


# COUNCIL COMMUNICATION

	Number:	<b>19-299</b>	Meeting:	<b>July 15, 2019</b>
	Agenda Item:	<b>7</b>	Roll Call:	
	Submitted by:	<b>Steven L. Naber, P.E., City Engineer</b>		

## AGENDA HEADING:

Approving Change Order No. 4 with Jasper Construction Services, Inc. for additional work on Court Avenue, S.W. 1st Street, and Scott Avenue Bridge Rehabilitation, in the amount of \$208,701.64.

## SYNOPSIS:

Recommend approval of Change Order No. 4 in an amount not to exceed \$208,701.64 with Jasper Construction Services, Inc., Cliff Rhoads, 928 N. 19th Avenue East, Newton, IA, 50208, for additional work on the Court Avenue, S.W. 1st Street, and Scott Avenue Bridge Rehabilitation.

## FISCAL IMPACT:

Amount: \$208,701.64

Funding Source: 2019-20 CIP, Page Bridge – 5, Court Avenue Bridge over the Des Moines River, BR054

## ADDITIONAL INFORMATION:

- On March 19, 2018, under Roll Call No. 18-0517, the City Council approved plans and specifications and designated the lowest responsible bidder as Jasper Construction Services, Inc. for \$8,419,431.30. The project provides for the rehabilitation of three (3) deficient bridges as part of the City's TIGER Grant project.
- As described with Change Order No. 3, additional deck deterioration was worse than expected on Court Avenue Bridge and it was anticipated that additional deck repairs would be identified during the remaining work this spring. The deterioration discovered continued to the south side of the bridge as anticipated, and therefore, Change Order No. 4 includes the following additional work on the Court Avenue Bridge Rehabilitation:
  - Increase quantities for Class A and Class B deck repairs, at the reduced unit price negotiated with Change Order No. 3. The repair areas were identified and confirmed with the Engineering Department with the depth and extents of the repair limits confirmed through survey. With the large deck repair areas, much of the exposed reinforcing steel was corroded and required to be supplemented with new deck reinforcing steel. In addition to new steel reinforcing installed, embedded galvanic

anodes were installed to help protect the reinforcing steel from future corrosion. The picture below depicts areas of additional deck repairs required.



South side of bridge deck, west bridge span (Court Avenue)

- Increase concrete repairs for deteriorated concrete under the bridge. These repair areas are delineated in the field and verified by the Engineering Department and cover concrete deterioration on the bridge arches, transverse frames, pier caps, etc.
- Additionally, Change Order No. 4 adds rebar corrosion inhibitor and rail connection modifications. The rebar corrosion inhibitor was installed at the deck joint locations to protect the exposed reinforcing steel from atmospheric corrosion prior to being incorporated into concrete. The rail connection modifications make field adjustments for the new balustrade railing to connect into the existing railing elements and floodwall components. The field conditions were different than shown in the design plans which necessitated these minor adjustments.
- Change Order No. 4 also moves back the contract completion date for Court Avenue Bridge from June 1, 2019 to October 15, 2019, primarily due to the large increases in deck repairs and additional mortar re-pointing of the bridge façade, which affected critical path items of work. The order of projects is also adjusting with SW 1st Street Bridge Multi-Use Trail Bridge being constructed this year and Scott Avenue Bridge Rehabilitation moving to 2020 construction.

#### **PREVIOUS COUNCIL ACTION(S):**

Date: December 3, 2018

Roll Call Number: [18-1975](#)

Action: [Approving](#) Change Order No. 3 with Jasper Construction Services Inc. for additional work on the Court Avenue, SW 1<sup>st</sup> Street, and Scott Avenue Bridge Rehabilitations, \$225,592.50. ([Council Communication No. 18-634](#)) Moved by Gatto to adopt. Motion Carried 7-0.

**BOARD/COMMISSION ACTION(S): NONE**

**ANTICIPATED ACTIONS AND FUTURE COMMITMENTS:**

Unanticipated conditions found during rehabilitation of the three (3) older bridges may require additional work resulting in the need for a subsequent change order.

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