

**AUTHORIZATION OF CHANGE IN SERVICE**

CONTRACT NUMBER / CONTRACT NAME:	2025/087	FM 1978 Water Reclamation Facility PDB Proj.	
CITY REPRESENTATIVE/ DEPARTMENT:	Marcus Naiser/ Engineering and Capital Improvements		
CONTRACTOR:	Burns & McDonnell Engineering Co., Inc.		
CONTRACT EFFECTIVE DATE:	July 11, 2025	COUNCIL RES. NO:	2025-125R
THIS AUTHORIZATION DATE:	11/12/2025	AUTHORIZATION NO.:	1

**DESCRIPTION OF WORK TO BE ADDED TO OR DELETED FROM SCOPE OF SERVICES:**

Task 9 – Pre-Final Design of Fleming Pass. This scope of work includes pre-final design of Fleming Pass improvements and preconstruction to solicit bids for inclusion in a Phase 2 proposal.

Task 10 – TPDES Permitting Support. This scope of work includes development of a DO model to be provided to TCEQ in support of the permitting process. It also includes additional support for coordination with the various groups at TCEQ who are working on the outfall permit.

See attached Task 9-10 Scope of Services for full description of services.

Original Contract Amount:		\$ 3,518,405.00
Previous <b>Increases/Decreases</b> in Contact Amount:		\$ 0
CURRENT CONTRACT AMOUNT:		\$3,518,405.00
This <b>Increase/Decrease</b> in Contract Amount:		\$ 193,365.00
REVISED CONTRACT AMOUNT:		\$ 3,711,770.00

**CONTRACTOR:**

Hillary Fontenot  
Signature

11/12/25  
Date

Hillary Fontenot Project Manager  
Print Full Name / Title (if not in individual capacity)

**CITY:**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Print Name / Title

*City Department Use Only Below This Line (PM, POC, etc.).*

Account Number(s):	Amount	Date
#	\$	
#	\$	
#	\$	



**AMENDMENT NO. 1  
PHASE 1 SCOPE OF SERVICES TASKS 9-10  
(Contract #2025-087)**

**AMENDMENT No. 1**

**Date: November 13, 2025**

**This AMENDMENT** modifies the Agreement dated July 11, 2025, made by and between **The City of San Marcos, Texas**, (hereinafter called OWNER), and **Burns & McDonnell Engineering Company, Inc.** (hereinafter called DESIGN-BUILDER) for the following Project: FM 1978 Water Reclamation Facility Progressive Design-Build Project. For good and valuable consideration, the sufficiency of which is acknowledged, the parties agree to make the following changes to their Agreement.

1. The parties agree that the DESIGN-BUILDER'S Scope of Services is amended as described in Exhibit B1 – Phase 1 Scope of Services – Tasks 9-10.
2. The following adjustments are made to the CONSULTANT's compensation:

<b>Tasks</b>	<b>Schedule Duration</b>	<b>Hours</b>	<b>Fee (\$)</b>
9 – Fleming Pass Road	16 weeks	899	\$160,898.00
10 – TPDES Permitting Additional Support	6 weeks	80	\$14,967.00
<b>Expenses</b>	-	-	\$17,500.00
<b>Total</b>			<b>\$193,365.00</b>

Rate/Fee schedule previously provided as part of Exhibit B – Phase 1 Scope of Services will be utilized for this Amendment.

3. The terms of this AMENDMENT supersede any contrary terms of the Agreement. This AMENDMENT will be deemed a part of, and be subject to, all other terms and conditions of the Agreement. Except as modified above, the Agreement will remain in full force and effect.

**Exhibit B1 – Phase 1 Scope of Services Tasks 9-10 Amendment**

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## **Task 9 – Fleming Pass Improvements Pre-Final Design**

### **Task 9.1 – Fleming Pass Improvements Pre-Final Design**

The Design-Builder will design improvements to the existing Fleming Pass. The improvements will be designed such that construction of the road can be phased to support construction traffic for the duration of the WRF project reworked for final pavement at or about substantial completion of the project. The design assumptions for the road are outlined below:

