



**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

98-341

SYNOPSIS —

AGENDA:
AUGUST 17, 1998

SUBJECT:
EAST EUCLID
AVENUE AND
DELAWARE
AVENUE
INTERSECTION
RECONSTRUCTION
PROJECT, CHANGE
ORDER NO. 24

A change order in the amount of \$59,044 has been negotiated with United Contractors, Inc., Gary Sandquist, President, 6678 N.W. 62nd Avenue, Johnston, IA, 50131, for additional work in conjunction with the East Euclid Avenue and Delaware Avenue Intersection Reconstruction Project. This change order would provide compensation to the contractor for removal of an existing storm sewer, increasing the retaining wall at the southeast corner of the intersection, removal of pavement markings, and increasing the paved sides of Seventh Ward Ditch and another drainage channel.

TYPE:
RESOLUTION
ORDINANCE
RECEIVE/FILE

FISCAL IMPACT –

100% of this change order will be Iowa Department of Transportation (IDOT) costs. Payment will be made directly to the contractor by IDOT.

SUBMITTED BY:
HAROLD SMITH
CITY ENGINEER

RECOMMENDATION –

Approval of Change Order No. 24 with United Contractors, Inc.

BACKGROUND –

Change Order No. 24 with United Contractors, Inc., documents as-built quantities on the East Euclid Avenue and Delaware Avenue Intersection Reconstruction Project. This change order is funded 100% by IDOT and follows the standard IDOT procedure for change orders. The change order covers four items:

- 1) Various unforeseen sections of existing storm sewer pipe for this project were removed and/or replaced for the Seventh

Ward Ditch channel realignment or within roadway right-of-way. These sections of pipe were found along the old channel alignment, the east parking of old Delaware Avenue, and at the west interchange of I-235 with East Euclid Avenue.

2) Additional concrete was required for the retaining wall north of the "Car Wash Plus" to increase the paved area to include all the area north of the building.

3) During the various phases of this project, temporary painted lane lines were placed as part of the traffic control system. IDOT requires that these removals be paid separately from the other traffic control work.

4) The side slopes of the Seventh Ward Ditch channel between East Euclid Avenue and East Ovid Avenue were paved to an elevation of three feet above the channel invert in order to protect the channel side slopes during storm events. In order to avoid flooding of East Euclid Avenue at the railroad overpass between Dixon Avenue and Delaware Avenue, the open ditch along the north side of East Euclid Avenue must collect and channel a large amount of storm runoff to the new twin box culvert under East Euclid Avenue. The invert of this ditch was paved to avoid erosion.