



**CITY COUNCIL
COMMUNICATION:**

ITEM _____

02-245

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

AGENDA:

MAY 6, 2002

SYNOPSIS -

On December 17, 2001, by Roll Call No. 01-3734, City Council authorized an evaluation of alternative design solutions to reduce costs on West Martin Luther King, Jr. (MLK) Parkway from SW 16th Street to Fleur Drive, and on MLK Parkway from Fleur Drive to Ingersoll Avenue. The process as outlined by the City Council has been completed and the proposed redesign concept is presented to City Council for approval.

SUBJECT:

MARTIN LUTHER
KING, JR.
PARKWAY
NORTH/SOUTH AND
EAST/WEST
SEGMENTS
(ACTIVITY ID NO.
01-1979-002)

FISCAL IMPACT -

The MLK Parkway project budget was adjusted to reflect the high bid prices received in the fall of 2001 for the Raccoon River to Ingersoll Avenue Segment and escalating right-of-way costs. This revised budget was \$145.8 million. The proposed redesign concept is estimated at \$130.0 million, a reduction of over \$15 million. The proposed redesign estimate of \$130.0 million is programmed in the current Capital Improvement Program (CIP).

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

RECOMMENDATION -

SUBMITTED BY:

JEB E. BREWER, P.E.
CITY ENGINEER

Receive and file the MLK Parkway redesign report; approve the Design Concept identified as the T-Intersection and as outlined in this Council Communication and redesign report; authorize the City Manager to negotiate a supplemental agreement with Earth Tech Services, Inc. for redesign of the intersection and roadway as outlined in this Council Communication, subject to Iowa Department of Transportation (IDOT) approval of the supplemental agreement; and authorize the City Manager to negotiate a 28E Agreement with the Des Moines Water Works for rededication of right-of-way and utility relocation necessary for the MLK Parkway.

BACKGROUND -

In October of 2001, the segment of MLK Parkway from Ingersoll Avenue to the Raccoon River was bid. The low bid was approximately \$3 million more than the revised construction estimate and almost \$6 million more than the 1999 budget estimate. These extremely high bids were then programmed into the remaining project estimate, resulting in an adjusted budget of \$145.8 million. The City Council, on December 17, 2001, then directed an evaluation of alternative design solutions with the stated goal of reducing the cost by \$9 to \$15 million. The design evaluation was to be performed in conjunction with a citizen input process involving the MLK Parkway Citizens Advisory Committee and additional outside stakeholder participation. This process has been completed. During the May 2, 2002 MLK Parkway Citizens Advisory Committee meeting, the recommendation of the redesign effort was considered. The results of the Citizens Advisory Committee review was to recommend a T-intersection, a narrow/deep bank cut hydraulic mitigation, a standard design north/south bridge, and an enhanced signature type east/west river bridge. They also recommended the segment from Ingersoll Avenue south to the Raccoon River be rebid after it is separated into multiple projects, and that the Grand Avenue Bridge remain essentially as designed. Grand Avenue will be closed for a longer period of time and there will be only two tiers on the retaining walls.

The MLK Parkway Citizen's Advisory Committee was unified on their support of the redesign recommendation with the exception of the Des Moines Water Works. The Des Moines Water Works objected to the T-intersection and the narrow/deep bank cut hydraulic mitigation. The Des Moines Water Works preferred the original design and suggested additional federal funds be obtained to cover the higher costs.

The Committee has stated that they strongly supported both signature bridges, but since the budget would not allow both, the east/west signature bridge should remain. There was a motion to also have a comprehensive planting plan of the near bank area be presented to the Committee for review and monitoring.

This recommended redesign will require a change to the bridge designs and the intersection configuration. The remaining design funds allocated, but not spent on the original designs, must be reallocated to the new design effort. Since a significant portion of the old design cannot be used in the new configuration, the anticipated budgeted design fee will increase. This anticipated increase is included in the new budget; therefore, the net savings can still meet the \$15 million goal. The City will negotiate a supplemental agreement with Earth Tech, Inc., obtain IDOT approval, and submit to Council for

authorization.

The recommended redesign will also have different impacts upon Des Moines Water Works piping and infrastructure. The Des Moines Water Works is currently updating their impacts based upon the new design. The City Manager will negotiate a 28E with the Des Moines Water Works regarding utility impacts and rededication of right-of-way.

This recommended redesign reduces the cost by \$15 million while preserving the overall goals of the project such as traffic capacity and appropriate aesthetic enhancements.

Although not forwarded as a recommendation by the Citizens Advisory Committee, a standard design with aesthetic enhancements in lieu of the signature bridge for the east/west crossing of the Raccoon River would reduce the project costs by an additional \$1.75 million.
