

Relocation of 78” Sewer Under I-135 (District III)

Public Works and Utilities



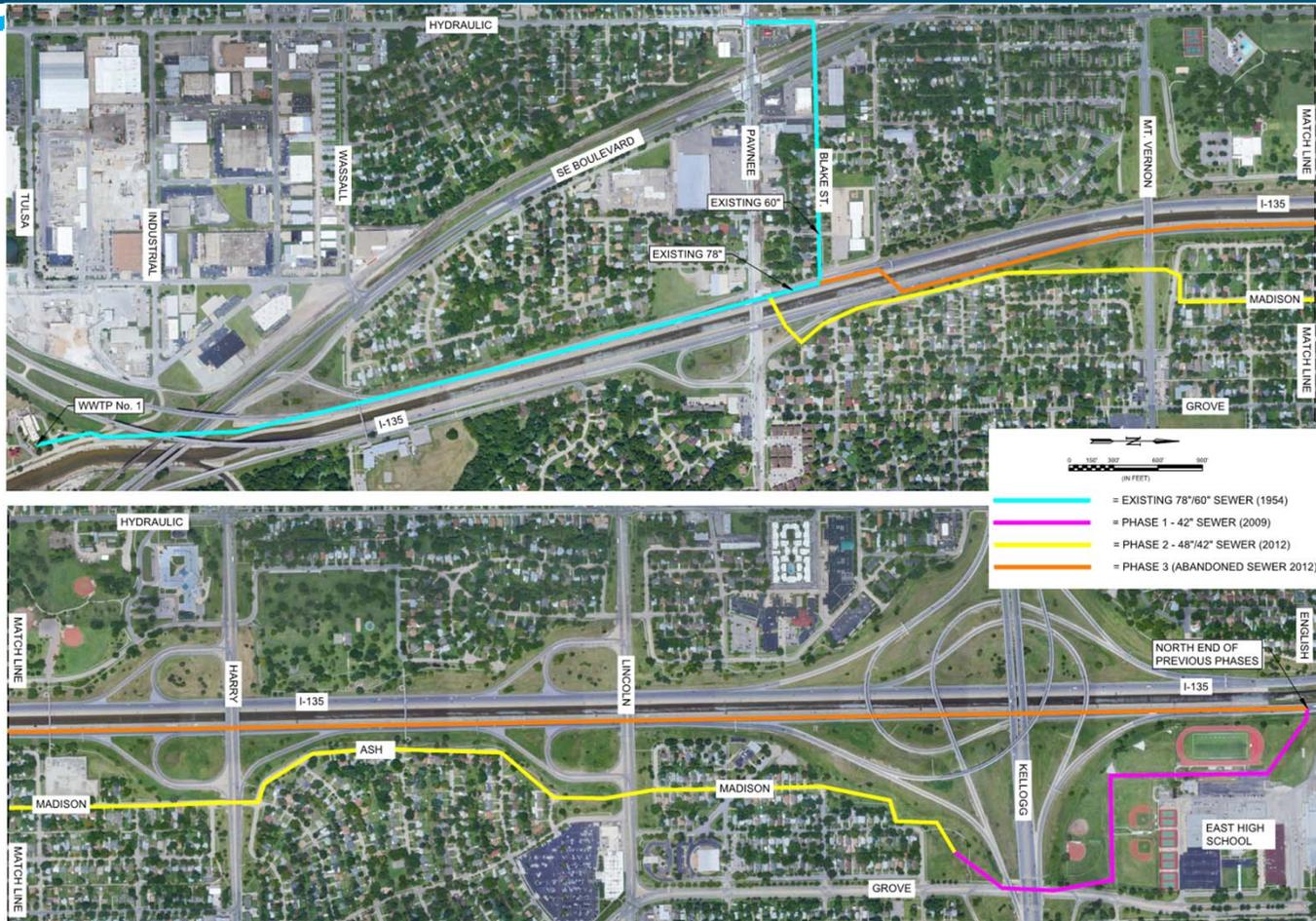
March 17, 2020



Project History

- January 15, 2019 – Garver contract approved for alternate routing analysis and cost estimate
- February 19, 2020 – Neighborhood meeting held to discuss project
- March 4, 2020 – DAB III unanimous approval

