



City of Norman, OK

Municipal Building
Council Chambers
201 West Gray
Norman, OK 73069

Master

File Number: K-1415-33

File ID: K-1415-33	Type: Contract	Status: Consent Item
Version: 2	Reference: Item No. 23	In Control: City Council
Department: Public Works Department	Cost: \$4,026,669.00	File Created: 08/19/2014
File Name: Contract with ODOT for Lindsey Street Improvements		Final Action:

Title: CONTRACT NO. K-1415-33: A PROJECT AGREEMENT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND THE OKLAHOMA DEPARTMENT OF TRANSPORTATION IN THE AMOUNT OF \$4,026,669 FOR PROJECT AGREEMENT NO. 09031(05)(09) FOR THE INTERSTATE 35/HIGHWAY 9 INTERCHANGE RECONSTRUCTION AND CONSTRUCTION OF THE STORM DRAINAGE DIVERSION STRUCTURE AND INTERSTATE 35/LINDSEY STREET INTERCHANGE RECONSTRUCTION AND BRIDGE DECK AESTHETICS; ADOPTION OF RESOLUTION NO R-1415-21; AND APPROPRIATION OF CAPITAL FUND BALANCE.

Notes: ACTION NEEDED: Motion to approve or reject Contract No. K-1415-33 with ODOT; and, if approved, adopt Resolution No. R-1415-21, authorize the execution of the contract and resolution, appropriate \$114,385 from the Capital Fund Balance, (050-0000-253.20-00) to Project No. TC0045, Lindsey Street Interchange, Construction (050-9584-431.61-01); and direct payment in the amount of \$4,026,669 for the City's 20% share to ODOT.

ACTION TAKEN: _____

Agenda Date: 10/14/2014

Agenda Number: 23

Attachments: Attachment A, Attachment B, R-1415-21 and K-1415-33 for ODOT I-35 & Hwy 9 Interchange Agreement, PR Betterments.pdf, PR ODOT Contract.pdf

Project Manager: John Clink, Capital Projects Manager

Entered by: mallory.scott@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 K-1415-33

Body

BACKGROUND:

Lindsey Street Storm Drainage Structure:

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 \$9.7 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 General Obligation Bonds to finance the local share of eight transportation/storm water improvement projects. One of the eight 2012 bond projects is Lindsey Street from 24th Avenue S.W. to Berry Road. Attachment A is a map showing the project boundaries. On December 18, 2012, Council approved the design contract for this project with Leidos Engineering LLC, (formally SAIC, LLC).

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 4 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 including bicycle lanes;
6. Aesthetic enhancements including decorative pavement, landscaping, and roadway lighting;
7. Underground utilities;
8. Accessibility to disabled individuals.

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 storm water system which will discharge directly to the Canadian River.

ODOT is currently constructing Work Package One (See Attachment B) which includes portions of the I35/SH-9E Interchange project that are able to be constructed without diverting traffic from either highway. On April 23, 2013, Council approved Contract No. K-1314-182 with ODOT to construct a portion of the storm water system for the West Lindsey Street Bond Project which is located under or adjacent to the new bridge over I-35. Phase 1 of the City's storm water system that is currently being constructed as a part of Work Package One extends from the Canadian River to the north side of the new SH-9E bridge over I-35.

Construction of Phase 2 of the storm water system for the West Lindsey Bond Project must be coordinated with Work Package Two for the SH-9E/Interstate 35 Interchange Project that is currently scheduled by ODOT to begin in the spring of 2015.

Lindsey Street/I-35 Interchange Betterments:

In 2007, when ODOT announced the proposed I-35 improvements through Norman, the City of Norman requested that the interstate improvements include aesthetic enhancements, or "betterments," where possible. Some of these betterments include overhead lighting, fencing, sidewalks/trails and enhanced concrete bridge elements. ODOT partnered with the City of Norman, Oklahoma Art in Public Places and the firm of Creative Design Resolutions, Inc. to develop a thematic approach to the five (5) new bridges and two (2) retrofit bridges in Norman as well as another new bridge at I-35 and SH-9 West, south of Norman. A total of eight (8) bridges are included in the program. The City Council appointed a group of eleven (11) Norman citizens in 2008 to serve on the I-35 Aesthetics Working Group to develop the conceptual designs for the bridge enhancements. In 2011, the City of Norman participated in the cost of the enhancements for the I-35 and Rock Creek Road Bridge. In June 2012, Council approved the agreement to participate in the enhancements for the I-35/Main

Street Interchange.

