

**CITY COUNCIL
COMMUNICATION:**

ITEM _____

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

99-014

SYNOPSIS -

AGENDA:

JANUARY 21, 1999

A change order to modify the structure at the entrance and exit gates is proposed with Taylor Ball, L.C., Iowa Division, for additional work in conjunction with the Intermodal Transportation Facility project. This change order is required because the public sector portion of the facility was designed and constructed without the vertical clearance required for American Disabilities Act (ADA) vehicular traffic at two locations.

SUBJECT:

INTERMODAL
TRANSPORTATION
FACILITY, CHANGE
ORDER NO. 83

FISCAL IMPACT -

TYPE:

**RESOLUTION
ORDINANCE
RECEIVE/FILE**

The prime design consultant for the project, Herbert Lewis Kruse Blunck (HLKB), and their structural and parking ramp subconsultant, Desman Associates, have acknowledged that it is primarily the responsibility of Desman Associates to design and facilitate corrective measures at no cost to the City. See attached letters from HLKB and Desman Associates.

SUBMITTED BY:

FLOYD BENTZ, P.E.
ACTING CITY
ENGINEER

RECOMMENDATION -

Approval of Change Order No. 83 with Taylor Ball, L.C., Iowa Division.

BACKGROUND -

The ADA specifies a 98-inch vertical clearance for vehicles transporting persons to locations covered by the Act, while the parking facility as a whole needed an 84-inch vertical clearance. The parking area for the ADA vehicles is in the lower level and the entry lane to the lower level has 5¼ inches less than the required 98-inch clearance.

Immediately beyond the entrance gates for the public portion

of the facility, a reinforced and post-tensioned concrete beam was inadvertently designed with less than the required ADA clearance. It is proposed that D.R. Parks Co., a company which specializes in repairs and modifications to parking ramps, be brought in as a subcontractor to Taylor Ball. They will remove a portion of the subject beam and girder and reconstruct it to provide the desired clearance. The post-tension design of the ramp necessitated employing this specialty contractor. Other options, such as reconfiguration of the entrance gates to relocate traffic to a point where the clearance was available, proved to be too costly.

A second beam at the top of the exit ramp from the lower level is also a problem for ADA vehicles. At this location the concrete floor was constructed on grade. Therefore, it is possible and cost effective to remove a portion of the concrete slab and lower the floor to provide the clearance. This more conventional work would be done by Western Waterproofing as a subcontractor to Taylor Ball.

Attachments