



# City of Norman, OK

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

## Master

**File Number: K-1213-126 AMD#2**

**File ID:** K-1213-126 AMD#2

**Type:** Contract

**Status:** Consent Item

**Version:** 1

**Reference:** Item No. 23

**In Control:** City Council

**Department:** Public Works  
Department

**Cost:** \$301,250.00

**File Created:** 09/25/2013

**File Name:** Lindsey Street Project-SAIC-

**Final Action:**

**Title:** AMENDMENT NO. TWO TO CONTRACT NO. K-1213-126: BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND SAIC ENERGY, ENVIRONMENT, AND INFRASTRUCTURE, INC., (SAIC) INCREASING THE CONTRACT AMOUNT BY \$301,250 FOR A REVISED CONTRACT PRICE OF \$2,400,065 TO PROVIDE ADDITIONAL ENGINEERING DESIGN SERVICES FOR UTILITY RELOCATION ALONG LINDSEY STREET AND A GEOTECHNICAL INVESTIGATION SUPPLEMENT AS PART OF THE CONTRACT FOR THE DESIGN OF LINDSEY STREET FROM 24TH AVENUE S.W. TO BERRY ROAD.

**Notes:** ACTION NEEDED: Motion to approve or reject Amendment No. Two to Contract No. K-1213-126 with SAIC, Inc., increasing the contract amount by \$301,250 for a revised contract price of \$2,400,065; and, if approved, authorize the execution thereof.

ACTION TAKEN: \_\_\_\_\_

**Agenda Date:** 10/22/2013

**Agenda Number:** 23

**Attachments:** PR SAIC Amendment, Lindsey Street Project  
Location Map, Costs Associated with  
Amendment.pdf, Existing Design Contracts, Revised  
Typical Roadway Drawing, K-1213-126 #2.pdf, PR  
SAIC Amendment

**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 AMD#2

body

**BACKGROUND:** On November 22, 2011, the Norman City Council approved Programming Resolution R-1112-63 requesting federal funds for the West 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. One of the eight 2012 bond projects is West Lindsey Street from 24th Avenue S.W. to Berry Road. See attached location map.

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

Proposed improvements for the roadway project include:

1. Widening West Lindsey Street from 3 lanes to 4 lanes with additional lanes at intersections
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

On December 18, 2012, City Council approved Contract No. K-1213-126 with SAIC, Inc. for the engineering design services needed to prepare the West Lindsey Street Corridor Project for construction in 2015 or 2016. On April 23, 2013, Council approved Contract No. K-1213-184 with the Oklahoma Department of Transportation (ODOT) to construct Phase I of the storm water system from the Canadian River to the north side of the new SH-9E bridge over I-35. On May 28, 2013, Council approved Contract No. K-1213-199 with Gateway Planning Group to provide placemaking and corridor planning services with a focus on economic development within the commercial corridor. On September 10, 2013, Council approved Amendment No. 1 to Contract No. K-1213-125 modifying the roadway design to add a raised center median with landscaping to the project.

Please refer to the attached summary of the current engineering services contracts on the Lindsey Street Project.

**DISCUSSION:** From June 26-28, 2013 the University of Oklahoma Institute for Quality Communities (IQC) invited Mr. Dan Burden, Executive Director of the Walkable and Livable Communities Institute, to discuss project enhancements for the West Lindsey Street Project with the community. The project enhancements included:

- Continuous center median (triple canopy)
- Roundabouts at key intersections
- Optional lane configurations
- Future development of an "Urban Village"
- Enhancements to accommodate pedestrian and bicycle traffic
- Aesthetic enhancements
- Livable, walkable Lindsey Street

From July 22-25, 2013 the IQC and Mr. Burden continued the community dialogue regarding project enhancements. From this series of meetings, a number of recommendations were developed which included the addition of a continuous raised center median with mid-block U-turns and the addition of modern roundabouts at the intersections of Murphy Street, Wylie Road, and Berry Road.

