ITEM 125

OFFICE OF THE CITY MANAGER
DES MOINES, IOWA

CITY COUNCIL COMMUNICATION 97-177
APRIL 7, 1997 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
ML KING, JR. PARKWAY EAST/WEST SEGMENT—SW 2ND TO FLEUR DRIVE	◆ RESOLUTION ORDINANCE RECEIVE/FILE	HAROLD E. SMITH CITY ENGINEER

SYNOPSIS —

The City of Des Moines has entered into a series of agreements with RUST Environment and Infrastructure relating to the preliminary design of the ML King, Jr. Parkway Project. The latest of the agreements, related to the segment of the project from SW 2nd to Fleur Dr., was approved by Council on April 17, 1995. Part of the scope of services for this segment was preparation of preliminary engineering design plans to identify right-of-way needs, and the holding of a required Design Public Hearing.

The Design Public Hearing was held at the Botanical Center on November 1, 1995. It was conducted with an open forum format with City of Des Moines staff, representatives of the Iowa Department of Transportation (IDOT), and the consultant available to receive comments and answer questions. A total of 68 persons signed the attendance sheet. A summary of the public hearing, a listing of the questions and letters received and responses, and other related information was attached to Roll Call No. 96-337, on the City Council agenda of January 22, 1996, at which time the City Council approved the preliminary conceptual design on this segment of the project. Subsequent to this action as the project proceeded, issues were raised by downtown business interest with certain aspects of the proposed design elements. A model was prepared and traffic issues and projections were revisited by the Rust Design Team, City staff, and transportation consultants provided by Des Moines Development Corporation (DMDC). As a result, a number of significant changes have been made which have satisfied the consensus of DMDC and Downtown Partnership, Inc.

The next step in this segment of the project is obtaining design approval of the preliminary engineering design from the Federal Highway Administration (FHWA). Upon receiving approval from the FHWA, final design of various phases can commence, along with acquisition of right-of-way for properties identified for full or partial acquisition.

FISCAL IMPACT —

The estimated cost of final design, right-of-way acquisition, construction and administration of this segment of the project is $59,684,000. On January 3, 1995, by Roll Call No. 95-70, Council approved an agreement with the IDOT for a $25,207,000 Revitalize Iowa's Sound Economy (RISE) grant and a $4,448,000 no-interest RISE loan for the project. The Metropolitan Planning Organization (MPO) has set aside a total of $20,290,000 of Federal Surface Transportation Program funds for the project, and the City of Des Moines 1995-96/2000-01 CIP on page 291, Fund Code 393943, includes local general obligation and tax increment funding in the amount of $9,742,000.

RECOMMENDATION —

Approval of the revised preliminary engineering design of the east/west segment of the ML King, Jr. Parkway Project from SW 2nd Street to Fleur Drive. Direct staff to seek design approval of the project from the IDOT and the FHWA so that final design can commence, right-of-way can be acquired, and construction can be started as soon as possible.

BACKGROUND —

Since City Council approval of the preliminary design concept of the east/west segment of the ML King, Jr. Parkway Project on January 22, 1996, the following modifications have been made subsequent to additional testing of materials in the existing SW 8th and SW 9th Street Viaducts and concerns raised by interested parties representing Downtown Partnership, Inc. and DMDC. These are summarized as:

1. Existing viaducts on SW 8th and 9th Streets will be removed.

2. New viaducts will be constructed on SW 8th and 9th Street, overpassing Cherry Street, the existing railroad at Vine Street, and ML King, Jr. Parkway.

3. The height of SW 8th and 9th Streets have been reduced approximately eight feet below the original design in the vicinity of ML King, Jr. Parkway.

4. The extent of bridge structure versus embankment/retaining walls on the ramps has been investigated with resulting modifications.

5. The *width* of the interchange has been compressed; proposed ramps are approximately 100 feet closer together than the original design.

6. Paved shoulders have been reduced for ML King, Jr. Parkway. The total width of pavement has been reduced on the average, approximately eight feet.

7. The railroad overpass near SW 11th Street has been eliminated and replaced with an at-grade crossing. The elevation of ML King, Jr. Parkway has been reduced approximately 30 feet in this area. (This change is pending approval from the IDOT and FHWA.)

8. The connection between SW 11th Street and SW 12th Street has been eliminated. SW 11th Street will be dead-ended north and south of ML King, Jr. Parkway.

9. An extension of Tuttle Street has been added west of SW 11th Street. Tuttle Street will be continuous over to SW 14th Street.

10. The visual/architectural design of the facility will correspond to the revised layout.

The proposed project provides for the construction of a new roadway between Fleur Drive and SW 2nd Street in the City of Des Moines, a total length of 2.3 km (1.4 mi). This segment is part of the overall ML King, Jr. Parkway Project which extends from Center Street to E .15th Street.

The improvements, as proposed, provides for the construction of a new divided roadway located approximately along the present alignment of Market Street and Elm Street. The initial construction would provide two primary traffic lanes in each direction, with additional auxiliary lanes near some of the intersections and interchanges. The design would allow for the future construction of two additional lanes in the median, providing an ultimate six-lane facility.

At-grade intersections would be provided at Fleur Drive, SW 16th Street, SW 14th Street, SW 3rd Street and SW 2nd Street. Existing SW 11th Street, SW 6th Street, SW 4th Street and a portion of Elm Street and Market Street would be closed in the vicinity of the new roadway. SW 6th Street would be made to flow into 7th Street from south of Cherry Street to Tuttle Street.

The proposed project would also include removal of the existing SW 7th Street viaduct. A new surface street would be constructed in lieu of the existing viaduct, with an additional connection to SW 6th Street. This construction would provide for one-way southbound operation on SW 7th Street and one-way northbound operation on SW 6th Street, to the north of the new ML King, Jr. Parkway.

An at-grade intersection would initially be constructed at Fleur Drive as part of this segment. During future construction of the north/south segment between Fleur Drive and Center Street, a full interchange will be constructed at Fleur Drive and the ML King, Jr. Parkway. The at-grade intersection constructed under this initial phase will be come a part of that interchange.

The proposed project also includes removing and replacing the SW 8th and SW 9th Street viaducts with new structures. Portions of the new structure will be lowered about 2.5 meters (8 to 9 feet) from the elevation of the existing viaducts. The new main-line lanes are proposed to pass under the new viaducts on these streets with new interchange ramps connecting to the new viaducts, forming a *split diamond* interchange.

East/west bridges on ML King, Jr. Parkway would cross SW 7th and SW 5th Streets. The north ramp from SW 7th Street west through SW 9th Street would be built on a bridge. The south ramp would be built on earthen embankments or retaining walls.

An at-grade railroad crossing for a railroad spur track is proposed immediately west of the *split diamond* interchange ramp which is approximately 120 meters (400 feet) west of SW 11th Street. Tuttle Street would be extended between SW 14th Street and SW 11th Street to provide local access in this area.

Access to the new roadway would be restricted along its entire length. Access would be allowed at predetermined public street connections only. Some of the existing private access points would be relocated or closed as part of the project.

Average daily traffic volumes on this segment of ML King, Jr. Parkway are expected to range from 20,000 to 40,000 vehicles per day by the year 2020.