Project History



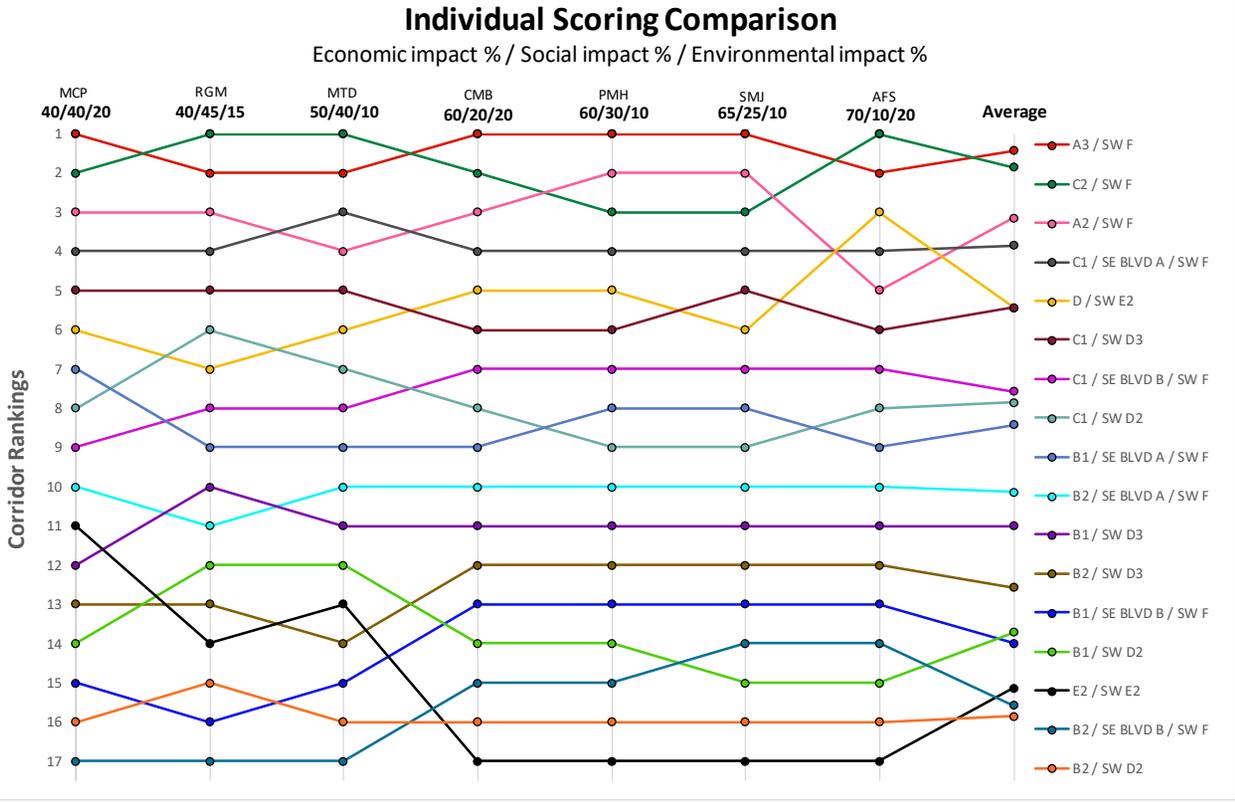
Evaluation of Options

- Analyzed 70+ combinations of potential options
- Hydraulics do not allow Blake or Pawnee options
- KDOT/FHWA limitations for remaining within existing ROW
- Lining existing pipe cost-prohibitive and high-risk

