



March 13, 2024

Honorable Chairman and Trustees  
City of Oklahoma City  
420 West Main, 5th floor  
Oklahoma City, OK 73102

Re: Amendment No. 3 / Change Order No. 3  
Project No. MP-0477  
Deep Fork Greenway Trail

Honorable Chairman and Trustees:

## I. SCOPE

Amendment No. 3 modifies the unit quantities for Bid Item No. 3 “Borrow”, No. 9 “4,000 PSI Portland Cement Concrete Pavement (5-inch)”, No. 16 “Drilled Shaft – 24” Diameter”, No. 18 “Drilled Shaft – 36” Diameter”, No. 19 “Drilled Shaft – 42” Diameter”, No. 20 “Drilled Shaft – 48” Diameter”, No. 21 “Concrete Class A”, No. 45 “Asphalt Pavement Removal”, No. 53 “Removing Trees 6-inch to 12-inch”, No. 54 “Removing Trees 13-inch to 18-inch”, No. 55 “Removing Trees 19-inch to 24-inch”, No. 126 “Drilled Shaft – 18” Diameter”, No. 177 “Drilled Shaft – 24” Diameter”, No. 178 “Drilled Shaft – 48” Diameter”, and No. 225 “Class AA Concrete – Bent Footing”.

Amendment No. 3 modifies and take precedence over the original plans and specifications. Amendment No. 3 adjusts the unit quantities and amends the total contract price based upon the unit price values established in the Contract.

Change Order No. 3 adds the unit quantities for Bid Item No. 233 “Mobilization”, No. 234 “Geotechnical Investigation and Design”, No. 235 “Potholing”, No. 236 “Sawcut”, No. 237 “Reinforcing Steel”, No. 238 “Removal of Structure & Obstruction”, No. 239 “Drilled Shaft – 24” Diameter w/ Casing”, No. 240 “Rock Demolition”, No. 241 “Guardrail”, No. 242 “Guardrail Anchor Unit”, No. 243 “Debris Removal”, and No. 244 “Structural Concrete Demolition”.

Change Order No. 3 modifies and take precedence over the original plans and specifications. Change Order No. 3 introduces new items to accommodate the adjustments required for unforeseen circumstances for Retaining Wall D in Phase 4 of the project.

## II. JUSTIFICATION

Amendment No. 3 is necessary to amend the quantities needed to complete the Phase III Trailhead parking lot and clearing for the trail construction. This addition of quantities will allow the contractor to construct the trail according to the plans, while removing the necessary trees not indicated on the plans, and to construct the trailhead parking lot according to the plans. The increase to the “Removing Trees 6-inch to 12-inch”, “Removing Trees 13-inch to 18-inch”, and “Removing Trees 19-inch to 24-inch” is required to construct the trail according to the alignment proposed in the plans. The tree survey that was conducted did not account for the additional trees listed in this amendment.

The increase to “Borrow” is required to construct the PH III Trailhead parking lot according to the specified elevations in the plans. The increase to “4,000 PSI Portland Cement Concrete Pavement (5-inch)” and “Asphalt Pavement Removal” is required to construct a clean connection point from the Grand Blvd. parking lot to the side street. The increase to “Concrete Class A” is to repair a road blowout near Bridge 1 in Phase I. The increase to “Drilled Shafts – 24” Diameter”, “Drilled Shafts – 36” Diameter”, “Drilled Shafts – 42” Diameter”, and “Drilled Shafts – 48” Diameter” is required to construct the drilled shafts to the necessary depths due to unforeseeable field variations from the original plans. The increase to “Class AA Concrete – Bent Footing” is required to construct the redesigned bent to accommodate the unforeseeable gas line conflict. The new design introduced straddle beams to alleviate pressure on the gas line.

Change Order No. 3 is necessary to introduce the new pay items to compensate the contractor for additional work due to unforeseen varying field conditions. The addition of pay items “Mobilization” and “Geotechnical Investigation and Design” are to allow the contractor to complete the design adjustments of Retaining Wall D in Phase 4 of the project. The proposed design was unable to achieve the desired Factor of Safety, so the contractor proposed a new design system. These items account for the necessary pay items to compensate the contractor for the design of the new retaining wall. The addition of pay item “Potholing” is required to compensate the contractor for additional utility exploration in potential conflict areas of this project. The addition of “Sawcut” is to compensate the contractor for work that was required to repair the road blowout near Bridge 1 in Phase I. The addition of “Reinforcing Steel” is to compensate the contractor for reinforcing steel required for each of the bridges in the project. The addition of “Removal of Structure & Obstruction” is to compensate the contractor for the unforeseen obstruction at Bridge 4 that was required to be removed to complete construction. The addition of “Drilled Shaft - 24” Diameter w/ Casing” is to compensate the contractor for the additional piers necessary to construct the redesigned bent for the unforeseeable gas line conflict. The addition of “Rock Demolition” is required to compensate the contractor for variable site conditions while constructing Wall A of Phase 3. The addition of “Concrete Turndown Wall Demolition” is to compensate the contractor for additional removal of existing concrete structures while constructing the trail in Phase 4. The addition of “Guardrail” and “Guardrail Anchor Unit” is required to compensate the contractor for the extension of guardrail to protect the bridge structure in Phase 1. The addition of “Debris Removal” is required to compensate the contractor for the excess debris from the homeless population in the area. The addition of “Structural Concrete Demolition” is required to compensate the contractor for additional bridge abutment demolition that was required near I-44 and Kelly.

