

CIP FISCAL NOTE

DATE OF COUNCIL CONSIDERATION:
CONTACT DEPARTMENT(S):

12/8/11
Public Works

SUBJECT: Authorize execution of change order #6 to the construction contract with AUSTIN UNDERGROUND, INC. AUSTIN, TX, (DBE 86.32 %) for Lake Austin Boulevard Bikeway in the amount of \$35,200, for a total contract amount not to exceed \$993,552.60.

CURRENT YEAR IMPACT:

Department:

Project Name:
Fund/Department/Unit:
Funding Source:

Public Works

Lake Austin Blvd Bike Lane Improvements
8071 6207 5520
2000 GO Bonds P1 Ped/ADA/Bike

Current Appropriation:	646,854
Unencumbered Balance:	27,790
Amount of This Action:	(27,790)
Remaining Balance:	<u>(0)</u>

Project Name:
Fund/Department/Unit:
Funding Source:

Lake Austin Blvd Bike Lane Improvements
8950 6207 1633
TxDOT Grant

Current Appropriation:	800,000
Unencumbered Balance:	7,410
Amount of This Action:	(7,410)
Remaining Balance:	<u>0</u>

ANALYSIS / ADDITIONAL INFORMATION: This project improved and widened the existing bike lanes on the south and north sides of Lake Austin Boulevard. On the north side of the street, the roadway surface was widened and drainage improvements were made. Street striping was replaced and seven-foot concrete bike lanes were constructed on the north side, with five-foot concrete bike lanes constructed on the south side. These bike lanes provide bicycle connection to the Lower Colorado River Authority office complex, various area establishments, and to a large University of Texas apartment complex.

Constructing a smooth concrete bikeway adjacent to an existing asphalt roadway has resulted in locations where the asphalt is lower than the new concrete bikeway. These lower areas present a dangerous safety hazard for cyclists that leave the concrete bikeway (for debris or other reason) and need to get back on the concrete bikeway. The lower areas of asphalt will cause a cyclist to fall. The solution to this problem is to place another layer of microsurface and bring all the asphalt to the grade of the concrete bikeway.

Change Orders 1, 2 and 3 were done within the original approved contingency. These Change Orders included changes required due to the discovery of a shallow 8" water line. Typically, 8" waterlines are 48" in depth but it was discovered that the 8" water line under the southern concrete bike lane was within 18" of the surface which required approval from Austin