



City of Norman, OK

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

Master

File Number: K-1213-126

File ID: K-1213-126

Type: Contract

Status: Non-Consent Items

Version: 1

Reference: Item No. 27

In Control: City Council

Department: Public Works
Department

Cost: \$1,997,875.00

File Created: 11/26/2012

File Name: Contract No. K-1213-126

Final Action:

Title: CONTRACT NO. K-1213-126: A CONTRACT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND SAIC ENERGY, ENVIRONMENT, AND INFRASTRUCTURE, INC., (SAIC) IN THE AMOUNT OF \$1,997,875 FOR THE DESIGN OF LINDSEY STREET FROM 24TH AVENUE S.W. TO EAST OF BERRY ROAD AND BUDGET APPROPRIATION.

Notes: ACTION NEEDED: Motion to approve or reject Contract No. K-1213-126 with SAIC Energy, Environment, and Infrastructure, Inc., in the amount of \$1,997,875; and, if approved, authorize the execution thereof and appropriate \$1,997,875 from the Capital Fund Balance (050-0000-253.20-00) to Project No. BP0189, Lindsey Street from 24th Avenue S.W. to east of Berry Road, Design (050-9552-431.62-01).

ACTION TAKEN: _____

Agenda Date: 12/18/2012

Agenda Number: 27

Attachments: Attachment A.pdf, Attachment B, Attachment C,
Attachment D, K-1213-126

Project Manager: John Clink, Capital Projects Engineer

Entered by: pam.jones@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-1213-126

body

BACKGROUND: On November 22, 2011, the Norman City Council approved Programming Resolution No. R-1112-63 requesting federal funds for the Lindsey Street Improvements. This resolution states the City's commitment to adhere to the terms and conditions of a federally funded project. Through the Association of Central Oklahoma Governments (ACOG,) the Oklahoma Department of Transportation (ODOT) agrees to provide 80% of the cost, up to \$11.5 million, and administer the construction with the matching share from the City of Norman. In order to receive the federal funding, the City of Norman is required to enter into an agreement with ODOT to complete the design, acquire all necessary rights-of-way and relocate utilities and encroachments at 100% the City's cost.

On August 28, 2012, the citizens of Norman voted in favor of a Bond Election to finance the local share of eight

transportation/storm water improvement projects. Please see Attachment A for the list of the bond projects with their estimated cost. Attachment B is a map of the Bond Projects. One of the eight 2012 bond projects is Lindsey Street from 24th Avenue S.W. to 700 feet east of Berry Road. Attachment C is a map showing the project boundaries.

The roadway portion of the project includes transportation and aesthetic improvements to Lindsey Street. The Lindsey Street corridor between Interstate 35 and Berry Road is the most congested corridor in the Oklahoma City metropolitan area. This section of Lindsey Street has a traffic accident rate three (3) times the national average.

Proposed improvements for the roadway project include:

1. Widening Lindsey Street from 3 lanes to 5 lanes
2. New bridge over Imhoff Creek
3. Continuous sidewalks on both sides of the street
4. Access management to adjacent properties
5. Multi-modal improvements
6. Aesthetic enhancements including decorative pavement, landscaping, and roadway lighting
7. Underground utilities
8. Accessibility to disabled individuals

A conceptual rendering of the corridor is shown as Attachment D.

The storm water portion of the project addresses the flooding problems along West Lindsey Street, most notably at the Lindsey Street and McGee Drive intersection. The design will include conveying storm water from a 3.4 square mile watershed to an underground pipeline which will discharge directly to the Canadian River.

Construction of this project must be coordinated with the Lindsey Street/Interstate 35 Interchange Project that is currently scheduled by ODOT to begin in 2016. The remainder of the storm water project will need to be coordinated with ODOT's I-35 Bridge Project over the Canadian River and the I-35/State Highway 9 Interchange Project.

DISCUSSION: The Public Works Department prepared a request for proposals (RFP) to solicit the engineering services necessary to prepare plans, specifications and bid package, and to provide technical assistance throughout the design and construction of the Lindsey Street Project. Ten (10) proposals were received for the project. The Selection Committee included three (3) staff members consisting of Scott Sturtz, City Engineer; Angelo Lombardo, Transportation Engineer; John Clink, Capital Projects Manager and two (2) private citizens including George Raymond, Chief Construction Engineer for the Oklahoma Department of Transportation and Joe Sparks, owner of Legends Restaurant. The Selection Committee members independently scored each proposal on a point scale as defined in the request for proposal. Upon review of the proposals by the Selection Committee, four (4) firms were selected for interviews. The proposal by the SAIC/Poe and Associates team of Oklahoma City received the highest score from the Selection Committee based on the interviews, and therefore was chosen to begin negotiations for the engineering services.

The firm of Science Application International Corporation, Inc. (SAIC, Inc.) is a large multi-disciplinary professional services company with offices in 21 states. SAIC, Inc. is currently under contract with ODOT to design the I-35/Highway 9 interchange. Poe & Associates, a multi-disciplinary professional services company with offices in 2 states is designing the I-35/Lindsey Street Interchange and is the I-35 project coordinator for ODOT. Poe & Associates will serve as a sub-consultant to SAIC, Inc. Staff has negotiated a contract with the design team to provide the above-mentioned services for a contract amount not to exceed \$1,997,875. This amount represents approximately 6.1% of the estimated project cost of \$32,945,000, which is within industry standards for a project of this scope and magnitude. The contract is enclosed as Attachment E.

The attached engineering services contract is written in a "Cost Not to Exceed" format. If approved, only the City Council has authority to amend the contract in the future including any changes to the compensation. The contract services include:

- Surveying
- Geotechnical Study
- Hydraulic Study and Drainage Design
- Preliminary Design
- Final Design
- Public Meetings and Project Team Meetings
- As-Built Drawings

RECOMMENDATION NO. 1: City Council recently authorized the first sale of General Obligation Bonds for the 2012 Bond Program. Funds need to be appropriated from the sale of the bonds to the respective project account. Bond proceeds will be received on December 20, 2012. Staff recommends appropriating \$1,997,875 from the Capital Fund Balance, (Account No. 050-0000-253.20-00) to the Capital Fund, Lindsey Street from 24th Avenue S.W. to 700 feet east of Berry Road (Account No. 050-9552-431.62-01) Project No. BP0189.

RECOMMENDATION NO. 2: Staff recommends approval of Contract No. K-1213-126, between the City of Norman and SAIC, Inc. for the design of the Lindsey Street Bond Project from 24th Avenue S.W. to 700 feet east of Berry Road.