



Legislation Details (With Text)

**File #:** K-1718-50    **Version:** 1    **Name:** Contract for Engineering Svcs for widening and signalization improvements at 36th Ave NW & Crail Dr.

**Type:** Contract    **Status:** Passed

**File created:** 9/1/2017    **In control:** City Council

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**Title:** CONTRACT K-1718-50: A CONTRACT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND EST, INC., FOR THE AMOUNT OF \$59,935 FOR ENGINEERING SERVICES ASSOCIATED WITH THE WIDENING AND SIGNALIZATION IMPROVEMENTS OF THE 36TH AVENUE N.W. AND CRAIL DRIVE INTERSECTION AND BUDGET APPROPRIATION FROM THE CURRENT LIABILITIES AND SITE IMPROVEMENTS ACCOUNT..

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. Text File K-1718-50, 2. K-1718-50, 3. Location Map - 36th NW & Crail, 4. Requisition

Date	Ver.	Action By	Action	Result
9/12/2017	1	City Council		

CONTRACT K-1718-50: A CONTRACT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND EST, INC., FOR THE AMOUNT OF \$59,935 FOR ENGINEERING SERVICES ASSOCIATED WITH THE WIDENING AND SIGNALIZATION IMPROVEMENTS OF THE 36TH AVENUE N.W. AND CRAIL DRIVE INTERSECTION AND BUDGET APPROPRIATION FROM THE CURRENT LIABILITIES AND SITE IMPROVEMENTS ACCOUNT..

**BACKGROUND:** The intersection of 36<sup>th</sup> Avenue NW and Crail Drive is located in the northwest part of City (see Attachment No. 1). Until recently, it was a T-intersection that provided access to the Berkley Residential Addition west of 36<sup>th</sup> Avenue NW.

The area in the general vicinity of the intersection has experienced significant commercial development in recent years, most notably the 36<sup>th</sup> North Business Park Addition. This development, when fully occupied, will include commercial/general office space and a drive-in bank capable of generating an estimated 3,038 trips per day and 732 afternoon peak hour trips.

The nature of the development as a large traffic generator required the preparation of a traffic impact study as part of the preliminary plat review and approval process. The findings of the study recommended that the principal access to the development from 36<sup>th</sup> Avenue NW be directly across from the Crail Drive intersection and that the intersection be widened and signalized, in essence creating the fourth leg for the former (three-leg) T-intersection. The study also established the proportional share of the cost of these improvements (\$149,600) which the applicant has already paid to the City and are currently held in the Capital Fund, Current Liabilities and Site Improvements Cash (account 050-0000-229.24-11).

Although not fully occupied at this time, the development has been completed, including the new driveway on the east side of 36<sup>th</sup> Avenue NW across from the intersection at Crail Drive. Therefore, a project to improve this portion of 36<sup>th</sup> Avenue NW, as recommended in the Traffic Impact Study, was also included in the City's Capital Improvements Plan.

On January 27, 2009, City Council approved Resolution R-0809-126, which was later forwarded to both the Association of Central Oklahoma Governments (ACOG) and the Oklahoma Department of Transportation (ODOT), requesting federal funds to pay for 80% of the construction cost. In the resolution the City agreed to the terms and conditions of a federally funded project by stating its willingness to assume the responsibility for the preparation of engineering plans, the

purchase of any additional right-of-way, the relocation of public utilities and funding of the 20% local share of the construction cost. Later this year, the project will be submitted for possible funding as part of the Association of Central Oklahoma Governments' (ACOG) 2019-2021 Regional Transportation Improvement Plan (TIP).

**DISCUSSION:** The Public Works Department prepared a Request for Proposal (RFP) to solicit the engineering services necessary to evaluate traffic flow in the area and to develop street modification and traffic signal recommendations for the 36<sup>th</sup> Avenue NW and Crail Drive intersection. This project was one of four separate intersection projects in RFP 1718-3. Nine proposals were submitted for consideration for this project. A Selection Committee was formed consisting of Angelo Lombardo - Transportation Engineer; Michael Rayburn - Capital Projects Engineer; Shelly Williams - Capital Projects Engineer; and two citizens - Mr. Luis Malave, an engineer for the Oklahoma Department of Transportation; and Ms. Charlotte Adcock, a Planner for the Association of Central Oklahoma Governments. The proposals were reviewed by the committee members and EST, Inc., a full service engineering company from Norman, was selected as the best suited firm for the project.

Staff negotiated a \$59,935 fee to provide the previously-mentioned design services (see contract in Attachment No. 2). Funding will come from two sources: \$40,000 allocated in the FYE 2018 Capital Budget, and the balance of \$19,935 from traffic impact funds collected from the developer of the 36<sup>th</sup> North Business Park.

The engineering services will include topographical survey, construction plans for the new traffic signal and roadway widening, utility coordination, construction phase services and project management. The engineering design will be completed in the summer of 2019. If federal funding is secured, the construction of the project is likely to begin in December of 2019.

**RECOMMENDATION:** Staff recommends approval of Contract K-1718-50 with EST, Inc. in the amount of \$59,935, for engineering services associated with the widening and signalization project to improve the 36<sup>th</sup> Avenue NW and Crail Drive intersection. Staff also recommends the following appropriation of funds in the amount of \$19,935 from Current Liabilities and Site Improvements Cash (account 050-0000-229.24-11) to Design - 36<sup>th</sup> Avenue NW and Crail Drive Traffic Signal (account 050- 9079-431.62-01; Project TR-0102).