**III. COST ESTIMATE**

**AMENDMENT NO. 3**

3	Borrow	CY	750.00	\$ 38.00	\$ 28,500.00
9	4,000 PSI Portland Cement Concrete Pavement (5-inch)	SY	43.00	\$ 69.00	\$ 2,967.00
16	Drilled Shafts - 24" Diameter	LF	4.00	\$ 760.00	\$ 3,040.00
18	Drilled Shafts - 36" Diameter	LF	8.00	\$ 680.00	\$ 5,440.00
19	Drilled Shafts - 42" Diameter	LF	14.00	\$ 900.00	\$ 12,600.00
20	Drilled Shafts - 48" Diameter	LF	20.00	\$ 900.00	\$ 18,000.00
21	Concrete Class A	CY	2.50	\$ 760.00	\$ 1,900.00
45	Asphalt Pavement Removal	SY	43.00	\$ 20.00	\$ 860.00
53	Removing 6-inch to 12-inch	EA	88.00	\$ 250.00	\$ 22,000.00
54	Removing 13-inch to 18-inch	EA	20.00	\$ 320.00	\$ 6,400.00
55	Removing 19-inch to 24-inch	EA	9.00	\$ 365.00	\$ 3,285.00
56	Removing 25-inch & More	EA	1.00	\$ 460.00	\$ 460.00
126	Drilled Shafts - 18" Diameter	LF	18.00	\$ 1,100.00	\$ 19,800.00
177	Drilled Shafts - 24" Diameter	LF	6.00	\$ 400.00	\$ 2,400.00
178	Drilled Shafts - 48" Diameter	LF	35.00	\$ 1,000.00	\$ 35,000.00
225	Class AA Concrete - Bent Footing	CY	13.00	\$ 780.00	\$ 10,140.00
<b>Total:</b>					<b>\$ 172,792.00</b>

**Total Amendment No. 3 \$172,792.00**

**CHANGE ORDER NO. 3**

Item No.	Description	Unit	Quant.	Unit Cost Per Bid Tab	Total
233	Mobilization	LSUM	1.00	\$ 70,000.00	\$ 70,000.00
234	Geotechnical Investigation and Design	LSUM	1.00	\$ 27,061.05	\$ 27,061.05
235	Potholing	LSUM	1.00	\$ 15,949.35	\$ 15,949.35
236	Sawcut	LF	134.00	\$ 5.00	\$ 670.00
237	Reinforcing Steel	LB	53,045.00	\$ 2.00	\$ 106,090.00
238	Removal of Structure & Obstruction	LSUM	1.00	\$ 7,180.94	\$ 7,180.94
239	Drilled Shafts - 24" Diameter w/Casing	LF	38.00	\$ 1,264.00	\$ 48,032.00
240	Rock Demolition	CY	157.20	\$ 98.00	\$ 15,405.60
241	Guardrail	LF	35.00	\$ 45.00	\$ 1,575.00
242	Guardrail Anchor Unit	EA	1.00	\$ 614.95	\$ 614.95
243	Debris Removal	CY	20.00	\$ 185.30	\$ 3,706.00
244	Structural Concrete Demolition	SY	4.00	\$ 500.00	\$ 2,000.00
<b>Total:</b>					<b>\$ 298,284.89</b>

**Total Change Order No. 3 \$298,284.89**

**COST SUMMARY**

**Amendment No. 3/ Change Order No. 3**

Original Contract Amount	\$14,322,181.00	
Total Amendment No. 1	(\$18,932.00)	(0.13% decrease)
Total Change Order No. 1	\$8,000.00	(0.056% increase)
Total Amendment No. 2	\$1,285,067.00	(8.97% increase)
Total Change Order No. 2	\$145,506.89	(1.02% increase)
Total Amendment No. 3	\$172,792.00	(1.21% increase)
Total Change Order No. 3	<u>\$298,284.89</u>	(2.08% increase)
Revised Contract Amount	\$16,212,899.78	

Amendment No. 1 represented a 0.13 percent decrease under the current contract price of \$14,322,181.00. Change Order No. 1 represented a 0.056 percent increase above the original contract price. Amendment No. 2 represented a 8.97 percent increase above the original contract price. Change Order No. 2 represented a 1.02 percent increase above the original contract price. Amendment No. 3 represents a 1.21 percent increase above the original contract price. Change Order No. 3 represents a 2.08 percent increase above the original contract price. The total cost of all amendments to date represents an increase of \$1,438,927 or 10.05 percent. The total cost of all change orders to date represents an increase of \$451,791.78, or 3.15 percent. The total cost of all change orders and amendments to date represents an increase of \$1,890,718.78 or 13.20 percent.

All construction shall be done in accordance with all applicable state and local codes and the provisions of the original Contract Documents.

**IV. COSTRUCTION SCHEDULE**

Amendment No. 3 increased the number of contract working days by 30 working days, from 644 working days to **674 working days**.

The above and foregoing is hereby accepted this 14<sup>th</sup> day of March, 2024; and the undersigned agrees to perform the work at the price indicated.

Amendment No. 3  
MP-0477

ATTEST:



Madison Frankford  
Witness

Rick Lane  
Wynn Construction, LLC.

The prices shown for Amendment No. 3 were established by competitive bidding.

Dakota Gemings  
Dakota Gemings, P.E., M.S.  
Half Associates, Inc.

Approval is recommended this 5th day of April, 2024.

Debbie Miller  
Debbie Miller, P.E. for  
City Engineer/Public Works Director

Melinda McMillan-Miller  
Melinda McMillan-Miller, CPRP  
Director, City of Oklahoma City Parks

APPROVED by the Council and SIGNED by the Mayor of The City of Oklahoma City this 21ST day of MAY, 2024.

ATTEST:

Amy K Simpson  
City Clerk



David Holt  
Mayor

REVIEWED for form and legality

Patricia Mann  
Assistant Municipal Counselor