Meeting Agendas/Info

CITY COUNCIL COMMUNICATION:

01-632

AGENDA:

DECEMBER 17, 2001

SUBJECT:

MARTIN LUTHER KING, JR., PARKWAY - EVALUATION OF ALTERNATIVE SOLUTIONS

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

SUBMITTED BY:

FLOYD BENTZ, P.E.
CITY ENGINEER

ITEM ____

OFFICE OF THE CITY MANAGER
CITY OF DES MOINES, IOWA

SYNOPSIS -

On November 19, 2001, by Roll Call No. 01-3482, the Des Moines City Council rejected the bids for construction on Martin Luther King, Jr., Parkway from the Raccoon River Bridge to Ingersoll Avenue due to the bids being substantially over budget. The East/West Segment of West Martin Luther King, Jr., Parkway, from SW 2nd to SW 16th Street is currently under contract. The North/South Segment from Ingersoll Avenue to Center Street is currently scheduled for a March, 2002 letting and remains on schedule with the work the Iowa Department of Transportation (IDOT) is doing at the Martin Luther King, Jr., Parkway/I-235 Intersection.

The most expensive portion of the Martin Luther King, Jr., Parkway project consists of construction of the two Raccoon River Bridges and the structures at the Fleur Drive Intersection that were scheduled for bids later in 2002. Because of the high bids received to date on the Martin Luther King, Jr., Parkway projects and increased cost for right-of-way acquisition, staff did a comprehensive update of the probable costs to complete the project. The revised probable costs substantially exceed the original project budget; therefore, staff recommends exploring alternative solutions for the intersection of Martin Luther King, Jr., Parkway and Fleur Drive, the associated structures, the two bridges over the Raccoon River and the North/South section from the Raccoon River north to Ingersoll Avenue.

FISCAL IMPACT -

It is anticipated that alternative solutions would reduce project costs by nine million on the conservative side, and 15 million on the high side, without reducing the level of traffic service. The anticipated cost reductions are based on retaining the East/West Signature bridge. The evaluation process will identify revised project costs, including redesign costs. Cost of the evaluation process shall be at the Consultant's actual cost, not to exceed $150,000, utilizing current authorized design fees.

RECOMMENDATION -

Authorize the City Engineer and the Consultant, Earth Tech, to work in conjunction with the citizens committee and project stakeholders to evaluate alternative solutions on West Martin Luther King, Jr., Parkway from SW 16th Street to Fleur Drive, and on Martin Luther King, Jr., Parkway from Fleur Drive to Ingersoll Avenue, including the Fleur Drive intersection, and to bring back to the City Council, results of the evaluations with recommendations from staff and the citizens committee.

BACKGROUND -

In conjunction with the City Council action by Roll Call No. 01-3482, dated November 19, 2001, the City Engineer directed the Consultant to stop design work on the structures affected by the proposed evaluation process.

Subsequently, City Staff has met with representatives of the Federal Highway Administration (FHWA), the Iowa Department of Natural Resources (IDNR), the Iowa Department of Transportation (IDOT), and the Consultant - Earth Tech, to develop, what we consider, viable alternatives and a recommended evaluation process. Attached to the roll call is a copy of the proposed Martin Luther King, Jr., Parkway Redesign Evaluation Process, which includes preliminary drawing of a roundabout alternative to be considered, and a flow chart showing the redesign evaluation process. If approved by the City Council, this process would start immediately, and would include a kick-off meeting with the Martin Luther King, Jr., Parkway citizens committee to review the status of the Martin Luther King, Jr., Parkway project, and to review with them the alternatives that we propose to analyze and present to them for their participation in the evaluation.

Barring any lengthy regulatory delays, the schedule is to return to the City Council in April with the evaluation recommendations so that the detail design process can proceed to allow for project completion in December, 2004.