

**CITY COUNCIL
COMMUNICATION:**

02-482

AGENDA:

SEPTEMBER 9, 2002

SUBJECT:

MARTIN LUTHER
KING, JR. PARKWAY
PAVING –
INGERSOLL AVENUE
TO CENTER STREET
CHANGE ORDER NO.
2

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

SUBMITTED BY:

JEB E. BREWER, P.E.
CITY ENGINEER

ITEM8

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

SYNOPSIS —

A change order in the amount of \$57,179.18 has been negotiated with Corell Contractor, Inc., Steve Corell, President, 1300 Lincoln Street, West Des Moines, Iowa, 50265, for additional work in conjunction with the Martin Luther King, Jr. Parkway Paving – Ingersoll Avenue to Center Street project. This change order will provide compensation to the contractor for removal and replacement of unsuitable materials in the area of the Ingersoll Run Storm Sewer between Ingersoll Avenue and High Street, as well as additional subbase work.

FISCAL IMPACT —

Funding for this change order is provided in the approved 2002-2003 Capital Improvements Budget, Martin Luther King, Jr., Parkway – North/South Segment, Index Code 483842, Account 543060, Fund CP038, Organization ENG990000, Project/Grant STR138, and Activity ID 06-2000-001. Federal TEA21 Funds will be utilized for 80% of this change order amount.

RECOMMENDATION —

Approval of Change Order No. 2 with Corell Contractor, Inc.

BACKGROUND —

After pavement removal and during storm sewer installation and subgrade preparation for the Martin Luther King Jr. Parkway Project between Ingersoll Avenue and High Street, unsuitable materials consisting mostly of cinders, crushed glass, and boulders (rocks and building foundation materials in excess of 6-inches in diameter), were encountered in an area parallel to the new roadway. In order to provide suitable backfill for the storm sewer and create a stable base for the MLK Jr. Parkway pavement, removal and replacement of these materials was required. In addition, extremely wet soil conditions existed in the native soils beneath these unsuitable materials and the proposed pavement subbase. This wet soil is a result of the loose nature of the cinders and the saturation of the underlying soils and materials over time. To produce an adequate base for the roadway, the soil below the subbase needed to be

scarified, or disked, allowed to air-dry, and then re-compacted.

The Iowa Department of Transportation (DOT) Standard Specifications for Highway and Bridge Construction, paragraph 2102.14, provides a basis for the determination of payment for:

- the necessary over excavation of material below the plan grade;
- and for Class 12 excavation (removal of boulders).

Over excavation (Item 7001) is paid at two times the unit price bid for excavation. Class 12 excavation (boulders) (Item 7002) is paid at ten times the unit price bid for excavation. The remaining unit prices used in this change order were negotiated between Corell Contractor, Inc., Earth Tech, the City of Des Moines, and the Iowa DOT. There was a delay in processing this change order due to differing interpretation of the Iowa DOT specification and related compensation. After a series of meetings with the contractor and the Iowa DOT, the ultimate cost was reduced from that originally claimed by the contractor. The Iowa DOT and the contractor concur with final interpretation.

The original bids for this contract were \$279,628.49 under the construction estimate. Including this change order, the total contract price is \$6,408,129.84.

