

## Meeting Agendas/Info

**CITY COUNCIL  
COMMUNICATION:**

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

**01-578**

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

**AGENDA:**

NOVEMBER 19, 2001

**SUBJECT:**

28E TRAIL  
AGREEMENT WITH  
WEST DES MOINES  
AND WINDSOR  
HEIGHTS

**TYPE:**

**RESOLUTION**  
ORDINANCE  
RECEIVE/FILE

**SUBMITTED BY:**

DONALD M. TRIPP  
PARK AND  
RECREATION  
DIRECTOR

**SYNOPSIS -**

Approve a 28E Agreement among the cities of West Des Moines, Windsor Heights, and Des Moines which will allow uniform planning and construction of Walnut Creek Trail Phases I-A (Center Street in Windsor Heights to the bridge over Walnut Creek at 63rd Street), I-B (the Walnut Creek bridge at 63rd Street to the bridge at Grand Avenue), and II (the bridge at Grand Avenue to the bridge at N. Valley Drive). The City of Des Moines will be the sponsor or contracting authority with the Iowa Department of Transportation (IDOT).

**FISCAL IMPACT -**

Total estimated project cost for Phases I-A, I-B, and II is \$1,622,000. Phase I-A includes new bridge construction in Windsor Heights and one bridge underpass, and 0.6 miles of trail construction in West Des Moines that, when combined, will total approximately \$462,000. Windsor Heights will pay approximately \$119,600, and West Des Moines will pay approximately \$342,600 from a combination of grants and Capital Improvement Program (CIP) funding.

Phases I-B and II include 1.8 miles of trail construction, a new bridge, and one bridge underpass, and total approximately \$1,160,000. Phases I-B and II will be paid for by the City of Des Moines with a combination of grants (\$613,000) and CIP funds (\$547,000). The CIP funds are budgeted within the current CIP account (CPO40, PKS990000, PKS045).

**RECOMMENDATION -**

**Approval.**

**BACKGROUND -**

The Walnut Creek Trail is an integral segment of the American

Discovery Trail (ADT), a national multi-purpose trail that crosses the United States from California to New Jersey. It passes through Des Moines and some of its western suburbs, including West Des Moines, Windsor Heights, and Clive. Walnut Creek trail segments I-A, I-B, and II are bicycle/pedestrian trails that begin at Center Street and Walnut Creek in Windsor Heights and end approximately 2.5 miles at the vehicular bridge crossing Walnut Creek on N. Valley Drive (see map attached to roll call).

The purpose of creating a 28E Agreement among Des Moines, Windsor Heights, and West Des Moines is to provide the opportunity for uniform development of the ADT through Des Moines and its suburbs. Further, IDOT advises that from an economy of scale, all cities involved will get the best bid prices if all trail segments are combined and let on one set of plans with separate divisions to break out items and quantities associated with the limits of each segment of the project. The only way this can be done is if one city (Des Moines) is the "sponsor" (contracting authority) for all the trail segments. The process provides for one set of plans, one bid, and one contractor. Reimbursement of grant funds from IDOT and the Iowa Department of Natural Resources (IDNR) would be made to the City of Des Moines who in turn would bill the other two cities for their remaining proportionate costs.

Phases I-B and II of the Walnut Creek Trail are located within the City of Des Moines' corporate limits. The Des Moines City Council approved development of these phases with the acceptance of three grants: (1) An IDOT Federal Recreational Trails grant for \$300,000 toward completing Phase I-B; (2) An IDNR Recreation Enhancement And Protection (REAP) grant for \$160,000 toward completing Phase II; and (3) An IDOT Metropolitan Planning Organization (MPO) Transportation Enhancement (TE) grant of \$773,000 for Phases II and III of the Walnut Creek Trail (Phase III begins at the southern terminus of the Levee Trail and travels east to Gray's Lake in part via the Bill Riley Trail). Only \$153,000 of this grant is dedicated toward completion of Phase II. The remainder of these funds will be utilized for Phase III planning and construction beginning in the fall of 2002.

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