

MINUTES OF THE SPECIAL MEETING OF THE NAPLES CITY COUNCIL HELD IN THE PARKS & RECREATION BUILDING, NAPLES, FLORIDA, TUESDAY, DECEMBER 12, 1978, AT 2:02 P.M.

Present: R. B. Anderson
Mayor

James F. McGrath
Wade H. Schroeder
Randolph I. Thornton
Kenneth A. Wood
Councilmen

Absent: C. C. Holland
Edward A. Twerdahl
Councilmen

Also Present: George M. Patterson, City Manager
David W. Rynders, City Attorney
Bradly Estes, Assistant to the City Manager

David Markey
Ted Smallwood

News Media: Allen Bartlett, Fort Myers News Press
Frank Rinella, Naples Daily News
Kent Weissinger, WRGI
Susan Gardner, TV-9
Jeff Birnbaum, Miami Herald

Mayor Anderson called the meeting to order and noted the presence of David Markey, Project Director, and Ted Smallwood, Consulting Engineer, for the transmission mains to the Golden Gate well field. Mr. Markey and Mr. Smallwood reviewed a letter from Mr. Markey dated December 12, 1978 (Attachment #1). After further discussion which emphasized the need for action, City Attorney Rynders read the below titled resolution in its entirety for Council's consideration.

A RESOLUTION DETERMINING THE NECESSITY OF ACQUIRING CERTAIN EASEMENTS FOR THE CONSTRUCTION OF A WATER TRANSMISSION MAIN AND DIRECTING CONDEMNATION OF THE NECESSARY PROPERTY; AND PROVIDING AN EFFECTIVE DATE.

Mr. Thornton moved adoption of Resolution 3150, seconded by Mr. Schroeder and carried on roll call vote, 5-0.

There being no further business to come before this Special Meeting of the Naples City Council, Mayor Anderson adjourned the meeting at 2:26 p.m.

R. B. Anderson

R. B. Anderson, Mayor

Janet Davis Cason
Janet Davis Cason
City Clerk

Ellen P. Marshall
Deputy City Clerk

These minutes of the Naples City Council approved on 12-20-78

engineers
planners
economists
scientists

12 December 1978

NA30500.75.05

City of Naples
735 8th Street South
Naples, FL 33940

ATTENTION: City Manager

RE: Coordination of Raw Water Main Construction with
proposed Interstate Highway Construction

Gentlemen:

In the spring of this year, as the design of the raw water main was being completed and bid, DOT was in the process of designing Interstate 75 (I-75) in the vicinity of Golden Gate Parkway. It was still not clear at that time what their plans were or when the construction of I-75 would take place. Therefore, the pipe line was designed with the appropriate fittings, valves, and realignment such to maximize the flexibility of the City in working around the Interstate construction while maintaining continuous water service.

Naturally, this was somewhat expensive. The immediate cost of installing the pipe line in this 1,700-foot section was to be approximately \$190,000 (based on the actual contract). A future cost of approximately \$110,000 would also be necessary during the I-75 construction, for a total of approximately \$300,000.

In the summer of this year, the DOT completed the design, then revised it again. On September 1st, they requested that we modify the City's construction to accomodate their revised Interstate design.

Two factors made this suggestion beneficial to the City. First, it would lessen the possibility of coordination problems during Interstate construction; but secondly, the DOT indicated a willingness to reimburse the City for approximately \$115,000 of the cost of that section of line. The construction cost under their alternative would amount to approximately \$245,000 and would require obtaining easements from seven (7) property owners.

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Assuming the total cost of obtaining the easements will be no greater than \$20,000, receiving \$115,000 reimbursement from DOT would result in a net cost for this section of line to be \$150,000.

We have recently evaluated a third alternative that is similar to the original contract, but utilizes the very important fact that the I-75 construction will be begun very shortly. Utilizing smaller pipe that will be salvaged from the Geitz Pit area and installing it in a less stringent fashion because of the short life needed, would allow the completion of the line at \$183,000 initially and a \$42,000 cost during I-75 construction for a total of approximately \$225,000.

As it happens, this is the lowest total cost alternative. However, it is unlikely that the City would be eligible for any reimbursement under this alternative. Therefore, in the City's economic interest, it would be the second choice.

For purposes of comparison, we would note that if I-75 were never planned in this area, the installation cost for the section of line we are speaking of would be approximately \$130,000. This figure is only for comparison, since the situation is purely hypothetical.

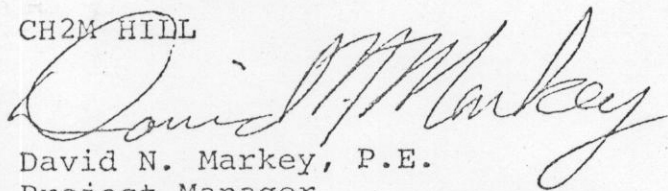
Based on the above, we recommend that the City proceed with three options at once: (1) continue to negotiate to obtain the necessary easements from the appropriate property owners; (2) the Council should immediately authorize the City Attorney to proceed with condemnation of the properties in question; and (3) that if these methods of obtaining the easements fail within the construction time constraint, the contractor will be authorized to install the smaller line within the Golden Gate Parkway right-of-way as discussed.

Time is of importance in this matter because the contractor is progressing so well with construction. If he completes the pipe line in all other areas and must move his men and equipment off the job, his cost of remobilizing could run as high as \$60,000. This is an expense we believe he could legitimately back charge the City for. He will be completed with the installation of the pipe line by the middle to end of January, 1979 at his present schedule.

Thank you for your consideration.

Yours very truly,

CH2M HILL


David N. Markey, P.E.
Project Manager

slt

SUMMARY OF ALTERNATIVES

Alternate	Cost	Remarks
A. Original Contract		No line shutdown in future
immediate costs	\$190,000	contains some
future costs	110,000	<u>possibility of DOT reimbursement</u>
Total	<u>\$300,000</u>	
B. DOT Plan w/easements		<u>Reimbursement uncertain, but probable.</u> No future line shut down.
construction	\$245,000	Delay in completion could cost \$50,000 in mobilization costs and water shortage
easements	20,000	
DOT reimbursement	<u>-115,000</u>	
	<u>\$150,000</u>	
"T" Similar to original contract but with salvaged 24" DIP as temporary		No line shutdown. <u>Possible DOT Reimbursement.</u> Depends on DOT doing some of their planned work in sequence with City's. No easement required. No delays.
immediate cost	\$183,000	
future cost	42,000	
	<u>\$225,000</u>	
"X" Install pipeline as if I-75 did not exist	\$130,000	Only hypothetical since I-75 was always planned, just did not know when. Reimbursement on "A" or "T" should (from City's standpoint) equal cost of "A" or "T" minus "X".