



City of Norman, OK

Municipal Building Council
Chambers
201 West Gray Street
Norman, OK 73069

Master

File Number: K-1314-66

File ID: K-1314-66

Type: Contract

Status: Consent Item

Version: 2

Reference: Item No. 29

In Control: City Council

Department: Utilities Department

Cost: \$143,000.00

File Created: 10/01/2013

File Name: ODOT Relocation Agreement

Final Action:

Title: CONTRACT NO. K-1213-66: A CONTRACT BY AND BETWEEN THE NORMAN UTILITIES AUTHORITY AND SAIC ENERGY, ENVIRONMENT AND INFRASTRUCTURE, L.L.C., (SAIC) IN THE AMOUNT OF \$143,000 TO PROVIDE ENGINEERING DESIGN, BIDDING AND LIMITED CONSTRUCTION ADMINISTRATION FOR THE I-35 WATER LINE RELOCATIONS AND THE SEGMENT D WATER LINE ON LINDSEY STREET FROM BRIGGS TO BERRY AND BUDGET TRANSFERS.

Notes: ACTION NEEDED: Acting as the Norman Utilities Authority, motion to approve or reject Contract No. K-1314-66 with SAIC in the amount of \$143,000; and, if approved, authorize execution of the contract and transfer \$75,000 from Project WA0191, Highway 9 Water Line Relocation Project, Design (031-9727-462-62-01), \$380,000 from Highway 9 Water Line Relocation Project, Construction (031-9727-462.61-01), and \$220,000 from Project No. WA0253, Arsenic Treatment, Construction (031-9345-462.61-01) to Project No. WA0196, I-35 Waterline Relocation, Construction (031-9727-462-61-01).

ACTION TAKEN: _____

Agenda Date: 10/22/2013

Agenda Number: 29

Attachments: SAIC Contract K-1314-66, I-35 Waterline Relocations
Budget 2013-09-26, ODOT I-35 Relocations Map,
Lindsey Street Waterline Project Location Map

Project Manager: Mark Daniels, Utilities Engineer

Entered by: mark.daniels@normanok.gov

Effective Date:

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
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Text of Legislative File K-1314-66

Body

BACKGROUND: As part of the widening of Interstate 35 (I-35), three waterline crossings owned by the Norman Utilities Authority (NUA) must be lowered as directed by the Oklahoma Department of Transportation (ODOT). The relocations are required because the existing waterlines (or portions thereof) are within four vertical feet of a proposed roadway improvement. Generally, this clearance is required to ensure that existing utilities do not impact the roadway construction. Any utility, such as telephone, electric, gas, cable as well as water and sewer utilities operated by the NUA, must be relocated to provide the required clearance.

In February and March 2013, meetings were held with representatives of ODOT and the Department of Public Works to discuss seven potential conflicts between the I-35 project and existing water and sewer lines. On March 11, ODOT transmitted four letters to the Public Works Department describing potential conflicts with utilities. On June 25, 2013, the NUA was contacted by the Public Works Department and their design consultant SAIC regarding the proposed relocation of the existing 24-inch waterline crossing I-35 at Briggs Street. Subsequent discussions with Public Works and SAIC staff revealed the need to also relocate existing 12-inch waterline crossings at Brooks Street/I-35 and at 24th Avenue SW/Highway 9.

The Segment D Waterline project will generally install a 24-inch waterline loop through southern Norman from 12th Avenue SE to 24th Avenue SW. The project was divided into phases to meet financial constraints. The Segment D Waterline Phase 1 project (WA0184) installed 3,700 linear feet (LF) of 24-inch waterline along State Highway 9 (SH-9) from 12th Avenue SE to the west side of Jenkins Avenue in March 2007. At that time, the remaining planned work included approximately 15,000 LF of 24-inch waterline along SH-9 from Jenkins Avenue to 24th Avenue SW, then north along 24th Avenue SW to Briggs Street.

Originally, the Phase 2 project was to continue west along SH-9 from Jenkins Avenue to South Berry Road. However, ODOT would not renew Permit 14-1305 which allowed construction of the waterline along the northern boundary of their SH-9 right-of-way. ODOT Policy Statement OP-UT 6-1 (revised January 21, 2011) generally prohibited renewal of this permit and prohibited future permitting of a parallel waterline within the SH-9 right-of-way (ROW). As a result, the Department of Utilities has been considering alternate routes along city streets to complete the 24-inch loop across southern Norman. It is proposed that the NUA fund installation of a new 24-inch water distribution main on the south side of Lindsey between Berry Road and 24th Avenue SW at Briggs Street as the next phase of the Segment D Waterline (WB0184) as illustrated on Segment D, Lindsey Street Waterline Map. This work would be completed in conjunction with the ongoing Lindsey Street Widening project. The funding of the Lindsey Street Roadway Improvements allows approximately 5,900 LF of 24-inch waterline to be installed while minimizing the cost of roadway, parking and driveway repairs. Approximately 13,000 LF of 24-inch Segment D Waterline will remain upon completion of the project along Lindsey.

