

**CITY COUNCIL
COMMUNICATION:**

02-188

AGENDA:

APRIL 8, 2002

SUBJECT:

PROFESSIONAL
SERVICES
AGREEMENT FOR
THE 15TH STREET
CORRIDOR
IMPROVEMENTS

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

SUBMITTED BY:

JEB E. BREWER, P.E.
CITY ENGINEER

ITEM _____

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

SYNOPSIS -

On the April 8, 2002, Council Agenda is a roll call to approve and authorize the execution of an agreement for professional services with Snyder & Associates, Inc., (Stephen P. Rowe, President, 501 S.W. Oralabor Road, P.O. Box 1159, Ankeny, Iowa, 50021-0974), in conjunction with the 15th Street Corridor Improvements.

FISCAL IMPACT -

Compensation to the consultant for work covered by the Agreement shall be made at an hourly rate not to exceed \$228,400.

RECOMMENDATION -

Approval.

BACKGROUND -

On August 7, 2000, by Roll Call No. 00-3395, the City Council approved a professional services agreement with Snyder & Associates, Inc. to assist with the traffic analysis elements of the Downtown Traffic Study. The study addressed the impacts of the construction of Martin Luther King Jr. Parkway (MLK), the reconstruction of I-235, and the Allied-Gateway Campus project upon the existing traffic infrastructure in the western downtown area, and made recommendations on balancing the efficiency of traffic to and from downtown businesses and surrounding neighborhoods and the impact of that traffic upon the downtown neighborhoods, including the residential neighborhoods adjacent to downtown.

The study included the following recommendations in the western downtown area:

- 15th Street Corridor: Locust Street to Ingersoll Avenue

15th Street between Locust and Grand will be developed as a five-lane roadway. The widening will be accomplished so that it is compatible with the future five-lane roadway section south of Walnut Street.

Between Grand and Ingersoll, 15th Street will be reconstructed on a new grade to a four-lane pavement within the existing right-of-way. The grade established will allow the existing adjacent uses to remain, with access provided to the reconstructed street. This will require that a portion of Ingersoll Avenue be lowered at the 15th Street intersection.

- 15th Street Corridor: Woodland Avenue to 19th/Crocker
15th Street is currently a 50' wide pavement within this area. The new design will remove the center portion of the roadway, providing for a future cross-section consisting of two roadways separated by a landscaped median within the existing pavement width. Left turn bays will be provided for southbound traffic at Center Street, Pleasant Street, and Woodland Avenue.

Crocker Street beginning east of 19th Street to 17th Street will be developed as a three-lane roadway, re-using the existing roadway except just east of 19th Street, where the pavement will be narrowed to match the existing pavement to the east. From 17th Street east, Crocker Street design will include a center raised, landscaped, median similar to the adjacent section of 15th Street.

An 8' wide pedestrian sidewalk will be incorporated along the south and west sides of 15th/Crocker Streets, extending between 19th/Crocker to 15th/Ingersoll.

Intersection "neck-downs" are planned at the side-street approaches to 15th/Crocker from the Sherman Hill Neighborhood streets. Four-way stops are anticipated at the intersections of 15th/Center and at 15th/Woodland.

- Ingersoll/High Street Corridor: 11th Street to 17th Street
Between 14th Street and 17th Street, the Ingersoll Avenue improvements will consist of replacing the existing center median, along with necessary work at the new 15th Street intersection. Minor intersection narrowing is planned on the north side of Ingersoll at Linden Street. Between 14th and 12th Street, the High Street improvement will consist of widening and resurfacing the existing roadway on the south side of the existing pavement, to provide a five-lane facility. Between 12th and 11th Street, the current pavement width will be retained, but the existing roadway curve will be redesigned to an improved horizontal alignment.

12th Street will be re-aligned from High Street north approximately ½ block, in order to align with the existing roadway to the south, and will be developed as a two-way street south to Grand Avenue.

The High Street design in the vicinity of 13th Street will be

compatible with both the existing 13th Street alignment and the future re-alignment of 13th Street between Grand and Woodland Avenue.

The design will include channelization changes at the High/Ingersoll/14th Street intersection.

Traffic Signal modifications are anticipated at 12th/High, 12th/Grand, and provisions made for a future signal at the realignment of 13th/High.

· Woodland Avenue/ Sherman Hill Traffic Calming Improvements
Woodland Avenue between 12th Street and 19th Street will include various intersection design features to provide "traffic calming" measures, generally consisting of intersection "knuckles" to narrow the width of the existing roadway. These are anticipated at the pedestrian crossing areas in the 1300 block and west of 14th Street, along with the intersections with 15th Street, 17th Street, and 19th Street.

Within the Sherman Hill area, intersection traffic circles are anticipated at the 19th/Pleasant and the 17th/Center intersections. These would generally be designed to fit within the existing intersection width, but may also include minor curb return modifications.

On March 8, 2002, the Engineering Department mailed Request For Proposals (RFP) to nine engineering firms asking for proposals to prepare detailed plans for implementation of the above recommendations from the Downtown Traffic Study. On March 25, 2001, proposals were received from Snyder & Associates, Inc., Earth Tech, Kirkham Michael, Veenstra & Kimm, Inc., and Stanley Consultants, Inc.

A consultant selection committee composed of City staff from Engineering's design and traffic divisions and the City Manager's office reviewed those proposals. The proposals were rated on experience with similar projects, qualifications of key personnel, resources available to complete the project, project overview, references, quality of the proposal, location of the firm, and costs. The selection committee found two firms, Snyder & Associates, Inc. and Earth Tech, as clearly most qualified to do the work required by this project. While both firms had excellent proposals and were found to be essentially equal, it is recommended that Snyder & Associates, Inc. be selected in order to provide continuity of public involvement with the Downtown Traffic Study. Snyder & Associates also appears to have a lighter workload than Earth Tech, considering the fact that it will be necessary to retain Earth Tech for additional ML King Jr. Parkway redesign. Future workload is a critical factor

since many of these projects must be completed in a short time period.

It is anticipated that construction on these projects will be completed during 2003 and 2004.
