



**CITY COUNCIL
COMMUNICATION:**

ITEM _____

02-372

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

AGENDA:

JULY 8, 2002

SYNOPSIS -

On May 6, 2002, by Roll Call No. 02-1104, City Council authorized a new design for the Martin Luther King, Jr. (MLK) Parkway that reduced the anticipated cost of the project by a net of \$15.8 million. Council also authorized the City Manager to negotiate a supplemental design agreement with Earth Tech, Inc. (Diane Creel, CEO, 100 W Broadway, Suite 5000, Long Beach, CA) in order to accomplish this redesign. The supplemental agreement is presented for Council approval. The cost of this supplemental is included in the current \$130 million project budget.

SUBJECT:

MARTIN LUTHER
KING, JR.
PARKWAY
SUPPLEMENTAL
DESIGN
AGREEMENT NO. 20

FISCAL IMPACT -

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

Compensation to the consultant is in the amount not to exceed \$2,365,000 for Supplemental Agreement No. 20, from current approved Capital Improvement Project (CIP) Account 521020, Fund CP038, Organization ENG990000, Project STR039 East/West and Project STR 138 North/South \$1,216,000 federal, \$304,000 local.

SUBMITTED BY:

JEB E. BREWER, P.E.
CITY ENGINEER

Furthermore, unspent funding totaling \$1,187,000 remains on Supplemental Agreement No. 18 as a result of the City notifying Earth Tech, Inc. in November 2001 to stop design work on the elevated structures until funding could be resolved. This amount will be applied to Supplemental Agreement No. 20 to reduce the net costs from \$2,365,000 to \$1,178,000.

RECOMMENDATION -

Approve the supplemental agreement for the re-design.

BACKGROUND -

In October of 2001, bids were received for the segment of MLK Parkway from Ingersoll Avenue to the Raccoon River. The low bid

was approximately \$3 million higher than the revised construction estimate and almost \$6 million over the 1999 budget estimate. Staff then revised estimates for the remainder of the MLK Parkway project not under contract utilizing these latest high bid prices which resulted in an adjusted project budget of \$145.8 million. On December 17, 2001, City Council directed an evaluation of alternative design solutions with the stated goal of reducing the total cost anywhere between \$9 million and \$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. The final Citizens Advisory Committee recommendation included a T-intersection at MLK Parkway and Fleur Drive, a narrow/deep bank cut on the Raccoon River as a hydraulic mitigation, the north/south bridge was recommended to be constructed as a standard design, the east/west bridge remained an enhanced signature-type bridge, and an extended closure time for the Grand Avenue Bridge segment.

These recommendations were approved by City Council on May 6, 2002, by Roll Call No. 02-1104, which also authorized the City Manager to negotiate a supplemental agreement with Earth Tech, Inc. to redesign the intersection of Fleur Drive and MLK Parkway.

Supplemental Agreement No. 20 has been negotiated with Earth Tech, Inc. for the additional design services for a total cost of \$2,365,000 which includes final design of a conventional north/south bridge, an enhanced signature-type east/west river bridge, re-design of storm sewer and retaining walls for the Grand Avenue bridge over MLK, and re-design of hydraulic mitigation measures on the Raccoon River channel. Previous supplements have been executed for the detailed final design of these elements under Supplemental Agreement Nos. 15, 16, and 18 using a design concept, which included multiple elevated structures. Much of this elevated structure must now be abandoned and re-designed as an at-grade facility. Elevated structure construction costs have increased dramatically over the last year possibly due to increased demand associated with surrounding construction work, especially I-235 bridge work. A large portion of the design for these elevated structures has already been completed as the MLK Parkway project was originally scheduled for construction to be completed in 2003.

Total final design costs, excluding construction management, for the MLK project will be \$10,644,700. Preliminary estimates indicate that design revisions associated with Supplemental Agreement No. 20 will save \$16,969,000 in construction costs, resulting in a net saving of \$15,791,000 and a total project budget of \$130 million.
