

**LETTING, FINANCIAL AND MAINTENANCE/ENCROACHMENT
AGREEMENT BETWEEN THE CITY OF RAPID CITY AND THE STATE
FOR
FEDERAL-AID HIGHWAY IMPROVEMENT
PROJECT NH 0235(01)0-PCEMS 3151**

WHEREAS, any design, utility and right-of-way costs associated with projects on SD235 Southeast Connector route from I90 to SD79 in Rapid City, South Dakota must be charged to project NH 0235(01)0-PCEMS 3151 and,

WHEREAS, project NH 0235(02)-PCEMS 6116 falls within the above limits for the design utility and right-of-way costs and therefore all costs contained in this agreement will be charged to NH 0235(01)0-PCEMS 3151. Construction and construction inspection costs will still be charged to NH 0235(02)-PCEMS 6116 and,

WHEREAS, the **DEPARTMENT OF TRANSPORTATION** acting through the South Dakota Transportation Commission, hereinafter designated as the Commission, concurs in the proposal with the city for the new construction or improvement of a highway identified as South Dakota, Federal Aid Construction Project No. NH 0235(02)-PCEMS 6116, Pennington County, hereinafter designated as the PROJECT, extending through portions of the City of Rapid City, South Dakota, hereinafter referred to as the CITY, located and further described as follows.

SD235 Southeast Connector Route. From Fairmont Blvd Northerly to Elk Vale Road Interchange on I90 in Rapid City. Grading, Interchange on SD44 & PCC Paving.

WHEREAS, the STATE PROJECT necessitates the relocation of CITY water main and sanitary sewer located on private easement and also water main and sanitary sewer utilities for Rapid Valley Sanitary District & Water Service referred to as PARTICIPATING costs, and

WHEREAS, the CITY desires to relocate or install water main and sanitary sewer utilities within the STATE right-of-way that will also be affected by the PROJECT referred to as NON-PARTICIPATING costs, and

WHEREAS, the CITY desires the STATE to let water main and sanitary sewer project number SSW01-1136 and Rapid Valley Sanitary District & Water Service desires the STATE to let water main and sanitary sewer project number 01120.00 as one project in combination with STATE PROJECT and,

WHEREAS, Rapid Valley Sanitary District & Water Service will have there own separate agreement with the STATE, and

WHEREAS, the Statutes of the State of South Dakota give assent to the provisions of the Transportation Equity Act for the 21st Century and acts amendatory thereof or supplementary thereto and

regulations issued pursuant thereto by the Federal Highway Administration, Department of Transportation, United States of America, which hereinafter collectively will be designated as the Act, and charge of the Commission and the CITY to do all things necessary fully to carry out the cooperation contemplated and provided for in the Act; and

WHEREAS, the section of the PROJECT within the CITY will be subject to the provisions of the Act, and is within the legal jurisdiction of the CITY for traffic regulations and the control of building setbacks, zoning, sidewalks, utilities, etc., and

WHEREAS, the construction of the project is conditioned upon the fulfillment of the obligation of the CITY in a manner satisfactory to the Commission and the Federal Highway Administrator, or their authorized representatives:

NOW THEREFORE, be it agreed for and in consideration of the undertaking of the PROJECT under the requirements of the Act with the Commission's approval that insofar as its legal jurisdiction over the Project is concerned the CITY assents to the requirements of the Act and pledges its good faith to the carrying out the purposes stipulated in the Act and to this end, the CITY hereby agrees:

