

**CITY COUNCIL
COMMUNICATION:**

02-510

AGENDA:

SEPTEMBER 23, 2002

SUBJECT:

AMENDED DESIGN
PHASE SERVICES
FOR REPLACEMENT
OF THE SW 9th
STREET BRIDGE
OVER YEADER
CREEK

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

SUBMITTED BY:

JEB E. BREWER, P.E.
CITY ENGINEER

ITEM9

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

SYNOPSIS —

On March 6, 2000, by Roll Call 00-632, Council approved a design contract with Calhoun-Burns and Associates, Inc., John C. Calhoun, President, 1801 Fuller Road, West Des Moines, IA, 50265, for replacement of the S.W. 9th Street Bridge over Yeader Creek. Supplemental Agreement No. 2 will provide for revised design services to implement changes approved by the Iowa Department of Transportation (IDOT), the goal of which is to protect the Qwest communications duct and save \$750,000 in utility relocation costs.

FISCAL IMPACT —

Compensation to the consultant is not to exceed \$90,546.50. Funds are available in the 2002-03/2007-08 Capital Improvements Program (CIP) - Bridge and Viaduct Improvements - Page 11, Index Code 323048, Fund CP032, Organization ENG990000, Project BRV030, Activity ID 01-2000-005. This will be financed with Federal-Aid funds (80%) and General Obligation Bonds (20%) in the CIP budget.

RECOMMENDATION —

Approval of Supplemental Agreement No. 2 between the City of Des Moines and Calhoun-Burns and Associates, Inc.

BACKGROUND —

On April 5, 1999, by Roll Call 99-912, Council approved an agreement with the IDOT to utilize Intermodal Surface Transportation Enhancement Act (ISTEA) funds for replacement of the S.W. 9th Street Bridge over Yeader Creek. This agreement provides for 80% Federal funding of the total project cost up to a maximum participation of \$1,000,000.

During the design process, an underground Qwest facility was identified to be on City of Des Moines property adjacent to the right-of-way of S.W. 9th Street. City records did not show any easements on the property acquired in 1976. As the design of a box culvert structure was near finalization, the City continued to work with Qwest to have them relocate this facility. During this process Qwest discovered that they were occupying an easement they purchased in

1972 on the property in question and, therefore, any relocation cost would be a project cost and not a Qwest cost. A title search by the City of Des Moines confirmed the existence of the easement. The cost estimate to relocate this facility is \$750,000, which would increase the total project cost to about \$2,000,000.

Although this cost would be a project eligible cost under Federal Highway Administration (FHWA) guidelines, at least one-half of the cost would have to be paid by the City due to the maximum allowable federal funding levels for this type of project. The City Engineering Department concluded that it was in the best interest of the City and other funding authorities to analyze alternative design concepts to the box culvert. The IDOT agreed to this approach with their approval of Supplemental Agreement No.1.

The City engaged Calhoun-Burns and Associates, Inc. to investigate viable design options that would eliminate the need for relocation of the large Qwest duct bank. Supplemental Agreement No.1 to the Professional Services Agreement established that the best option would be to abandon the box culvert design and replace it with a conventional bridge design.

With the discovery of a workable and economical design alternative, the total project cost will be near \$1,350,000 and will eliminate the need to relocate the communications duct. The previous CIP budget included \$1,299,000. This change will require an increase of \$51,000 to the CIP budget, instead of the \$701,000 increase if the original design was used.

IDOT concurrence is required in approving this Supplemental Agreement since Federal funds are being utilized.