DISCUSSION:

Lindsey Street Storm Drainage Structure:

Currently, ODOT is assembling Phase 2 of the I-35/SH-9E Interchange Project and the Lindsey Street/I-35 Interchange Project into one construction project for contracting purposes. This project is currently scheduled for a bid opening on November 20, 2014 with a construction start date in April 2015. The SH-9E Interchange Project, Phase 2, is estimated to be completed by February 2016 and the Lindsey Street /I-35 Interchange Project will begin in April 2016. The City has committed to beginning the Lindsey Street Bond Project when work begins on the Lindsey Street/I-35 Interchange Project. The ODOT construction project includes the construction of the second phase of the storm water system for the Lindsey Street Bond Project which will continue the construction of the underground culvert from the north side of the SH-9E bridge over I-35 to the east side of 24th Avenue SW (See Attachment B). Having the culvert completed to the east side of 24th Avenue SW will allow the construction of the remaining drainage system on the City's West Lindsey Street Bond Project to proceed more quickly without the closure of 24th Avenue SW during the Lindsey Street Bond Project. 24th Avenue SW between Lindsey Street and SH-9E will be one of the detour routes when the I-35/Lindsey Bridge is closed. When the SH-9E Interchange is fully open to traffic, work on the Lindsey Street/I-35 Interchange will begin. The estimated completion date for the Lindsey Street/I-35 Interchange is August 2017. The local share of the project cost for Phase 2 of the Lindsey Street storm water system is \$3,762,284.

Lindsey Street/I-35 Interchange Betterments:

The proposed betterments on the bridge deck include the following items:

- Eight Planters with irrigation and drainage
- Four Collegiate Columns
- Multiple Furrow Rows stamped into the raised islands
- Ornamental Fence
- 12 Foteria Red Benches

During the 2015 budgeting process, without knowing the scope of the Lindsey Street/I-35 Interchange Betterments, staff had requested \$150,000 as a "placeholder" for the Betterment Project. During the Council Study Session on September 30, 2014, Council provided direction on the scope of the betterments as noted above. In the presentation, the estimated cost for the betterments option was presented as \$252,800 based on the information provided to city staff by ODOT officials. On Wednesday, October 2, 2014, Creative Design Resolutions was given Council's direction for the betterments. The artist is working on the revisions to the plans and provided an updated cost estimate. The final estimate for the betterments is \$264,385; \$11,585 more than the previous estimate. The difference is attributed to construction management services and shipping of the Foteria benches that were not accounted for in the original cost estimate. If approved by Council, this will require an additional appropriation of \$114,385 from the Capital Fund Balance.

Prior to the project bid opening, ODOT requires the City of Norman to enter into a project agreement and to adopt it by Resolution. ODOT has requested approval of the attached agreement that addresses the responsibilities of the City of Norman and ODOT. Staff has reviewed and recommends approval of the project agreement and resolution.

In summary, the City's responsibilities in this agreement are:

- Provide plans, specifications and estimate for the underground storm water system;
- Convey title to the State of Oklahoma for all tracts of land acquired on the State or Federal Highway System;
- Maintenance of the Lindsey Street storm water system;
- Provide local share of the combined project costs, estimated at \$4,026,669.

In summary, ODOT's responsibilities are:

- Provide professional engineering services for the development of the Plans, Specifications and Estimates for the I-35/SH-9E Interchange;
- Conduct the environmental studies and obtain the National Environmental Protection Act (NEPA) documents as required;
- Acquire all rights-of-way necessary for the project;
- Relocate any utilities necessary for the project;
- Advertise and let the construction contract for the project;
- Construct the project in accordance with the plans;
- Provide competent supervision of the construction;
- Provide State share of project costs, estimated at \$77,467,413.

Based on the current Engineer's Estimate, the construction cost is \$81,498,092. ODOT's share is \$77,467,413. The construction cost for Phase 2 of the West Lindsey Street Bond Project storm water system is \$3,762,284. The funding for this work is available in Lindsey Street - 24th Avenue to Berry Road Construction (account 050-9552-431.61-01; project BP0189). The construction cost for the Lindsey Street/I-35 Interchange Betterments is \$264,385. The total local cost of the Project Agreement is \$4,026,669. A bid opening for this project has been scheduled by ODOT on November 20, 2014. Construction of Work Package Two of the I-35/SH-9E Interchange will begin in April 2015.

RECOMMENDATION NO. 1: Staff recommends approval of Contract No. K-1415-33 between the City of Norman and ODOT.

RECOMMENDATION NO. 2: Staff further recommends approval of Resolution R-1415-21, adopting Contract No. K-1415-33, and if approved, authorization of the execution thereof.

RECOMMENFDATION NO. 3: Staff further recommends an appropriation of \$114,385 from the Capital Fund Balance, (account 050-0000-253.20-00) to the Capital Fund, Lindsey Street Interchange Construction (account 050-9584-431.61-01; project TC0045) to make up the difference between the current budget appropriation of \$150,000 and the estimated cost of betterments of \$264,385.