I. LETTING CONDITIONS;

- A. The STATE will let CITY project number SSW01-1136 and Rapid Valley Sanitary District & Water Service Project No. 01120.00 as one project in conjunction with STATE PROJECT NH 0235(02)-PCEMS 6116 and be the contracting party for both projects. The STATE shall be the agent of the CITY and Rapid Valley Sanitary District & Water Service for purposes of this agreement. Bidders will be required to submit a bid on CITY project number SSW01-1136 and Rapid Valley Sanitary District & Water Service Project No. 01120.00 and STATE Project NH 0235(02)-PCEMS 6116 with award of the contract to the same bidder based on the total combination bid for the two projects.
- B. The lowest responsive bid on the STATE Project will be the basis for determining State and Federal Funds participation. If construction change orders cause a subsequent increase or decrease in the project cost, State and Federal Funds participation will be based on unit prices found in the lowest responsive bid on the STATE project. In the event the total low combination bid for the CITY and Rapid Valley Sanitary District & Water Service Project and the STATE Project combined does not have as part of that bid the lowest bid on the STATE Project, the CITY agrees to pay the STATE 16.5% of the difference between the bid awarded on the combination project and the lowest bid on the STATE's portion of the PROJECT.
- C. The STATE will award and will issue a contract for all projects. The STATE will be the contracting party and will pay for the contract construction costs. Total construction costs for CITY project number SSW01-1136 and Rapid Valley project number 01120.00 is estimated to be \$949,636.00. See Exhibit "B".

D. The STATE will bill CITY for their share of the NON-PARTICIPATING construction costs as so designated in the plans. The estimated amount is \$157,000.00. See Exhibit "B"

E. The CITY will bill STATE for its share of the PARTICIPATING preliminary engineering. The estimated amount is \$20,211.00. See Exhibit "B"

F. The project as now designed will result in the STATE billing the CITY 3.1% of any costs associated with the 42" pipe. 3.1% of the 42" pipe is located within STATE right-of-way. The estimated amount is \$10,765.00 (3.1% x \$347,273.00). If an alternative design results in relocating the portion of 42" pipe located in the public right-of-way, there will be no costs billed to the CITY for relocation of existing sanitary sewer.

G. It is understood by the CITY that the actual costs will be based upon bids and final quantities.

II. SPECIFIC LETTING CONDITIONS;

A. The CITY will provide plans, specifications, and estimates, for its project.

B. The CITY agrees to provide all construction engineering including construction supervision and inspection for their portion of the water main and sanitary construction project as described herein. The CITY will inspect the physical installation of the water mains and sanitary sewer, including measuring in place quantities and documenting location for as built records. The CITY will conduct all physical testing of the water mains and sanitary sewer for final acceptance.

C. The STATE agrees to provide inspection of trench backfill and conduct trench compaction testing for that portion of the CITY project under the surface of the highway with a copy of the compaction tests being sent to the CITY Engineer's Office. The cost for this service is \$1000.00.

III. MAINTENANCE/ENCROACHMENT;

1. That encroachments on the public right-of-way shall be treated as follows:

- A. In outlying commercial areas and through residential areas all encroachments on or above the right-of-way shall be prohibited.
- B. The use of the right-of-way by owners or lessees of abutting property for the storage of vehicles, placement of portable signs or other private use thereof shall be prohibited.

C. Where the highway passes through established business districts and the buildings are at the property line and are continuous or very closely spaced, encroachments overhanging the right-of-way will be prohibited except under the following conditions:

a. Awnings, canopies, marquees and similar installations on buildings shall be permitted to remain in place until such time that they become functionally or structurally obsolete, providing that the edge of such encroachment be not less three feet (one meter) back from the face of the curb.

b. Advertising or other similar signs which are less than three feet (one meter) back from the face of the curb and are supported wholly from the front of the building shall be permitted to remain in place until such time that they become functionally or structurally obsolete, providing that the bottom of such encroachment be not less than 14.5 feet (four and one half meters) above the curb elevation.

c. The replacement of obsolete or the installation of new awnings, canopies, marquees, advertising signs or similar installations supported wholly from the building shall be permitted provided that no part of the encroachment is less than three feet (one meter) back from the face of the curb and 8 feet (two and one half meters) above the curb elevation.

d. In the event the encroachments referred to in (a), (b) and (c) above, by reason of color or placement, obscure or in any way detracts from the effectiveness of the highway signs, traffic signals, pedestrian safety, or interferes with the free or safe flow of the traffic, the city shall cause the removal of such encroachments or take appropriate measures to improve highway signs or traffic signals and traffic safety.

e. The provisions of paragraph (C) and subparagraphs (a), (b), (c) and (d) above shall not apply to isolated business or commercial buildings in outlying areas.

f. In cases where there are encroachments of long standing which will in no way impair the highway operation or interfere with the free and safe flow of traffic and in the opinion of the South Dakota Transportation Commission, the immediate removal would impose unreasonable hardship, the South Dakota Transportation Commission may at its discretion permit the encroachment to remain for a specific period. This permission is subject to revocation or extension at the Commission's discretion. Each such encroachment shall be described in the attached Exhibit A.

