



Legislation Text

File #: K-1617-105, **Version:** 1

CONTRACT K-1617-105: A CONTRACT BY AND BETWEEN THE NORMAN MUNICIPAL AUTHORITY AND CABBINESS ENGINEERING, L.L.C., IN AN AMOUNT NOT-TO-EXCEED \$427,000 TO PROVIDE ENGINEERING AND DESIGN SERVICES FOR THE JAMES GARNER AVENUE ROADWAY AND BRIDGE PROJECT FROM ACRES AVENUE TO FLOOD AVENUE.

BACKGROUND: On November 8, 2016, the Norman City Council approved programming Resolution R-1617-49 requesting federal funds to widen James Garner Avenue from Acres Street to Flood Avenue. 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 of construction with a 20% matching share from the City of Norman. The construction cost of this project is estimated to be \$5 million. In order to receive the federal funding, the City of Norman is required to enter in an agreement with ODOT to complete the design, acquire all rights-of-way and relocate existing utilities/encroachments at City's cost.

This Norman Forward Street Improvement Project will create a new entry into downtown and will help alleviate traffic on both Flood Avenue and Porter Avenue.

DISCUSSION: The Public Works Department prepared a Request for Proposal (RFP) to solicit the engineering services necessary to prepare plans, specifications and bid packages, and to provide technical assistance throughout the design and construction of eight (8) separate projects including the James Garner Avenue Project. Nineteen (19) proposals were received for the group of projects, including nine (9) that expressed an interest in this project. The Selection Committee included three (3) staff members consisting of Masoud Pajoh, Capital Projects Engineer; Carrie Everson, Stormwater Engineer; Tim Miles, Capital Projects Engineer; and two (2) private citizens including Luis Malave, Oklahoma Department of Transportation's Division 3 Maintenance Engineer; and Andrew Seaman, D5 Architecture. 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, five (5) firms were selected for interviews. The proposal by Cabbiness Engineering of Norman, Oklahoma was selected for the project.

Staff has negotiated the attached contract with Cabbiness Engineering to provide preliminary and final design services in the amount of \$427,000.

The design services include:

- Detailed Topographic Survey;
- Pedological Survey;
- Written Analysis;
- Preliminary Plans;
- Public Meeting;
- Bridge Design;
- Intersection Analysis at Flood Avenue;
- Stormwater Drainage System Design;
- Legacy Trail Design at Robinson Street;
- Low Impact Drainage and Landscaping Design in road median;
- Easement Documents;
- Final Plans;
- As-Built Drawings

The James Garner Avenue extension was included as an authorized NORMAN FORWARD project. Funding has already been appropriated by Council into various accounts for this project. However, the account specifically for design has not

yet been funded. To properly track this expenditure for this project, the funds for design in the amount of \$427,000 need to be transferred from Utilities (account 051-9405-431.67-01; Project NFB004) to the NORMAN FORWARD James Garner Avenue from Acres Street to Flood Avenue Project, Design (account 051-9405-431.62-01; Project NFB004). This interfund transfer is a housekeeping matter and does not require Council action.

Staff anticipates having construction documents complete, environmental clearances obtained, utilities relocated, and right-of-way acquired by February 2019. Then, construction will follow as soon as federal funding can be programmed for the James Garner Avenue Project.

RECOMMENDATION: Staff recommends approval of Contract K-1617-105 with the Norman Municipal Authority and Cabiness Engineering for preliminary and final design services on the James Garner Avenue Project, in an amount not-to-exceed \$427,000. Funding for this expenditure will then be tracked according to the interfund transfer as outlined above.