

**CITY COUNCIL
COMMUNICATION:**

03-418

AGENDA:

AUGUST 25, 2003

SUBJECT:

CHANGE ORDER
NO. 4—MARTIN
LUTHER KING, JR.
PARKWAY –
COMBINED GRAND
AVENUE BRIDGE
AND RACCOON
RIVER TO
INGERSOLL AVENUE
GRADING AND
SEWER

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**

SYNOPSIS —

A change order in the amount of \$51,816.40 has been negotiated with Reilly Construction Co., Inc. & Affiliates and Corell Contractor, Inc., a joint venture (Robert M. Reilly, President, 5240 N.E. 22nd Street, Des Moines, Iowa 50313; and Steve Corell, President, 1300 Lincoln Street, West Des Moines, Iowa 50265) dated July 17, 2003, for additional work in conjunction with the Martin Luther King, Jr. (MLK) Parkway – Combined Grand Avenue Bridge and Raccoon River to Ingersoll Avenue Grading and Sewer project. This change order will provide compensation as required under the Iowa Department of Transportation (IDOT) specifications to the contractor for the extra length of concrete drilled shafts that support the Grand Avenue Bridge.

FISCAL IMPACT —

Funding for this change order is provided in the approved 2003-2004 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 06-2003-004. Federal Transportation Equity Act for the 21st Century (TEA21) Funds will be utilized for 80% of this change order amount.

RECOMMENDATION —

Approval of Change Order No. 4 with Reilly Construction Co., Inc. & Affiliates and Corell Contractor, Inc., a joint venture.

BACKGROUND —

The Grand Avenue Bridge is designed as a rigid frame structure with drilled shafts to support the abutments. Drilled shafts were chosen so as to avoid disruptive construction vibrations due to the close proximity of a number of historical and architecturally significant structures.

Standard industry practice for the construction of drilled shafts requires an initial estimate of shaft lengths with the actual lengths determined in the field based upon observed geotechnical information. Since these types of piles are not driven, they must be verified by an in-field geotechnical evaluation. The standard IDOT construction documents, SP-11036 "Special Provisions for Concrete Drilled Shafts," require that the contractor be paid an adjustment to the base price based upon final placed shafts.

During the installation of the shafts, a variance in a coal layer near a shale layer required an additional embedment length of two meters on a number of shafts. The final determination of quantities payable to the contractor under

the specification resulted in 19.4 meters of concrete drilled shafts and 5,997 kilograms of additional reinforcing steel, for a total of \$51,816.40 based upon contract bid unit prices and these quantities.