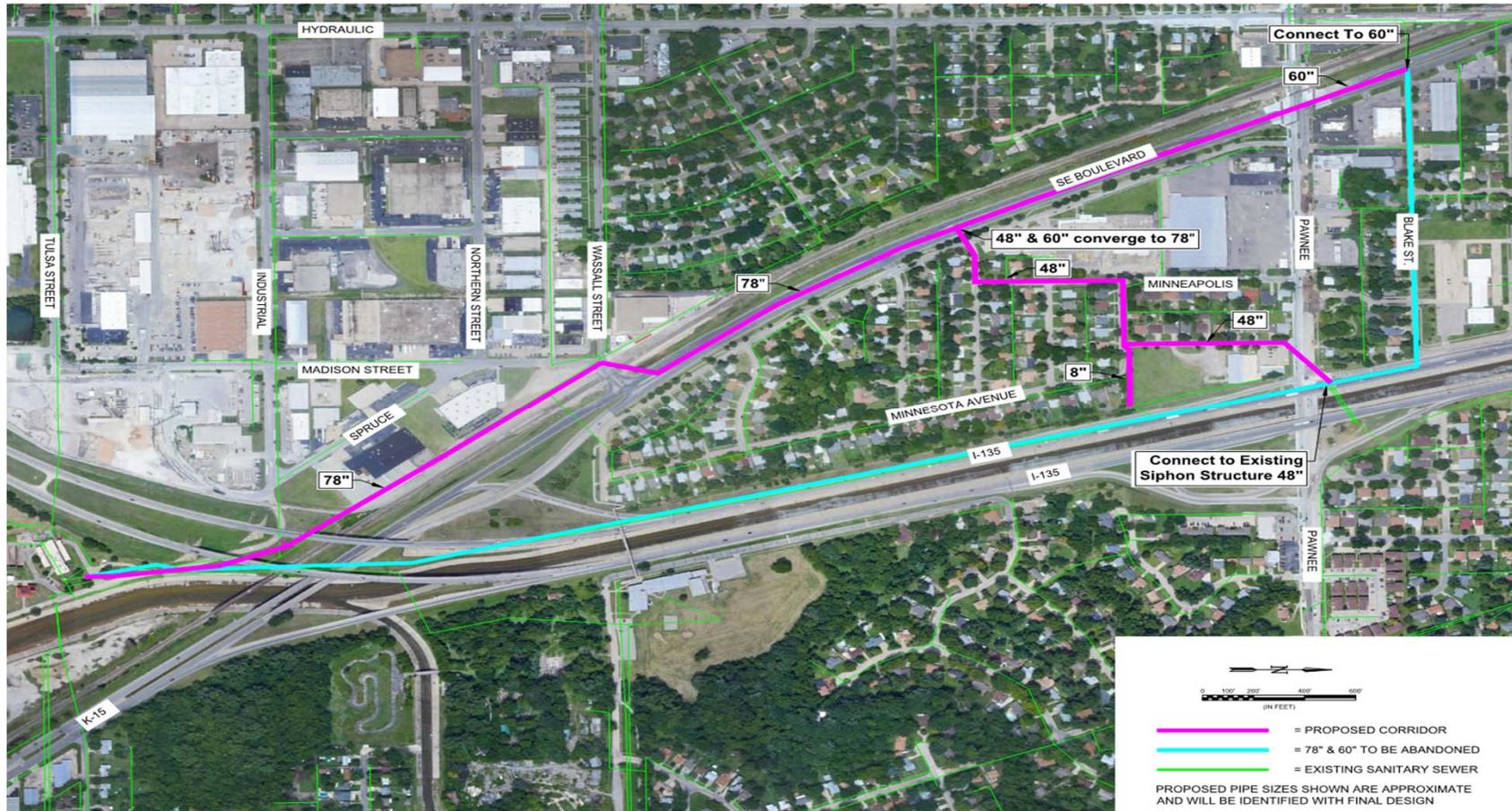
Risk Analysis

OVERALL WEIGHTING (MUST ADD UP TO 100%)			
ECONOMIC IMPACT	33%		
SOCIAL IMPACT	33%		
ENVIRONMENTAL IMPACT	33%		
1)	ECONOMIC IMPACT		
2)	SOCIAL IMPACT		
	Points per (1 = Minimal to No Impact, 5= High Impact)	UNITS	ITEM
1	1.0	Each	Single Family Driveway Access (Large Diameter Sewer)
2	1.0	Each	Single Family Driveway Access (Small Diameter Sewer)
3	1.0	Each	Crosses Single Family Parcel
4	1.0	Each	Multifamily/Church/School Driveway Access(Large Diameter Sewer)
5	1.0	Each	Multifamily/Church/School Driveway Access (Small Diameter Sewer)
6	1.0	Each	Crosses and Apparent Impacts to Multifamily/Church/School Parcel
7	1.0	Each	Commercial Driveway Access (Large Diameter Sewer)
8	1.0	Each	Commercial Driveway Access (Small Diameter Sewer)
9	1.0	Each	Crosses and Apparent Impacts to Commercial Parcel
10	1.0	Each	Industrial Driveway Access (Large Diameter Sewer)
11	1.0	Each	Industrial Driveway Access (Small Diameter Sewer)
12	1.0	Each	Crosses and Apparent Impacts to Industrial Parcel
13	1.0	Each	Crosses Parcel with No Apparent or Minimal Impact During Construction
14	1.0	City Block*	Local Street Closing (Residential Area)
15	1.0	City Block*	Local Street Closing (Commercial Area)
16	1.0	City Block*	Local Street Closing (Industrial Area)
17	1.0	City Block*	Collector Street Closing
18	1.0	Each	Freeways, Urban Freeway/Expressway Access (On/Off Ramp) Closing
19	1.0	City Block*	Freeways, Urban Freeway/Expressway Lane Reduction
20	1.0	Each***	Staging Areas Immediately Adjacent to Corridor
21	1.0	Each	Manhole In Residential Area (Large Diameter Sewer, Odors)
22	1.0	Each	Risk of Accessibility During Construction
23	1.0	Each	Risk of Damage to Private Property During Construction
24	1.0	Days	Bypass Pumping (Noise & Odors)
25	1.0	Each	Access and Operability/Maintainability Concerns
26	1.0	City Block*	Marked Bicycle/Pedestrian Path Route
27	1.0	Each	Access to Pedestrian Bridge Across I-135
28	1.0	Each	Whole Taking, Single Family Parcel
29	1.0	Each	Public and Stakeholder Opposition
3)	ENVIRONMENTAL IMPACT		
1	1.0	1000 Feet	Overall Length (Large Diameter Sewer)
2	1.0	1000 Feet	Overall Length (Small Diameter Sewer)
3	1.0	100 Feet	Ephemeral & Intermittent Stream
