



**CITY COUNCIL  
COMMUNICATION:**

**ITEM \_\_\_\_\_**

**98-212**

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

**AGENDA:  
MAY 18, 1998**

**SYNOPSIS —**

**SUBJECT:  
APPROVAL OF  
AGREEMENT  
WITH IOWA  
DEPARTMENT OF  
TRANSPORTATION  
FOR RELOCATION  
OF ARMY POST  
ROAD AND IOWA  
HIGHWAY 28**

A proposed Preconstruction Project Agreement between the Des Moines International Airport Board, the City Council, and the Iowa Department of Transportation (IDOT) delineates governing construction contract specifications, contract inspection responsibilities, and reimbursement of specific elements of the Iowa 5/28 Interchange for which IDOT is responsible. The major provisions of this Preconstruction Project Agreement include:

**TYPE:  
RESOLUTION  
ORDINANCE  
RECEIVE/FILE**

- IDOT, in need of a waste site for about 1.4 million cubic meters of soil from their Iowa 5/28 interchange, will reimburse the Airport to move this soil, first to a stockpile on the extension of Runway 5 west of SW 42nd Street, and then to a final placement site on the Airport.
- IDOT will reimburse the Airport for any paving which they want to include in the Airport's 1999 paving contract which is needed for phasing of their Iowa 5/28 interchange project.
- IDOT will provide inspection support under the City Engineer for the 1998 Grading Project; and on the subsequent 1999/2000 paving project they will provide project administration, primary inspection forces, and testing services under the contracting authority of the Airport.
- Federal Aviation Administration (FAA) general contract provisions will govern for the grading and paving contracts, but FAA technical specifications will govern on the grading projects while IDOT technical specifications will govern on the Iowa 28 paving project.

**SUBMITTED BY:  
WILLIAM  
FLANNERY  
AVIATION  
DIRECTOR**

**FISCAL IMPACT –**

The Iowa 5 Pre-design Agreement committed the City (Airport) to relocate portions of Army Post Road and Iowa Highway 28,

to accommodate the proposed extension of Runway 5-23 at an overall cost which was then estimated to be about \$19.3 million. Under the Cooperative Agreement the Airport is receiving reimbursement for the percentage of right-of-way expenses based on the acreage included in the Iowa 5 corridor. This is expected to be about \$740,000.

#### **RECOMMENDATION –**

**The Des Moines International Airport Board and staff recommends approval of the proposed Preconstruction Agreement by City Council.**

#### **BACKGROUND –**

Construction of the Runway 5-23 extension and associated relocation of portions of Army Post Road (currently Iowa Highway 5) and Iowa Highway 28 is a necessary part of the Airport Noise Mitigation Program and has been included in the Master Plan that was approved in May of 1995. The road relocations have been coordinated with the IDOT. The Iowa Highway 5 Beltway Pre-design Agreement (involving the relocation of Highway 5 by IDOT) was approved by the City Council on April 15, 1996, by Roll Call No. 96-1400, and was approved by the Des Moines International Airport Board on May 7, 1996, by Resolution No. A96-105. The Iowa Highway 5 Beltway Pre-design Agreement provides that the Airport will provide funding for the relocations of Army Post Road and Iowa Highway 28, which are needed for its runway extension project, at no cost to IDOT. The Agreement also contains a provision that the local jurisdictions shall be responsible for providing, without cost to IDOT, all rights-of-way which involve dedicated local roads, and other local jurisdiction-owned lands except park land.

On June 3, 1996, by Roll Call No. 96-2091, the City Council authorized the submission of a Grant Application in the amount of \$5,194,350 to initiate the purchase of land for the project. The Mayor subsequently signed the Grant Agreement on June 14, 1996.

On September 3, 1996, by Resolution No. A96-230, the Airport Board approved COOPERATIVE AGREEMENT No. 96-16-171 with the City, IDOT, and the Des Moines International

Airport and directed the Board Chairperson to execute the Agreement which defined the responsibilities of the parties for acquisition of the necessary right-of-way for the relocation of Army Post Road and Iowa Highway 28. The major provisions of the previously approved Cooperative Agreement included:

- The Airport will be responsible for paying all costs and performing the work associated with the design, construction, construction inspection, and wetland mitigation to relocate portions of Army Post Road and Iowa Highway 28, except IDOT will be responsible for the cost and performing the work associated with the design and construct of the ramps and bridges at the Relocated Iowa Highway 5/28 Interchange.
- The City will be responsible to provide the personnel to perform the necessary right-of-way acquisition services, will acquire all right-of-way and access rights for the project to include the necessary deeds to transfer the new, Relocated Iowa Highway 28 right-of-way to the State.
- IDOT will reimburse the City for the right-of-way necessary for Relocated Iowa Highway 5/28 Interchange and, upon being provided the new section of Iowa Highway 28, will deed to the City the existing sections of Iowa Highway 5 (i.e., Army Post Road) and Iowa Highway 28 which are being relocated for the runway extension project.

On August 4, 1997, by Roll Call No. 97-2758, the City Council directed the Mayor to execute an FAA grant with a 90 percent FAA grant share of \$7,108,376 that funded about 86 percent of two Runway 5 Extension and Road Relocation Phase 1 Construction Projects.

On October 21, 1997, the Des Moines International Airport received the Record of Decision (ROD) from the FAA which approved the collection of Passenger Facility Charges (PFCs) in the amount of \$2,166,970 toward financing of the share of the Phase 1 Runway 5-23 Extension and Road Relocation projects which Airport Improvement Program (AIP) grant funds did not cover and a PFC amendment was approved by the Des Moines International Airport Board for submittal in February which provides additional PFC matching monies for the Phase 2 and 3 Runway 5-23 Extension and Road Relocation Projects.

IDOT has now proposed a Preconstruction Project Agreement

which further delineates governing construction contract specifications, contract inspection responsibilities, and reimbursement of specific elements of the Iowa 5/28 interchange for which the Airport is not responsible. On May 5, 1998, by Resolution No. A98-107, the proposed Preconstruction Agreement between the Des Moines International Airport Board, the City Council, and IDOT was approved by the Des Moines International Airport Board.

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