



## Legislation Text

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**File #:** 2017-4509, **Version:** 1

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Consider a resolution authorizing the Mayor to execute Change Order No. 4 with Muniz Concrete & Contracting Inc. regarding the Brushy Creek Regional Trail Gap Project.

This item will authorize the mayor to execute Change Order No. 4 with the Contractor. This project includes approximately 2 miles of 10' wide concrete trail from A.W. Grimes Blvd. to the west end of the existing Brushy Creek East Trail behind the Sonoma subdivision. Additional project improvements include site furnishings, two (2) pedestrian bridges and trail head improvements (parking, bike locker, signage) at Rabb Park. The project has funding from FHWA/TxDOT (\$2,300,000), Williamson County (\$400,000), and the City of Round Rock (\$190,000). The construction reached substantial completion in November 2014. PARD has been working with the Contractor, Engineer, and TxDOT since project completion to close the project out. Because portions of the project were funded by state and federal dollars, the close out and change order procedures are more drawn out and time consuming. All requirements have now been satisfied and the change order has been approved by TxDOT and recommended for City approval.

This change order includes final post-construction quantity adjustments, as well as installation of parking lot sleeve, realigning a portion of the sidewalk, and installing a swale to direct water from entering neighboring private property. The engineer of record verified final quantities and approved the contractors claim of additional quantities. The bulk of the Change Order is associated with additional excavation and embankment. There were a couple of factors that contributed to the bust in quantities: first, in field adjustments were made on the alignment of the trail to avoid stresses on significant trees or other unforeseen conditions that the site survey did not accurately portray. Additionally, this trail tied in with another project and despite best efforts, the plans did not match up. Grades were off significantly and the trail had to be majorly re-engineered and realigned to stay within ADA guidelines. Finally, some of the edges of the trail could not be graded out at the maximum slope shown in the plans in the designed trail buffer and additional grading was required. Ultimately, our engineer of record feels confident that the final quantities are accurately reflected in this final change order.

**Cost: \$137,019.02**

**Source of Funds: General Self-Financed Construction**