



Legislation Details (With Text)

**File #:** 22-4997      **Version:** 1      **Name:** Resolution - A Resolution to Consider Amending the Consultant Agreement with Kimley-Horn and Associates, Inc. in the amount of \$140,000 for Additional Design, Engineering and Construction Documents Related to Phase 3B of the Walnut Creek Linear Park Trail

**Type:** Resolution      **Status:** Passed

**File created:** 10/13/2022      **In control:** City Council

**On agenda:** 10/24/2022      **Final action:** 10/24/2022

**Title:** Resolution - A Resolution to Consider Amending the Consultant Agreement with Kimley-Horn and Associates, Inc. in the amount of \$140,000 for Additional Design, Engineering and Construction Documents Related to Phase 3B of the Walnut Creek Linear Park Trail System

**Sponsors:** Matt Young

**Indexes:**

**Code sections:**

**Attachments:** 1. Resolution, 2. Contract Amendment Proposal

Date	Ver.	Action By	Action	Result
10/24/2022	1	City Council	Approved	Pass

Resolution - A Resolution to Consider Amending the Consultant Agreement with Kimley-Horn and Associates, Inc. in the amount of \$140,000 for Additional Design, Engineering and Construction Documents Related to Phase 3B of the Walnut Creek Linear Park Trail System

Approve a Resolution to Amend Consultant Agreement

Approve Resolution

The 2020 Parks, Recreation, Open Space and Trails Master Plan included a spine trail phasing and prioritization plan. The second priority in this plan was trail segment “M” which is 2.25 miles of off/on street sections from James McKnight Park East through the Shops at Broad and continuing as an on-street section along Cannon Drive and Matlock Road to Elmer W. Oliver Nature Park.

A professional services contract in the amount of \$247,000 was awarded by the City Council to Kimley-Horn and Associates, Inc. on February 14, 2022 to provide design services for phase 3B of the Walnut Creek Linear Park. The scope of work included designing the linear trail to run along the north side of Cannon Drive, then along both sides of Matlock Road north towards Oliver Nature Park. When the trail reached Cannon Gate Drive on the west side of Matlock Road, a signalized intersection was included in the design scope to allow pedestrians to cross Matlock Road at this new intersection.

Since the design project launched, the consultant has completed hydraulic analysis and engineering studies on the existing bridge over Walnut Creek just north of the Parks Administration Building. This analysis has determined that the linear trail could be designed and constructed to loop under Matlock Road along the south side of Walnut Creek and connect the trail at grade on both sides of Matlock Road. This would allow trail users to remain on the linear trail without having to cross Matlock Road at the previously proposed signal at Cannon Gate Drive or the signal at Cannon Drive. Staff and the consultant believe that this alternative route provides the safest experience for trail users.

In order to proceed with design of this alternative route, a contract amendment is necessary with Kimley-Horn due to the increased scope of work. The design of the signal at Cannon Gate Drive will be removed from the contract as a deduction, but the net increase to the contract totals \$140,000 for the additional design, engineering and construction documents. This trail connection will consist of the structural design of a reinforced concrete retaining wall to support the trail and analysis/modification to the existing bridge. These modifications at the bridge/creek will also consist of the necessary hydraulic and environmental analysis. The scope of work and fees for the original, awarded contract and the proposed amendment are attached. The MPFDC Board of Directors approved the contract amendment at their regular meeting on October 20, 2022.

Phase 3B of the Walnut Creek Linear Park trail system will provide a critical connection between the existing trail sections at James McKnight Park East and Elmer W. Oliver Nature Park. The proposed contract amendment will provide the safest route for park users, pedestrians and motorists. Funding for the construction of this phase of the linear trail, including the increased cost for the proposed alternative route, was included in the \$10.5 million in Proposition D of the recently passed May 2022 bond election.

MPFDC ½ cent sales tax

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