

**CITY COUNCIL
COMMUNICATION:**

03-364

AGENDA:

JULY 28, 2003

SUBJECT:

CHANGE ORDER NO. 1
– S.W. 9th STREET
BRIDGE OVER
RACCOON RIVER
REHABILITATION
PROJECT

TYPE:

RESOLUTION
ORDINANCE
RECEIVE/FILE

SUBMITTED BY:

JEB E. BREWER, P.E.
CITY ENGINEER

ITEM _____

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

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SYNOPSIS —

Change Order No. 1 in the amount not to exceed \$31,999.97 has been negotiated with Cramer & Associates (Robert Cramer, President, 990 N.E. 44th Street, Des Moines, Iowa, 50313) for additional work on the S.W. 9th Street Bridge over Raccoon River Rehabilitation Project, to provide structural falsework for temporary super-structure support at Pier 4.

FISCAL IMPACT —

Funding for this change order is available in the Capital Improvements Program (CIP), S.W. 9th Street Bridge over the Raccoon River, Fund CP032, Organization ENG990000, Project BRV033, Index Code 323345, with a \$32,000 transfer from the recently completed Court Avenue Bridge Stone Railing Restoration, Fund CP032, Organization ENG990000, Project BRV032, Index Code 323246.

RECOMMENDATION —

Approval.

BACKGROUND —

In November 2001, while conducting the structural evaluation for the S.W. 9th Street Bridge over Raccoon River Rehabilitation, Shuck-Britson, Inc. (structural consultant) noted the severe deterioration of the west column at Pier 4 on the structure. Based on this evaluation and recommendation, a weight restriction was placed on the structure and a contract let to place temporary supports at Pier 4. The installation of the temporary supports was completed in January 2002 and the weight restriction was removed from this bridge.

Design for the rehabilitation of the bridge was completed in January 2003 and a contract let and awarded through the Iowa Department of Transportation (IDOT) in May 2003. Rehabilitation work began in late May 2003.

The initial evaluation of Pier 4 was based upon the exposed hoop steel and selected core samples. Destructive testing was limited

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due to the need to preserve as much structural cross-section of existing pier as possible. During restoration, as the outer layer of deteriorated concrete was removed, additional damage to Pier 4 was revealed. Before a complete restoration can be made, additional deteriorated concrete and steel must be removed. This process will compromise the existing structural elements at Pier 4 necessitating additional falsework, or temporary support, during the repairs at Pier 4. While the falsework is being used, a temporary load limit of 10 tons will be placed on the bridge structure.

The \$35,000 falsework change order cost is being partially offset with approximately \$3,000 in savings from reduction in the quantity of bridge floor repairs, Class A, that were required; leaving a net change order of approximately \$32,000. A transfer of \$32,000 from the recently completed Court Avenue Bridge Stone Railing Restoration is necessary to fund the additional cost of the falsework.

