



City of Norman, OK

Municipal Building
Council Chambers
201 West Gray
Norman, OK 73069

Master

File Number: K-1516-64

File ID: K-1516-64

Type: Contract

Status: Consent Item

Version: 1

Reference: Item 27

In Control: City Council

Department: Public Works
Department

Cost: \$65,100.00

File Created: 09/29/2015

File Name: Contract with Cabbiness Engineering for Legacy Trail
Extension Project

Final Action:

Title: CONTRACT K-1516-64: A CONTRACT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND CABBINESS ENGINEERING COMPANY, L.L.C., IN THE AMOUNT OF \$65,100 to PROVIDE ENGINEERING AND DESIGN SERVICES FOR THE LEGACY TRAIL EXTENSION PROJECT ALONG 24TH AVENUE N.W. AND 36TH AVENUE N.W.

Notes: ACTION NEEDED: Motion to approve or reject Contract K-1516-64 with Cabbiness Engineering Company, L.L.C., in the amount of \$65,100; and, if approved, authorize the execution thereof.

ACTION TAKEN: _____

Agenda Date: 10/13/2015

Agenda Number: 27

Attachments: Text File K-1516-60, Location Map of
Enhancements, K-1516-64, Legacy Trail Scope of
Work and Fee Proposal, Cabbiness PR

Project Manager: Angelo Lombardo, Transportation Engineer

Entered by: michelle.rudder@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-1516-64

Body

BACKGROUND: The 2012 - Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation funding bill allocates Federal funds for the implementation of eligible transportation enhancement projects in the state of Oklahoma.

Growing concerns about air quality, open space, and traffic congestion led Congress to create several programs through legislation in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). These programs broaden the federal focus on Transportation from building highways to funding projects tied to smarter planning requirements that help ensure communities are more livable. At the center of new focus about transportation, growth, and quality of life is the Transportation Enhancement Program.

With the passage of the Transportation Equity Act for the 21st Century (TEA-21), and its successors, the Safe, Efficient, Flexible, Effective Transportation Equity Act: a Legacy for the User (SAFETEA-LU) and the current

2012 - Moving Ahead for Progress in the 21st Century (MAP-21), Congress continues to reaffirm its commitment to the original concepts established under ISTEA. Like its predecessors, the new legislation continues to provide a catalyst for stimulating activities which go beyond traditional transportation projects.

Transportation Enhancement (TE) activities offer communities funding opportunities to help expand transportation choices, such as safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments that increase recreation opportunity and access. Communities may also use TE funds to contribute toward the revitalization of local and regional economies by restoring historic buildings, renovating streetscapes, or providing transportation museums and visitors centers.

Federal funds available under the Enhancement Program may be used for a maximum of eighty percent (80%) of the eligible project costs, capped at \$600,000 per project. Successful applicants must agree to provide a minimum of twenty percent (20%) of the total project costs. Federal and State Agencies, along with Tribal, County, and Local Governments, are eligible and can apply for the funds.

On August 26, 2010, Council's Planning and Transportation Committee was briefed on the program's 11th Biennial Application Cycle that is administered by the Oklahoma Department of Transportation (ODOT), and recommended that the following two projects be pursued:

1. Downtown Main Street Streetscape Improvement Project (West End) from University Boulevard to James Garner Avenue, which consists of streetscape, cobblestone paving bands, street furniture, decorative lighting upgrade, stamp and colored asphalt, sidewalks and accessible ramps.
2. Legacy Trail Extension along 24th Avenue NW and 36th Avenue NW, which consists of a ten-foot wide paved path for pedestrians and bicyclists that will ultimately connect the Downtown area and University of Oklahoma Main Campus to the Ruby Grant Park in NW Norman.

On September 7, 2010, City Council met in Study Session and accepted the recommendations of the Planning and Transportation Committee, directing staff to proceed with the formal application process.

On September 28, 2010, City Council adopted Resolution R-1011-36 supporting the use of federal surface transportation enhancement program funds for the Downtown Main Street Improvement (West End) and the Legacy Trail Extension along 24th Avenue NW and 36th Avenue NW projects, and directed staff to submit formal applications to ODOT.

On September 9, 2014, ODOT informed the City of Norman that the Downtown Main Street Streetscape Improvement (West End) and the Legacy Trail Extension along 24th Avenue NW and 36th Avenue NW projects were among the statewide projects selected for inclusion in their latest Transportation Enhancement Program plan.

DISCUSSION: The Public Works Department evaluated the qualifications of the thirty two ODOT pre-qualified engineering firms available for the design of transportation enhancement projects and selected three for further consideration (Cabbiness Engineering, LLC, R. L. Shears Company, PC, and Landplan Consultants, Inc.). A Selection Committee was formed consisting of Shawn O'Leary - Director of Public Works, Scott Sturtz - City Engineer, Angelo Lombardo - City Transportation Engineer, and two citizens (Stephen Koranda - Chair of the Norman Downtowners Association, and Dr. Tom Woodfin - Chair of the City's Bicycle Advisory Committee) to interview the three firms. These interviews were conducted on July 30, 2015 and Cabbiness Engineering, LLC of Norman selected as the most suited firm to design the Legacy Trail Extension project. Subsequent to the selection, Cabbiness Engineering developed a detailed scope of service and the related fee of \$65,100 for the services, both of which City and ODOT staffs have reviewed and found acceptable.

The work included in the Cabbiness Engineering Company design contract will come from the Transportation Enhancement Program grant (80% or \$52,080) and the City's Capital Budget (20% or \$13,020). The grant is reimbursable with all funding to be up-fronted by the City. The funds needed to cover the cost of the proposed services are currently available in Legacy Trail Multimodal Path Extension Project (account number 022-9097-452.62-01, with a balance of \$56,000, and account 050-9688-431.62-01, with a balance of \$14,000; for project number TR0082).

If approved, Cabbiness Engineering will complete the design work in the next six months with construction of the improvements anticipated to begin in the fall of 2016.

RECOMMENDATION: Staff recommends approval of Contract K-1516-64 between the City of Norman and Cabbiness Engineering Company, LLC in the amount of \$65,100 for the services associated with the design of the Legacy Trail Extension Project along 24th Avenue NW and 36th Avenue NW.