

**CITY COUNCIL
COMMUNICATION:**

ITEM _____

02-097

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

AGENDA:

SYNOPSIS -

FEBRUARY 18, 2002

Approving Supplemental Agreement #1 to the professional services contract for Walnut Creek Trail Phases I-B and II.

SUBJECT:

FISCAL IMPACT -

SUPPLEMENTAL AGREEMENT #1 TO THE PROFESSIONAL SERVICES CONTRACT FOR WALNUT CREEK TRAIL PHASES I-B AND II

Funding in the amount of \$11,600 for these services is included in the 2001-2002 Capital Improvement Program (CIP) budget.

RECOMMENDATION -

Approval of the Supplemental Agreement with Brian Clark and Associates.

TYPE:

BACKGROUND -

**RESOLUTION
ORDINANCE
RECEIVE/FILE**

On November 19, 2001, by Roll Call No. 01-3477, the City Council approved a 28E Agreement with the cities of West Des Moines and Windsor Heights to be lead agency in the construction of Walnut Creek Trail, Phases I and II. On May 21, 2001, by Roll Call No. 01-1593, the City Council approved a contract in the amount of \$139,920 with Brian Clark and Associates for design services of Des Moines' segments I-B and II of the Trail. These segments begin on the west side of Walnut Creek at the vehicular bridge over 63rd Street and end south of Railroad Avenue on the east side of 63rd Street across from Lincoln Drive in West Des Moines. Construction of the trail segments will include a bicycle/pedestrian bridge over Walnut Creek, two bridge underpasses, and two railroad crossings near Grand and Railroad Avenues.

SUBMITTED BY:

DONALD M. TRIPP
PARK AND RECREATION DIRECTOR

Midway in the design process, the consultant (Brian Clark and Associates) was informed by the Corps of Engineers and the Iowa Department of Natural Resources that elevation figures and assumptions in locating bridge abutments used in the 1998 Walnut

Creek Trail Master Plan were no longer valid. More recent elevation measurements require over an eight foot vertical increase for the bottom of the bridge to clear 100 year flood levels. These changes drastically alter the length and complexity of the bridge that would have to be constructed.

To maintain the same style of bridge, cost estimates increased from \$160,000 to over \$330,000. An alternative to the more expensive bridge is a structure that requires some creek shaping, but it must insure that water levels at flood stages do not increase in volume upstream. Examples of this structure are in use on the Walnut Creek Trail in Clive. To be acceptable, the use of such structures requires that the stream be "modeled" at the proposed bridge site, a process that involves surveying, stream profiling, evaluating alternative crossings, and providing documentation with drawings.

This work, which is estimated at \$11,600, is in addition to any previously approved scope of work for Brian Clark and Associates. Should the modeling of the proposed bridge site prove that such a bridge structure could be used, the cost of a bridge at this site is estimated to be in the range of \$160,000-\$200,000. If the modeling shows that the volume of water will increase behind such a structure, then the construction of a bridge to span Walnut Creek may require additional design and much greater funding in order to be completed. Staff recommends that the modeling procedure be authorized by the City Council.

The Walnut Creek Trail is 2.4 miles in length. The City of Des Moines is paying to build the Des Moines section only, which is 1.8 miles in length. The total cost for this 2.4 miles is estimated to be \$1,622,000. Of that amount, the City of Des Moines' cost is \$1,160,000.
