

COUNCIL COMMUNICATION

	Number:	26-223	Meeting:	June 29, 2026
	Agenda Item:	11	Roll Call:	26-0722
	Submitted by:	Steven L. Naber, P.E., City Engineer		

AGENDA HEADING:

Approving Change Order No. 4 with C.J. Moyna & Sons, LLC and Progressive Structures, LLC, a Joint Venture, for additional work on the Southeast Connector from Southeast 30th Street to US 65, in the amount of \$1,097,726.59.

SYNOPSIS:

Recommend approval of Change Order No. 4 in an amount not to exceed \$1,097,726.59 with C.J. Moyna & Sons, LLC (John P. Moyna, President) and Progressive Structures, LLC (Travis Augustyn, President), a Joint Venture, 24412 Hwy 13, Elkader, Iowa 52043, for additional work on Southeast Connector from Southeast 30th Street to US 65.

FISCAL IMPACT:

Amount: \$1,097,726.59

Funding Source: 2026-27 CIP, Page 116, Southeast Connector, ST256

ADDITIONAL INFORMATION:

- On February 10, 2025, under Roll Call No. 25-0226, the City Council approved plans and specifications for the Southeast Connector from Southeast 30th Street to US 65 project and designated the lowest responsible bidder as C. J. Moyna & Sons, LLC and Progressive Structures, LLC, a Joint Venture, for \$58,999,314.12.
- Completion of the final segment of the Southeast Connector between Southeast 30th Street and U.S. Highway 65 will improve freight movement through the area by connecting the National Highway System by extending Martin Luther King, Jr. Parkway to U.S. Highway 65, thereby serving multiple area businesses and the Des Moines Industrial transload facility, as well as provide a much more efficient travel way into the City from the southeast portion of Polk County. This will directly result in safer, more efficient travel and lower cost for transportation of goods in the region.
- The final 2.2-mile segment of the Southeast Connector (Southeast 30th – U.S. Highway 65) includes two (2) lanes of roadway [one (1) lane in each direction], a multi-use trail, a 1,515-foot-long bridge, the relocation and improvement of 4,000 feet of the SE Des Moines Levee

system, storm water enhancements, as well as right-of-way acquisition and grading for future expansion of the roadway, if warranted by future traffic volumes.

- Change Order No. 1 for \$70,348.17, approved by the City Engineer on June 12, 2025, added a modified stormwater intake, stabilization crop, temporary fencing, Intelligent Transportation System (ITS) conduit, other miscellaneous items, and quantity adjustments. These changes did not alter the completion date of the project.
- Change Order No. 2 for \$75,104.45, approved by the City Engineer on October 29, 2025, added removal of light pole concrete foundations, removal of cistern piping, installation of settlement plates for bridge abutments, water for dust control, and quantity adjustments. An additional 14 days were added to Stage 4A for an additional traffic control stage.
- Change Order No. 3 for \$52,345.54, approved by the City Engineer on January 30, 2025, added SE 30th Street pavement markings, levee seed mix and slope protection, traffic mobilization for winter setup, clearing and grubbing, liquidated damages assessed for not completing Stage 4A on Southeast 30th Street on time, and quantity adjustments. One (1) additional day was added to Stage 4A for additional temporary paving and striping.
- Change Order No. 4, for amount of \$1,097,726.59, will adjust quantities, as well as add new sanitary force main for Landus Cooperative that was disturbed during construction, traffic control extra work, and additional railroad flagging services. About 2/3 of the cost of this change order (\$703,808) are due to additional flagging services, including a railroad requirement to provide a second flagger for railroad protection operations and additional overtime flagging services. These changes will not alter the completion date of the project.
 - A Norfolk Southern Railway (NSRR) track runs parallel to the new 1,515-foot-long bridge and requires flagging while all bridge construction activities occur. In addition to NSRR operations adjacent to the bridge, City staff has been informed that Burlington Northern Railroad (BNSF) takes over operations of this same NSRR track once it is adjacent to the bridge and, as a result, a separate flagger is required for BNSF during bridge construction. The Southeast Connector construction contract provided for only one (1) flagger to be present to monitor the track during construction since there is only one (1) track at this location; however, each railroad requires their own dedicated flagger for track protection. Additional flagging costs for two (2) years of bridge construction results in an increase of \$560,000 for railroad protective services. City staff challenged this requirement of needing a second flagger to the flagging service provider, RailPros, as it seems redundant and excessive to have two flaggers monitoring the same railroad track; however, the challenge was to no avail.
 - Per Iowa DOT specifications, a railroad flagging day consists of an eight-hour day and additional time on the project per day shall be paid as overtime. Addition of railroad flaggers overtime bid item account for past and future costs and associated with flagging and amounts to an increased cost of \$143,808.
 - \$393,918.59 of construction costs account for the remainder of this change order as follows:
 - \$351,115.12 of quantity adjustments for nine (9) bid items, including 3,940 square yards of additional slope protection, wood excelsior mat and 1,135 tons of additional revetment (rip rap, armor stone) both for erosion control and

protection, and additional 1,000 square yards of temporary pavement needed for construction staging.

- \$42,805.47 for five new bid items of which three are related to the new force main for Landus Cooperative and two (2) are for extra traffic control work.
- If approved, the total change orders thus far for this project are approximately 2.2% of the original contract.
- As of May 1, 2026, construction was approximately 31% complete, with most of the underground work (foundations, sewer work) complete.



PREVIOUS COUNCIL ACTION(S):

Date: February 10, 2025

Roll Call Number: [25-0226](#) and [25-0227](#)

Action: [On](#) Southeast Connector from Southeast 30th Street to US 65: Resolution approving plans, specifications, form of contract documents, engineer's estimate, receive and file bids, and designating the lowest responsive, responsible bidder as C.J. Moyna & Sons, LLC (John P. Moyna, President) and Progressive Structures, LLC (Travis Augustyn, President), A Joint Venture, \$58,999,314.12. ([Council Communication No. 25-053](#)) Moved by Gatto to adopt. Second by Westergaard. Motion Carried 7-0.

- (A) [Approval](#) of contract and bond. Moved by Gatto to adopt. Second by Westergaard. Motion Carried 7-0.

BOARD/COMMISSION ACTION(S): NONE

ANTICIPATED ACTIONS AND FUTURE COMMITMENTS:

- Anticipated actions include final acceptance of work and final payment.

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