In order to fully understand the project impact of these various recommendations, SAIC, Inc. has provided support services to the City for review of the alternative concepts provided by Mr. Burden and the IQC. The concept reviews included impacts to the project:

- Design schedule
- Construction cost
- Roadway typical section
- Roundabout operational analysis

Amendment No. 1 to the SAIC contract addressed the support services provided by SAIC, Inc. to review the alternative design concepts related to the center median but did not include the additional engineering services related to the modern roundabouts or the alternative lane configurations on Lindsey Street. Amendment No. 2 addresses the additional engineering fees related to the analysis of the modern roundabouts at the intersections proposed by the IQC as well as a series of different lane configurations on Lindsey Street. The cost of this portion of Amendment No. 2 is \$48,250. If approved, there will be no further engineering fees to SAIC Inc. for the IQC project review process conducted between June-October 2013.

Staff has also worked with OU and the IQC team on the design of the roadway and bridge east of Berry Road. In the original contract, the design of the bridge over Imhoff Creek was assumed to accommodate three traffic lanes (12 feet each), two bike lanes (eight feet each) and two sidewalks (five feet each) for a total width of 54 feet. Three traffic lanes were originally considered because staff did not know if the design of the roadway taper from two lanes east of the bridge to four lanes at the intersection of Berry Road and Lindsey Street would need to be included in the bridge width. Design has progressed enough to keep the taper off the bridge reducing the bridge width by one lane. Also, in order to be consistent with the roadway, the bike lane width has been reduced from eight feet to five feet. The proposed sidewalk will be five feet wide with a divider strip between the curb and edge of sidewalk. An illustration of the proposed revised typical roadway section for Lindsey Street over Imhoff Creek is attached. All efforts will be made to preserve the mature trees along Lindsey Street. There is no impact associated with this change to the previously approved engineering fees to SAIC Inc.

In order to receive federal funding for the roadway, the City is responsible for design and relocation of all utilities for this project. Under the original contract, utility relocation plans for the relocation of the City's water and/or sewer lines were to be added as an amendment once the extent of the relocations were determined. On this project, there are multiple conflict points between the proposed roadway and the storm water system and the City's water and sanitary sewer system. Below is a list of the 40 utility conflicts associated with the project:

**Lindsey Street (includes Lindsey Drive)**

12-inch water line located on the north side of the road from 24th Avenue NW to Berry Road

Sanitary sewer lines on the north side of the road from 24th Avenue NW to Crown Point and between Wylie Road to Berry Road

Three sanitary sewer line crossings

Three water line crossings

**McGee Drive**

Seven sanitary sewer line crossings

Twelve water line crossings

**Wylie Road**

Three sanitary sewer line crossings

Ten water line crossings

The original project cost estimate included \$215,800 for utility relocation design and \$3,534,000 for construction of utilities.

Another item included in this amendment is additional geotechnical investigation. This work includes installing six water monitoring wells to allow the ground water levels along the proposed storm water box culvert alignment to be recorded over the next year. This information will be used to better refine the design of the proposed storm water box culvert. If the groundwater levels are below the box culvert, the walls will not need to be designed to resist the force of the groundwater providing a savings in the amount of concrete and steel used in the box culvert. Refining the box culvert design could potentially provide a savings of 30 percent or \$120 per foot of box culvert or up to \$1,267,000. The cost of this portion of Amendment No. 2 is \$37,200.

Funds are available in the project budget.

Finally, as discussed at the Council Conference on Tuesday, October 8, 2013, SAIC, Inc. will continue to explore aesthetic enhancements in the vicinity of the Lindsey/Berry intersection which will serve as a gateway feature to the University of Oklahoma. These concepts will be presented in the future to the Council and community for further review. SAIC, Inc. will also continue to pursue project design features that will have a "traffic calming" effect near the Lindsey/Berry intersection in order to reduce speeds as vehicles enter the residential area east of Berry Road.

Please refer to the attached breakdown of Amendment No. 2 costs.

Funds are available to cover the design cost of Amendment No. 2 in the Design account (account 050-9552-431.62-01; project BP0189) for the Lindsey Street Bond Project. If approved, the current contract amount with SAIC, Inc. of \$2,098,815 will increase to \$2,400,065.

**RECOMMENDATION:** Staff recommends approval of Amendment No. 2 to Contract No. K-1213-126, between the City of Norman and SAIC, Inc., in the amount of \$301,250.