4	1.0	100 Feet	Perennial Stream
5	1.0	100 Feet	Emergent Wetland
6	1.0	100 Feet	Scrub Shrub Wetland
7	1.0	100 Feet	Forested Wetland
8	1.0	100 Feet	Threatened and Endangered Species Habitat
9	1.0	Each	Proximity to Historical Site
10	1.0	Acre**	Tree Removal (Undeveloped Area/Canopy Coverage)
11	1.0	City Block*	Tree Removal & Trimming (Developed Area)
12	1.0	Days	Bypass Pumping (Risk of Overflow/Backup)

* 1 City block = 330 LF
 ** Assuming 80' wide corridor
 *** Quantity is Inverse (ie. Quantity of 0 = 5 Staging Areas along Corridor, Quantity of 5 = 0 Staging Areas)



Existing/Proposed Alignment



What's Next

- Prepare plans – March 2020 to Spring 2021
- Estimated Project Bid – Spring 2021
- Estimated Construction Start – Spring/Summer 2021
 - Contingency Plan
- Public Information Meeting will be held prior to construction

Financial Considerations

- On January 15, 2019, the City Council approved a design contract with Garver for \$439,800. The cost of the proposed supplemental agreement with Garver for final design is \$2,363,562, bringing the total design cost to \$2,803,362.
- On October 2, 2018, the City Council approved a budget of \$500,000. Staff requests \$3,000,000 for completion of design, easement acquisitions and staff oversight at this time. The total revised project budget will be \$3,500,000. Construction funding will be requested at a later date.

Financial Considerations

- Funding of \$20 million is programmed in the 2019-2028 Capital Improvement Program (CIP) in years 2023 and 2024. A capital budget adjustment will provide funding for the \$3,000,000 requested at this time and the timing of future project costs will be revised in connection with the 2021-2030 CIP, which is currently under development. Amended project costs and the revised timing were accounted for in the most recent cost of service analysis and will not impact rates.

Recommendations

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- Approve the supplemental agreement
- Approve the revised budget
- Adopt the amending resolution
- Authorize the necessary signatures
- Authorize the capital budget adjustment

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