- Design will be based on a City of San Marcos “unstriped two-way road with no sidewalks”; 2-12’ lanes. Lane is 12’ CL to lip of gutter; with ribbon curbs (24”); with 3’ overbuild). Or 28’ of concrete pavement width, if concrete pavement.
- Design speed of 30 mph, “Commercial Street” CSM design criteria, WB-67 design vehicle
- Figure 1-37 of CSM manual applies to FM 1978 intersection, i.e. no turn lanes
- Assumes no street lighting, no ped facilities, etc. Signing & striping limited to stop sign and stop bar at FM 1978 intersection (Fleming Pass leg only)
- Right of Way coordination is included for two (2) utilities, anticipated to be Crystal Clear SUD (water) and Bluebonnet Electrical Coop (power)
- Alignment along existing Fleming Pass centerline is not required
- Assumes roadway package will be prepared for two deliverables: 30%, 60% IFB
- 30% deliverable will include typical sections, alignment data, and preliminary roadway plan & profile only
- 60% IFB to include all highlighted sections listed below (typical sections, alignment data, TCP and TCP standards, roadway plan & profile and roadway standards, limited S&S to be displayed on roadway plan sheets, S&S standards, cross sections every 50’
- Design will be for industrial ESAL pavement section
- Life Cycle Cost Analysis for pavement selection based on geotechnical report is included
- Drainage Design in accordance with San Marcos Stormwater Technical Manual
- Design Storm is considered 25Yr and Check against 100Yr.
- Water Quality requirements per TCEQ and WPP are not included in 60% submittal; this will be addressed in final design
- Closed Drainage System is not anticipated
- ROW will not be any issue to accommodate WQ treatment along the proposed grassy swale.
- FEMA floodplain analysis is not anticipated nor TCEQ coordination is needed

- Easement preparation is not included in the pre-final design and will be addressed in the final design scope of services in a future amendment

### **Task 9.2 – Fleming Pass-FM 1978 Intersection TxDOT Coordination/Study**

The Design-Builder will complete a TxDOT-required traffic study and analysis for the Fleming Pass-FM 1978 Intersection, including the activities outlined below:

- Traffic Study Methods Virtual Meeting (with TxDOT Area Office) – required coordination step
- Traffic Data Collection – Traffic counts for one intersection and up to 13 hours of data collection.
- Traffic Projection and Distribution
- Traffic Analysis
  - Without Project Traffic Volumes
  - Peak Construction Traffic Volumes
  - Post-Construction Traffic Volumes
- Safety Analysis
  - Historical Crash Analysis using TxDOT-provided crash data
- Access Management Manual Considerations
  - Intersection control and turn lane warrant calculations
- Traffic Memorandum
  - Develop “Minor Traffic Study” technical memorandum summarizing the above for TxDOT submittal and approval
  - Includes time for one revision based on TxDOT comments
  - One meeting with TxDOT to review findings and discuss permitting requirements (TxDOT Form 2534)

### **Task 9 Deliverables:**

- 30% Design, including client review meeting
- 60% Design, including client review meeting
- Preconstruction services to support development of bid packages, solicitation, and inclusion in a Construction Price Proposal
- TxDOT Traffic Memorandum

### **Task 9 Assumptions:**

- Intersection design and coordination with Fleming Farms development is not included in this scope of services

- Tree mitigation will not be required. Tree removal count will be tracked and incorporated into the overall project. Final tree mitigation direction will be provided by Owner.
- Detailed Traffic Impact Analysis is excluded from this scope.
- One iteration of City and TxDOT review is included for design deliverables and TxDOT Traffic Memorandum

## **Task 10 — TPDES Water Quality Permitting Support**

This Task 10 is being provided as an alternate to be used at the City's option. Work will only proceed upon written notice from the Owner. The Design-Builder will utilize and manage a subconsultant to perform dissolved oxygen modeling to quantify the assimilative capacity of Cottonwood Creek at the proposed WRF discharge location, including Cottonwood Creek and York Creek to the confluence with the South San Marcos River. These activities include development of the QUALTX model; input of local hydraulics, water quality and meteorologic data, incorporating the proposed discharge from the FM 1978 WRF.

### **Task 10 Deliverables:**

- QUALTX model

### **Task 10 Assumptions:**

- TCEQ will provide Burns & McDonnell with any existing models of Cottonwood Creek and York Creek for reference
- Four scenarios will be modeled; anticipated scenarios include temporary treatment system discharge, 2MGD, 4MGD, 8 MGD
- Additional modeling will not be required after QUALTX submittal to TCEQ. Additional modeling that may be required based on TCEQ comment would be additional scope.
- Field data collection will be limited to geometry data for up to three (3) additional cross sections along Cottonwood Creek or York Creek