2. On Federal Aid Projects, the permitting of such encroachments as described in the previous paragraph shall be in conformance with 23 CFR 1.23.

3. That CITY will control the location and maintenance of utilities within the right-of-way so as to not impair the free flow of traffic and provide the maximum safety to the traveling public.

4. That CITY will not designate a speed limit on State Trunk System Projects until after appropriate engineering and traffic investigation has been made and such speed limit has been approved by the South Dakota Department of Transportation.
5. That CITY will prohibit all parking in the traffic lanes constructed under this project. It further agrees that it will prohibit double parking and control all parking where and if allowed in a manner satisfactory to the Commission or their authorized representatives.

CITY further agrees that where curbs are not installed and are not to be installed under the proposed improvement, the curbs when proposed to be constructed in the future shall be at a lateral distance approved by the South Dakota Department of Transportation.

6. That CITY will not allow access to the street/highway at points other than constructed as part of the Project without prior approval of the Department of Transportation or their authorized representatives.
7. That if a signal and/or roadway lighting system is installed on this street CITY will provide electric power necessary to operate the signal and/or roadway lighting system and all necessary maintenance and replacements, in kind, of all parts and apparatus of said system, including lamps so as to insure the continuing operation of said signals and/or roadway lighting systems until such time as the parties to this agreement shall agree to discontinue the operation of the said system. That if a signal is coordinated through the use of leased telephone lines, CITY will pay the required hookup fee and monthly rental fees.

CITY further agrees that on the State Trunk System, prior to changing the signal timing from that originally set by the South Dakota Department of Transportation, the City will submit the necessary data and proposed timing to the South Dakota Department of Transportation for approval.

8. That, if plastic pavement marking is applied on this street, CITY will use plastic material approved by the South Dakota Department of Transportation, to maintain those plastic pavement markings which are the responsibility of the City.
9. That said CITY does acknowledge that the members of its governing board and/or engineering staff have examined the plans for the Project prepared under the supervision of the South Dakota Department of Transportation referred to in this Agreement.
10. That the CITY will enact such ordinances as are necessary to properly enforce any of the above provisions.
11. That the Mayor is authorized to enter into a mutual agreement with the Commission providing for the understanding of this project under the considerations described above.

DATED this _____ day of _____, 2001

CITY OF RAPID CITY

ATTEST:

Mayor

City Auditor/Finance Officer

(S E A L)

SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION

APPROVED AS TO FORM:

Project Development Engineer

Assistant Attorney General

AGREEMENT BETWEEN THE POLITICAL SUBDIVISION AND THE STATE
FOR
FEDERAL AID HIGHWAY ENCROACHMENTS

EXHIBIT "A"

NONE

August 20, 2001

**PRELIMINARY ESTIMATE OF COSTS
RAPID VALLEY SANITARY DISTRICT & WATER SERVICE AND
CITY OF RAPID CITY**

EXHIBIT "B"

PROJECT SSW01-1136 & 01120.00

TO BE LET IN COMBINATION WITH NH 0235(02)-PCEMS 6116

Estimated Participation	Construction Costs	Engineering Fee	Totals
DOT (Participating)	\$159,252	\$25,385	\$184,637
RVSD (Non-participating)	\$251,384 (26.5%)	\$31,692	\$283,076
Totals	\$410,636	\$57,077	\$467,713

Estimated Participation	Construction Costs	Engineering Fee	Totals
DOT (Participating)	\$382,000	\$20,211	\$402,211
Rapid City (Non-participating)	\$157,000 (16.5%)	\$21,106	\$178,106
Totals	\$539,000	\$41,317	\$580,317

Combined Total	\$949,636
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\$157,000 divided by \$949,636 = 16.5%

Actual costs will be based upon bids and final quantities.