

On July 19, 2000, IDOT notified staff that they concur with the proposed design modifications. The attached plan shows the proposed intersection improvement incorporating the proposed design modifications.

Attachment

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