



# City of Norman, OK

Municipal Building  
Council Chambers  
201 West Gray  
Norman, OK 73069

## Master

**File Number: R-1718-68**

**File ID:** R-1718-68      **Type:** Resolution      **Status:** Consent Item

**Version:** 1      **Reference:** Item 27      **In Control:** City Council

**Department:** Public Works Department      **Cost:**      **File Created:** 12/05/2017

**File Name:** Bridge Inspection Consultant Selection      **Final Action:**

**Title:** RESOLUTION R-1718-68: A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, SELECTING H.W. LOCHNER AS THE CITY OF NORMAN'S APPOINTED BRIDGE INSPECTION CONSULTANT TO THE OKLAHOMA DEPARTMENT OF TRANSPORTATION FOR COMPLIANCE WITH THE NATIONAL BRIDGE INSPECTION STANDARDS.

**Notes:** ACTION NEEDED: Motion to adopt or reject Resolution R-1718-68.

ACTION TAKEN: \_\_\_\_\_

**Agenda Date:** 12/19/2017

**Agenda Number:** 27

**Attachments:** Text File R-1718-68, R-1718-68, RANKING MATRIX, ODOT Letter

**Project Manager:** Shelly Williams, Capital Projects Engineer

**Entered by:** rachel.warila@normanok.gov

**Effective Date:**

### History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:

### Text of Legislative File R-1718-68

body

**BACKGROUND:** The Oklahoma Department of Transportation (ODOT) is tasked by Federal Highway Administration (FHWA) to perform Bridge Safety Inspections for all structures over 20' in length. Inspections are performed at least once every 2 years or more frequently if necessary. The purpose of the inspections is to identify any critical findings, document the bridge condition and make repair recommendations. The last inspection cycle performed in October, 2017, revealed the City of Norman has 75 bridges that currently meet the FHWA criteria. Of those bridges, 19 are classified as Structurally Deficient, and 5 are considered Functionally Obsolete. The average age of Norman's bridges is 42 years.

A Structurally Deficient bridge is defined as "a bridge inadequate to carry legal loads, whether caused by obsolete design standards, structural deterioration, or waterway inadequacy". Bridges in this category may include those posted to restrict load limits. A structurally deficient bridge rating is determined from the results of the field inspection findings where the condition of the deck, superstructure or substructure is considered to be in poor condition. The deck, superstructure and substructure are considered structural components of a bridge.

A Functionally Obsolete bridge is defined as “a bridge inadequate to properly accommodate the traffic due to inadequate clearances, either horizontal or vertical, approach roadway alignment, structural condition, or waterway adequacy”. Structures in this category could include narrow bridges, bridges where the approach roadway alignment has limited sight distance or low under-clearances. The bridges are not structurally deficient, but their design does not meet current standards for safety.

The bridge inspection data is used to help staff by identifying bridges that are in need of rehabilitation, maintenance or replacement. Maintenance activities are scheduled to prolong the life of the bridges and the investment they represent. Bridge replacement or rehabilitation projects are planned to insure the safety of the traveling public. For these reasons, it is important to select a bridge inspection team that will provide quality inspections and useful information.

The Oklahoma Department of Transportation (ODOT) has prequalified consulting firms to perform Local Government bridge safety inspections based on qualifications mandated by the National Bridge Inspection Standards (NBIS). The new bridge inspection contract will start April 1, 2018 and extend to March 31, 2020. This will be a two year contract period. Funding for bridge inspections will be 100% Federal funds. To comply with the NBIS standards and avoid federal-aid sanctions, all Local Governments are required to either let ODOT select an inspection firm, or select one of the consulting firms from the prequalified list.

To select one of the consulting firms from the ‘Qualified Consultant List’, cities are required to interview a minimum of three (3) firms and make our selection. Documentation of the interviews must be provided, including who was on the committee, interview questions and the ranking matrix showing the final composite scores.

Norman’s interviews were conducted on November 14th and 17th, 2017. The committee consisted of:

- Carrie Evenson, Stormwater Program Manager
- Rocky Henkel, Streets Superintendent
- Shelly Williams, Capital Projects Engineer

The consulting firms interviewed were:

- H.W. Lochner, a national firm with inspectors from the Oklahoma City office
- Guy Engineering, an Oklahoma owned firm, with inspectors in Tulsa, Oklahoma
- Burgess & Niple, a national firm based in Ohio

The committee selected H.W. Lochner to perform the next cycle of bridge inspections due to experience of the Team Leader, and close proximity of inspectors, minimizing response time in an emergency situation.

If Resolution R-1718-68 is approved, ODOT and the City of Norman will enter into a contract with H.W. Lochner. The contract will start April 1, 2018 and extend to March 31, 2020. The City of Norman bridges are due for inspection no later than October 31, 2019. The final report of bridge inspection findings and recommendations will follow no later than November, 2019. City staff uses this information to implement the City’s Annual Bridge Maintenance Program and to prepare grant applications.

**DISCUSSION:** To complete the selection process, the Oklahoma Department of Transportation requires a resolution, signed by an authorized representative, attested by the City Clerk, stating the selected consulting firm for NBIS Bridge Inspections accompanied by the ranking matrix. Attached is the resolution, R-1718-68, stating the City of Norman’s selection for Bridge Inspections, requiring authorizing signatures and attested by the City Clerk and ranking matrix.

Oklahoma Department of Transportation negotiates the inspection contracts with the bridge inspection firms and pays for the inspections with Federal Bridge funds. No monies are required from the City of Norman.

**RECOMMENDATION:** Staff recommends acceptance of Resolution R-1718-68 selecting H.W. Lochner to

perform safety bridge inspections for the City of Norman.