



City of Norman, OK

Municipal Building
Council Chambers
201 West Gray
Norman, OK 73069

Master

File Number: K-2021-33

File ID: K-2021-33

Type: Contract

Status: Consent Item

Version: 1

Reference:

In Control: City Council

Department: Public Works
Department

Cost: \$1,003,014.00

File Created: 08/14/2020

File Name: ODOT Funding Agreement: Robinson West of I-35

Final Action:

Title: CONTRACT K-2021-33: A PROJECT AGREEMENT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) IN THE AMOUNT OF \$1,003,014 FOR THE CITY'S SHARE FOR PROJECT STP-214(B)(104)AG, STATE JOB. 31506(04), ROBINSON STREET WEST OF I-35 PROJECT; AND ADOPTION OF RESOLUTION R-2021-30.

Notes: ACTION NEEDED: Motion to approve or reject Contract K-2021-33 with ODOT in the amount of \$1,003,014 for the City's share; and, if approved, adopt Resolution R-2021-30 and authorize the execution of the contract and resolution.

ACTION TAKEN: _____

Agenda Date: 08/25/2020

Agenda Number:

Attachments: 31506(04) Construction Agreement, R-2021-30,
31506(04) invoice-construction funding agreement,
Dev. Agreement #1, Exhibit A, Location Map, ODOT
Concurrence, Preferred Alternative

Project Manager: Tim Miles, Capital Projects Engineer

Entered by: cydney.karstens@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-2021-33

Body

BACKGROUND: Robinson Street, immediately west of Interstate 35, has been a concern of the City and Norman drivers for more than two decades. The high traffic volume on this segment of roadway, combined with the two closely spaced signalized intersections at North Interstate Drive and Crossroads Boulevard / Rambling Oaks Drive, and the commercial driveways in

close proximity to the signalized intersections, make this area one of the most congested in the City (see the attached Project Area Map).

Development of the University North Park (UNP) area, which is bordered by Robinson Street on the south, Tecumseh Road on the north, Interstate Highway 35 on the west, and the Max Westheimer Airport on the east has and will continue to add traffic to this already congested segment of roadway.

To help resolve the additional congestion from UNP, on August 22, 2006, City Council approved Contract K-0607-45 by and between the City of Norman and the University Town Center L.L.C., regarding Development Agreement No. 1 for the initial project activities associated with the traffic improvements needed to mitigate the additional traffic generated by the University North Park (UNP) development. The agreement stipulated that the improvements would be funded by the UNP Tax Increment Finance District (TIF). One of the related improvements associated with the projects listed in Exhibit "A" (see attached) of the above-mentioned contract is the modification of the Robinson Street interchange on the west side of Interstate 35.

On November 13, 2012, City Council approved Contract K-1213-50 with Garver Engineers in the amount of \$185,600 for Phase 1 of the interchange improvement project, which analyzed the Robinson Street corridor near Interstate 35 and recommended a preferred alternative that improves traffic flow on the west side of the interchange. This allowed Staff to develop a defined scope of work for the interchange improvements.

On July 22, 2014, City Council approved Amendment No. 1 to Contract K-1213-50 with Garver Engineers in the amount of \$38,450 expanding the analysis of the Robinson Street corridor to include the entire UNP area and surrounding transportation network, in essence, completing a new Traffic Impact Analysis (TIA) that uses the latest traffic data and land use scenarios for the undeveloped portions of the UNP. The I-35 at West Robinson Study completed by Garver in March 2014 provided six different alternatives to the existing lane configuration to improve traffic flow on the Robinson Street Interchange on the west side of I-35. Upon review of the six alternatives, three were chosen for further refinement. The three were reviewed for operational and safety advantages and disadvantages and project cost. The preferred alternative, which will provide temporary relief until either the Robinson Street interchange is reconstructed or a new interchange at Rock Creek Road is built, relocates the intersection of North Interstate Drive with Robinson Street approximately 225 feet east of the current location and adds more traffic lanes on Robinson Street, between Crossroads Boulevard/Rambling Oaks Drive and North Interstate Drive (see Preferred Alternative Drawing).

On November 25, 2014, City Council adopted Resolution R-1415-57, requesting \$3,657,170 in federal transportation funds to fund 80% of the construction cost of the preferred alternative.

On April 14, 2015, City Council approved Amendment No. 1B to Contract K-1213-50 with Garver Engineers in the amount of \$59,800 for Phase B of the University North Park Traffic Impact Assessment.

In November, 2016 Staff submitted an application to the Association of Central Oklahoma Governments (ACOG) for inclusion of the project in the regional Transportation Improvement Plan and will be eligible to obtain the funding in Federal Fiscal Year 2019.

The preferred alternative has been reviewed by the Oklahoma Department of Transportation (ODOT) because it impacts the Interstate 35 interchange at Robinson Street. On January 19, 2017 ODOT gave the City their concurrence with the preferred alternative (see the attached Concurrence Letter).

On March 14, 2017, City Council approved Amendment No. 2 to Contract K-1213-50 in the amount of \$394,225 with Garver Engineers for preliminary and final design services on the Robinson Street West of I-35 Project.

On August 25, 2020, in a companion agenda item, City Council is being asked to approve the Right-of-Way, Public Utility and Encroachment Agreement.

DISCUSSION: The next milestone for this project is for ODOT to bid this project and begin construction. Prior to letting the project for bid, ODOT requires the City of Norman to enter into a project agreement and to adopt it by Resolution. ODOT has requested the City approve the attached agreement that addresses the responsibilities of the City of Norman and ODOT. Staff has reviewed and approved the project agreement and Resolution.

In summary, the City's responsibilities are:

- Prepare plans for construction in conformance with ODOT 2019 Standard Specifications
- Provide necessary rights-of-way to construct the project and relocate any utilities
- Maintain the traffic signal equipment after construction
- Certify the project will comply with the Americans with Disabilities Act (ADA)
- Comply with environmental requirements
- Maintain the roadway and all drainage systems and facilities after construction
- Ensure permanent rights-of-way are free of any encroachments
- Maintain lighting and lighting systems

In summary, ODOT's responsibilities are:

- File jointly with the contractor the Notice of Intent (NOI) for a general construction storm water permit with the EPA which authorizes storm water discharges associated with construction activities
- Advertise and let the construction contract for this project
- Construct the project in accordance with the plans
- Provide competent supervision of the construction

The construction and construction management portion of the project is funded 80% by ODOT and 20% by local funds. ODOT has billed the City for the local matching share. Based on the latest engineer's estimate, the total construction and construction management cost for the Robinson Street West of I-35 Project is \$5,015,070. ODOT's estimated share is \$4,012,056

and the local match is \$1,003,014. The City's share is available in the Robinson Street West of I-35 Project, Construction (Account Org 57595552, Object 46101; Project UT0011). The City's share of these funds must accompany this agreement and be put on account at ODOT. ODOT will use these funds to pay Norman's share on invoices. After the construction is complete any unused funds are returned to the City. Should the City's share exceed \$1,003,014 additional funds from the city will be required at the same 20% local share rate.

A bid opening for this project has been scheduled by ODOT on November 19, 2020, which is the earliest date federal funds will be available for fiscal year 2021 projects. The estimated start of construction is February 2021. Construction is anticipated to be complete in the fall of 2021.

RECOMMENDATION No. 1: Staff recommends approval of Contract K-2021-33 with the Oklahoma Department of Transportation.

RECOMMENDATION No. 2: Staff further recommends approval of Resolution R-2021-30 adopting Contract K-2021-33, and if approved, authorize the execution thereof.