

**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

00-573

SYNOPSIS -

AGENDA:

DECEMBER 18, 2000

The City's Transportation Consultants have prepared draft corridor study reports for two major transportation projects for consideration and approval by the City. Copies of the reports are on file in the City Clerk's office.

SUBJECT:

SOUTHEAST AND
SOUTHWEST
DIAGONAL
CORRIDOR STUDIES

Both of the corridor studies identified and evaluated numerous environmental and traffic factors, and present preferred alternatives for the recommended alignments. Both reports also identify the proposed type of roadways to be constructed, potential landscaping and other corridor enhancements that should be considered for the projects, and possible staging or phasing of project segments. These two corridors, along with completion of relocated Iowa 5, reconstruction of I-235, and completion of Martin Luther King, Jr. Parkway and its extension north to I-35/80, are the major roadway improvements included in the Metropolitan Planning Organization's (MPO) recently approved 2025 Transportation Plan.

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

FISCAL IMPACT -

SUBMITTED BY:

FLOYD BENTZ, P.E.
CITY ENGINEER

Both of these studies identify major transportation corridors, with very preliminary estimates for future right-of-way and construction costs of \$30-\$46 million for the Southwest Diagonal alternatives and \$37-\$39 million for the Southeast Diagonal alternatives, based on 1998 costs. It is expected that substantial amounts of State and Federal funds, through the Iowa Department of Transportation and the MPO, will be required to implement these improvements. It is also expected that substantial future City funds will be needed for these projects.

RECOMMENDATION -

Receive, file and refer the two studies to the City Manager, the Parks Board, Plan and Zoning Commission, and the Traffic Safety Committee, and direct staff to submit the reports with recommendations from these groups for approval at a future

City Council meeting.

BACKGROUND -

In 1997, the City approved contracts with two local Transportation Consulting firms to conduct corridor studies for the Southeast and Southwest Diagonal Corridors. Snyder and Associates, Inc., of Ankeny has completed a study of the Southeast Diagonal Corridor, connecting on the west end at the proposed interchange of Martin Luther King, Jr. Parkway with SE 14th/15th Street (US 69) and extending east and southeast to connect to the interchange of US 65 (eastern beltway) with Vandalia Road in Pleasant Hill. CH2MHill of Des Moines has completed a study of the Southwest Diagonal Corridor, connecting on the east end at SW 7th Street and SW 9th Street at Thomas Beck Road/Clifton Avenue and extending west and southwest to the intersection of Iowa 28 at McKinley Avenue. This corridor extends through West Des Moines to an interchange with relocated Iowa 5 (south beltway).

Although the two studies were done separately, they used a similar process. The consultants identified and evaluated numerous environmental and traffic factors for many potential alignments. A series of meetings were held with stakeholder groups for each project, consisting of representatives from property owners, neighborhood organizations, businesses and industries, utilities, local governments, the MPO and the Iowa Department of Transportation. The stakeholders provided review and comments on various factors for the different potential alignments. Project information on the alignments was also presented at several neighborhood association meetings.

A public information meeting was held for the Southwest Diagonal on May 19, 1998 at Brody Middle School. The public information meeting for the Southeast Diagonal was held on August 18, 1998 at the Southeast Community Center.

It is recommended that these two corridor studies be referred to the City Manager, the Parks Board, Plan and Zoning Commission, and Traffic Safety Committee for their review and recommendation back to the City Council. It is important that the City adopt a preferred alignment for each corridor so that economic development and land use planning can continue in these areas and the necessary right-of-way for the corridors can be identified and protected for future development of these major roadways.

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