DISCUSSION:

Funding for the I-35 Waterline Relocations: This project will design and construct the following highway crossings:

1. Waterline A, Highway 9 at 24th Avenue SW: relocate approximately 355 feet of 12-inch waterline with a lower-elevation waterline with 180 feet of 24-inch steel casing (estimated cost \$114,000);
2. Waterline B, I-35 at Briggs: relocate approximately 450 feet of 24-inch waterline with a lower-elevation waterline with 380 feet of 36-inch steel casing (estimated cost \$409,000);
3. Waterline C, I-35 at Brooks: relocate approximately 415 feet of 24-inch waterline with a lower-elevation waterline with 260 feet of 24-inch steel casing (estimated cost \$152,000).

The NUA will design, bid and construct the work as illustrated in the I-35 Waterline Relocation Map and be reimbursed by ODOT upon completion. Utility Relocation agreements with ODOT for the above work will be considered separately. As noted above and as detailed in Attachment 1, design and construction of the proposed relocations is estimated at \$675,000. The project was not included in the Fiscal Year Ending (FYE) 2014 budget as Utilities staff was unaware the NUA would be funding the proposed project until the end of that process. Therefore, it is necessary to fund the I-35 Waterline Relocations (Project WA0196) including \$75,000 in Waterline Relocation Design (account 031-9727-462-62-01) and \$600,000 in Waterline Relocation Construction (account 031-9727-462-61-01) for a total of \$675,000. It is recommended that the following transfers be approved to fund the I-35 Waterline Relocations project:

Transfer \$75,000 from Highway 9 Waterline Relocations Design (account 031-9727-462.62-01; project WA0191) into Waterline Relocations Design (account 031-9727-462.62-01; project WA0196);

Transfer \$380,000 from Highway 9 Waterline Relocations Construction (account 031-9727-462.61-01; project WA0191) into Waterline Relocations Construction (account 031-9727-462.61-01; project WA0196);

Transfer \$220,000 from Arsenic Treatment Construction (account 031-9345-462.61-01; project WA0253) into

Waterline Relocations Construction (account 031-9727-462.61-01; project WA0196).

Funding remaining in the Arsenic Treatment project has remained unused for several years; it is expected that larger scale projects for facilities for treatment of groundwater may be developed in response to the findings of the 2060 Strategic Water Supply Plan. The Highway 9 Waterline Relocations project originally anticipated the relocation of additional utility crossings; several of the relocations were not required by ODOT resulting in a significant reduction in required funding.

Proposed SAIC Design Contract No. K-1314-66: Since SAIC is performing the design of the Lindsey Street Widening project (including storm drainage, utility relocation and roadway design) with the Public Works Department, Utilities staff feels it is appropriate to have SAIC perform the design of the next phase of the Segment D Waterline (WB0184) and the I-35 Waterline Relocations (WA0196). Utilizing SAIC will allow better coordination between the two projects and prevent duplication of surveying and utility coordination efforts.

The design of the I-35 Waterline Relocations and the next phase of the Segment D Waterline (Lindsey: Briggs to Berry) is proposed be completed by SAIC under Contract No. K-1314-66, attached. The lump sum contract amounts for design of the I-35 Waterline Relocations and the Segment D Waterline are \$62,000 and \$81,000 respectively for a total of \$143,000. The proposed fee includes design, bidding and limited construction administration tasks. The negotiated lump sum amounts are reasonable and Staff recommends approval.

With the transfer of \$75,000 from Highway 9 Waterline Relocations, Design (account 031-9727-462.62-01; project WA0191) into Waterline Relocations Design (account 031-9727-462.62-01; project WA0196), the \$62,000 design fee for I-35 Waterline Relocations can be funded. The FYE14 budget includes unencumbered revenue bond funding of \$438,660 in Water Distribution Systems, Design (account 031-9360-462.62-01; project WB0184) which can be used to fund the \$81,000 fee for the next phase of the Segment D Waterline.

RECOMMENDATIONS: It is recommended that the I-35 Waterline Relocations project (WA0196) be funded with a budget of \$675,000 and that the following transfers be approved:

Transfer \$75,000 within the Highway 9 Waterline Relocations Design account (031-9727-462.62-01; from project WA0191 to project WA0196);

Transfer \$380,000 within the Highway 9 Waterline Relocations Construction account (031-9727-462.61-01; from project WA0191 to project WA0196);

Transfer \$220,000 from Arsenic Treatment Construction (account 031-9345-462.61-01; project WA0253) into Waterline Relocations Construction (account 031-9727-462.61-01; project WA0196).

Additionally, Staff recommends approval of design Contract No. K-1314-66 with SAIC in the amount of \$143,000 with \$62,000 from the I-35 Waterline Relocations and \$81,000 from the Segment D Waterline as detailed above.