



**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

00-411

SYNOPSIS -

AGENDA:

AUGUST 31, 2000

The City and the Iowa Department of Transportation (IDOT) have negotiated the Predesign Agreement for Interstate 235 from the City's west corporate limits to the City's north corporate limits. Approval of this Agreement by the City and IDOT will allow design and construction of the I-235 project to proceed.

SUBJECT:

IOWA
DEPARTMENT OF
TRANSPORTATION
PREDESIGN
AGREEMENT FOR I-
235

The major components of this Agreement are as follows:

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

A. Right-of-Way

The City shall be responsible for providing, without cost to IDOT, all right-of-way for the project which involves dedicated streets or alleys, and all other city-owned lands, except park land, which are required for the project subject to the condition that IDOT shall reimburse the City for the value of improvements situated on such other city-owned lands. IDOT shall be responsible for acquisition of all other right-of-way.

SUBMITTED BY:

ERIC A. ANDERSON
CITY MANAGER

B. Funding of Sanitary Sewer Relocations and Storm Sewers (which are required as a result of the I-235 improvement)

The Agreement provides a cap of \$12.7 million (\$9.2 million for sanitary sewer relocation and \$3.5 million for storm sewers) for the I-235 project. The City is responsible to design the sanitary sewer relocations. The design costs for the sanitary sewer relocation are included in the \$9.2 million cap. IDOT will provide design for the storm sewer improvements. IDOT will construct the sanitary and storm sewer improvements as part of the I-235 project and buy the necessary right-of-way required. Repayment schedule for the \$12.7 million is provided as follows- on or before July 1, 2008, \$4 million; on or before July 1, 2009, \$4 million; on or before 2010, \$4.7 million.

The City is also responsible for any existing transverse sanitary sewer crossings that require lining because of structural inadequacies as determined by the City. The City is responsible

for analyzing and verifying that the existing crossings have adequate strength before they will be allowed to remain in place as is. If the City determines that a transverse crossing(s) cannot be lined, the City will replace the crossing(s) in accordance with current IDOT guidelines. These transverse crossings, if requiring replacement or lining, will be included as part of the mainline I-235 project. IDOT will let and construct said crossings, and the City will be responsible for the design of same. The actual repayment will be based on bid prices received for said crossings. The City will be responsible for repaying IDOT in three equal installments due on or before July 1, 2008, 2009, and 2010 respectively.

There are 14 existing transverse sanitary sewer crossings affected by the above determinations. If the City determines that all 14 require lining, the estimated cost is \$3.7 million. The City's current 2000-01/5005-06 Capital Improvement Program (CIP) on page SAE-19 (Project Relining Sanitary Trunk Sewers) provides \$4 million annually from 2001-02 through 2005-06 for relining of sewers which could be utilized for this project. City staff at this time cannot say with certainty if any of these sewers will require replacement; however, based on current information available, staff believes that the risk that replacement will be required is very low. The cost to replace is approximately twice the cost to reline.

C. Three separate storm sewer outlet projects related to I-235

Also, the City and IDOT will be jointly responsible for three separate storm sewer outlet projects in the area of 31st Street, Keo Way, and Deans Lake. The cost estimates and percentages of responsibility for the three projects are presented in Exhibit A as attached to the roll call.

The City has the option to include or defer any or all of the three storm sewer outlet projects with the I-235 mainline improvement. IDOT will credit the City for IDOT's share of said outlet projects if the City decides to defer said projects. If deferred, the credit would reduce the City's costs for repayment as outlined above in "B". If the City chooses to receive credit (up front for any or all of the three projects), the City would be responsible for 100 percent of the said outlet projects that are delayed, all at no additional expense or obligation to IDOT. If the City elects to include any or all of the outlet projects with the I-235 improvements, the City will be responsible for repaying IDOT the City's respective percentages (see Exhibit A) in three equal

yearly installments which will be due on or before July 1, 2008, 2009, and 2010 respectively.

D. Storm Sewer Maintenance

The responsibility for storm sewer maintenance on this project is determined by accessibility to related utility accesses or intakes either inside or outside of the I-235 controlled access area. Those storm sewer lines which are totally or partially within the I-235 controlled access area, shall be maintained by IDOT, and those storm sewer lines which are totally outside of the I-235 controlled access area, shall be maintained by the City.

Current agreements on I-235 require the City to maintain the storm sewers.

E. New Lighting and Traffic Signal

New lighting and/or traffic signal construction which may be accomplished (within the I-235 improvement area) as part of or incident to these improvements shall be provided under guidelines established in 761 Iowa Administrative Code Ch. 150. IDOT shall construct traffic signal installations (where warranted) all at no cost to the City. Lighting which is requested by the City for bridge overpasses and underpasses not associated with an interchange, and any pedestrian only lighting, will be paid entirely by the City at no cost to IDOT or any individual project. This will also include any City requested lighting which may be constructed outside interchange ramp terminals. If constructed, the City shall accept ownership of and responsibility for future energy and maintenance costs of those traffic signal units which lie within the City's corporate boundaries, as well as those lighting units located outside interchange ramp terminals and those which are for pedestrian use only.

FISCAL IMPACT -

Funding for this project will be included in future CIPs related to I-235 as follows:

- \$12.7 million cap for sanitary and storm sewers for repayment to State in 2008, 2009, and 2010
- \$7.2 million cost for the City's share of the storm water outlets for repayment to State in 2008, 2009,

and 2010

- \$4.6 million estimated City cost for increased capacity of three storm sewer outlets for the City's benefit from the Sanitary and Storm Sewer Enterprise Fund
- \$3.7 million estimated maximum cost for relining transverse sanitary sewers from CIP sanitary sewer funds

RECOMMENDATION -

Approval of this agreement with IDOT.

BACKGROUND -

By a May 3, 2000 letter from Marty Sanke, I-235 Project Manager, to City Manager Eric A. Anderson, IDOT advised the City that they would be responsible for approximately \$25 to \$28 million in costs to relocate existing City-owned sanitary sewers in conjunction with the I-235 Project.

During meetings with IDOT, the City learned that it would also be responsible for a major share of the storm sewer cost related to the I-235 Project. IDOT indicated that based on previous projects, the local share of storm sewer costs would typically be in the range of 70 to 80 percent of the total storm sewer cost. Recently developed preliminary estimates for the I-235 storm sewers and their related storm sewer outlets are in the range of \$25 to \$30 million.

Councilperson Chris Hensley has been very instrumental in leading the negotiating between the City and IDOT to develop this Predesign Agreement which caps the City's responsibility for relocation of sanitary sewers and storm sewers in conjunction with the I-235 Project. This Agreement also provides that IDOT will construct these improvements and provides for repayment schedules in 2008, 2009, and 2010 at no interest to the City.

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