

**CITY COUNCIL
COMMUNICATION:**

03-624

AGENDA:

DECEMBER 22, 2003

SUBJECT:

AWARD OF CONTRACT
FOR THE MARTIN
LUTHER KING, JR.
PARKWAY AND FLEUR
DRIVE INTERSECTION/
BRIDGES COMBINED
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**

SYNOPSIS —

Award of a combined contract for the Martin Luther King, Jr. (MLK) Parkway North/South Bridge over the Raccoon River, Fleur Drive Intersection Ramps Grading/Paving, East/West Signature Bridge over the Raccoon River, and the East/West Bridge over the Northbound Fleur Drive Ramp to Jensen Construction Co. (Kurt E. Rasmussen, Owner, 5550 NE 22nd Street, Des Moines, Iowa, and United Contractors, Inc., Gary B. Sandquist, President, 6678 NW 62nd Avenue, Johnston, Iowa, a Joint Venture).

FISCAL IMPACT —

\$28,183,498.40—Funding is provided in the MLK Parkway Capital Improvements Program (CIP), Index Code 483842 – MLK Parkway – North/South Segment – Account 543010 – Fund CP038 – Organization ENG990000 – Project STR138 – Activity ID 06-2004-009, as detailed on the fact sheet. This combined contract low bid is \$972,285.83 under the budget estimate. In addition, the Burlington Northern Santa Fe Railroad Bridge Removal low bid is \$232,763 under the budget estimate, for a total on both MLK contracts being \$1,205,048.83 under budget estimate. These funds will remain in the MLK account as a contingency fund during construction of these improvements.

RECOMMENDATION —

Approval.

BACKGROUND —

On December 8, 2003, by Roll Call Nos. 03-2681 – 03-2686, Council approved the plans and authorized receipt of bids for the MLK Parkway North/South Bridge over the Raccoon River, Fleur Drive Intersection Ramps Grading/Paving, East/West Signature Bridge over the Raccoon River, the East/West Bridge over the Northbound Fleur Drive Ramp, and the Demolition of the Burlington Northern Santa Fe Railroad Bridge. This authorization also provided that all projects, except the demolition, could be bid either as individual projects or as a single combined project.

On December 16, 2003, the Iowa Department of Transportation (IDOT) received and opened bids on these MLK improvements including a total of eight individual bids received on the separate bridge construction projects,

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one combination bid received for the construction projects, and seven individual bids received on the railroad bridge demolition; however, there were no bids received on the Grading/Paving project. It is recommended to award the railroad demolition contract to the lowest of the seven bids, that being Jensen Construction Co., for \$159,410. It is also recommended to award the construction contract for the combination project bid to Jensen Construction Co. and United Contractors, Inc., A Joint Venture, as this bid was the lowest complete bid. The individual bids submitted to IDOT included separate bids for the North/South Bridge over the Raccoon River, East/West Signature Bridge over the Raccoon River, and the East/West Signature Bridge over the Northbound Fleur Drive Ramp, but NO bids were received for the Fleur Drive Intersection Ramps Grading/Paving. The IDOT Proposal Special Provisions Text stated that using responsive bids the IDOT contracts engineer will determine the award of contracts based on the small of:

1. The lowest bid of the optionally combined proposal.
2. The sum of the lowest bids of the individual proposals.

Since the individual bids did not include any bids for the Grading and Paving project, the individual bids collectively were considered incomplete; and the award for the work must be to the combination bid. Even with a single combination bid, it is recommended to proceed with the award since there was considerable bidder participation on these MLK projects as demonstrated by the numerous individual bids on the bridge projects, and the combination bid was considerably below the budget estimate.

