

ATTACHMENT A
CITY OF NORMAN
FLOOD AVENUE MULTIMODAL TRAIL
SCOPE OF SERVICES

The OWNER has requested that additional design services be added to the contract. Specific tasks necessary to accomplish this modification consist primarily of the following:

1.0 ADJACENT PROJECT ADJUSTMENTS

ITEM 1.1 TECUMSEH ROAD SCHEDULE

- a. The prior schedule for the Tecumseh Road project adjacent to the north end of the multimodal path was for the road project to precede the path project. Utilities along the south side of Tecumseh would be relocated for that road project and the path project was designed anticipating those utility relocations. The most recent schedule is to complete the path project in advance of the road project which leaves those utilities in their present location in conflict with the proposed path alignment. The impact of the path alignment on those un-relocated utilities would be a significant cost and schedule impact on the project. Halff evaluated alternative alignments for the path on the south side of Tecumseh to minimize the utility impacts, worked with the City of Norman (CITY) to select a preferred alignment then revised the plans, the geometric data sheets, and cross sections in that area.

ITEM 1.2 JAMES GARNER ROUNDABOUT

- a. The most recent design of the James Garner roundabout with Flood Avenue shifted the intersection to the east compared to the preliminary plans from two years prior. This provided the opportunity for a re-alignment at the south end of the multimodal path to reduce the need for new right-of-way. Halff developed a new alignment and revised the plans, geometric data sheets and cross sections through this area.

2.0 UTILITY COORDINATION

ITEM 2.1 PUBLIC UTILITIES COORDINATION

- a. HALFF shall work with representatives of the CITY Utilities department to identify and coordinate potential project impacts on their public water and sanitary sewer systems, documenting correspondence, and communication with the CITY.
- b. HALFF shall work with representatives of the Oklahoma Department of Transportation (ODOT) to identify and coordinate potential project impacts on their public Information Technology and Fiber systems, documenting correspondence, and communication with the CITY.

ITEM 2.2 PRIVATE UTILITIES COORDINATION

- a. Halff shall assist the CITY with coordination of private utility conflicts including identifying and contacting the utility provider, documenting correspondence, communication with the CITY and notifying the CITY of coordination requirements. The private utility providers identified within the project limits include: Century Link, Oklahoma Natural Gas, Heath/OK Electric, Cox Communication, Oklahoma Gas and Electric, OneNet, Oklahoma Electric Cooperative, Chickasaw Telephone, the University of Oklahoma and AT&T.

3.0 SPECIAL STRUCTURAL DETAILS

ITEM 3.1 SPECIAL STRUCTURAL DETAILS

- a. Halff shall prepare plan sheets and details required for the extension of existing structures. Due to the existing size and the location of existing utilities, the structure extensions at two locations will require structural design and detailing outside of standards.

4.0 RIGHT-OF-WAY DOCUMENTS

ITEM 4.1 EASEMENT DOCUMENTS

- a. Halff shall prepare legal descriptions and exhibits for new right-of-way parcels required for the construction of the multimodal path. Incorporating the alignment changes noted in Items 2.1 and 2.2, seven (7) right-of-way parcels with legal descriptions are required.

5.0 PROJECT DELAY ADJUSTMENTS

ITEM 5.1 PROJECT RE-START

- a. The project was delayed for twenty (20) months from the submittal of the 30% plans for review in January 2021 to the 30% Plan-In-Hand review meeting in September of 2022. This delay of twenty (20) months resulted in re-engagement of staffing at HALFF and subconsultants to become refamiliarized with the project status, design, and files. Staffing changes also occurred at the CITY and ODOT during the delay. Additional effort was required by HALFF for this project re-engagement after the twenty (20) month delay that would not have been necessary if the project schedule had not been delayed.