



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 1/13/2026

REQUESTER: Paul D'Andrea, Capital Projects Engineer

PRESENTER: Scott Sturtz, Public Works Director

ITEM TITLE: CONSIDERATION OF APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF AMENDMENT THREE TO CONTRACT K-1213-170: BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND STV INCORPORATED, INCREASING THE CONTRACT AMOUNT BY \$245,200 FOR A REVISED CONTRACT AMOUNT OF \$1,201,157.56 FOR REVISIONS TO THE ROADWAY DESIGN FOR THE 36TH AVENUE NW WIDENING 2012 BOND PROJECT, AND ASSOCIATED BUDGET TRANSFERS AS OUTLINED IN THE STAFF REPORT. (Ward 8)

BACKGROUND:

On August 28, 2012, the citizens of Norman voted in favor of a General Obligation Bond Issue to finance the local share of eight transportation/stormwater improvement projects. One of the eight 2012 bond projects is the 36th Avenue Northwest Bond Project between Tecumseh Road and Indian Hills Road (please see the attached location map showing the project boundaries).

On November 22, 2011, the Norman City Council approved Programming Resolution R-1112-64, requesting federal funds for the 36th Avenue Northwest Bond Project. This resolution states the City's commitment to adhere to the terms and conditions of a federally funded project including engineering design, acquisition of all necessary rights-of-way and relocation of utilities and encroachments at 100% the City's cost. In return, the Association of Central Oklahoma Governments (ACOG), through the Oklahoma Department of Transportation (ODOT), agrees to provide 80% of the construction cost, estimated at \$11,500,000, and administration of the construction with the matching share from the City of Norman.

On April 9, 2013, City Council approved engineering services Contract K-1213-170 with the engineering firm of CP&Y in the amount of \$703,878.50 to design 36th Avenue Northwest Bond project from Tecumseh Road to Indian Hills Road.

On June 26, 2018, City Council approved Resolution R-1819-12 declaring the 36th Avenue Northwest Project a recoupment project.

Proposed improvements for the 36th Avenue Northwest Bond Project include:

1. Widen two miles of roadway from two lanes to four lanes
2. New traffic signals at 36th Avenue Northwest and Franklin Road and 36th Avenue Northwest and Indian Hills Road
3. Interconnect signals between Tecumseh Road and Indian Hills Road
4. Dedicated left turn lanes at All Saints Catholic School
5. Storm water improvements
6. Continuous sidewalks along the west side of 36th Avenue NW with a 10 foot wide multiuse trail on the east side

On February 26, 2019, City Council approved Authorization for Expenditure One to Contract K-1314-102 with Smith-Roberts Land Services, Inc., for the 36th Avenue Northwest Bond Project – Phase 1, in the amount of \$54,324 for right of way acquisition services.

On May 28, 2019, City Council approved Amendment One to Contract K-1213-170 for engineering design of the 36th Avenue Northwest Widening Bond Project from Tecumseh Road to Market Place, with CP&Y, Inc., in the amount of \$193,895.

On February 11, 2020, City Council accepted the last of the easements from ten (10) parcels required for construction of Phase 1 of the project.

On October 13, 2020, City Council Awarded Contract K-2021-41 to W.E.B. Construction Inc., in the amount of \$184,684 for construction of the 36th Avenue NW Phase 1 Waterline Relocations project.

On August 10, 2021, City Council accepted the project with final payment to W.E.B. Construction Inc., in the amount of \$182,409.50.

On March 8, 2022, City Council awarded Contract K-2122-86 to Matthews Trenching Co., Inc., in the amount of \$799,630 for construction of the 36th Avenue NW Phase 2 Waterline Relocation project.

On April 11, 2023, City Council approved Change Order One, in the amount of \$22,811, and Final Acceptance of Contract K-2122-86 with Matthews Trenching Co., Inc., for the construction of the 36th Avenue NW Phase 2 Waterline.

On January 9, 2024, City Council approve Amendment No. Two to Contract K-1213-170, with CP&Y, Inc. dba STV Infrastructure (STV), in the amount of \$58,184.00, for design of a Hawk Signal to be placed along 36th Avenue NW near Ruby Grant Park.

DISCUSSION:

The 36th Avenue NW project was intended to make use of federal grant funding to offset a majority of its construction cost. Initially the project was submitted to ACOG for grant funding consideration and was tentatively placed on a list to receive federal funding but was not guaranteed. Subsequently, ACOG made changes to the scoring for submitted projects and this project no longer scored high enough to receive funding and was dropped from the list.

Since then, staff has worked with the design consultants to modify the project to maximize the score, and has continued to look for other avenues to secure federal funding outside of the ACOG process. In that time, the cost of roadway construction has continued to rise with a nearly 50% increase over the last two years. For this reason, City staff and the designer have identified some project modifications that have the potential to reduce costs for the project by \$1,000,000 or more.

One modification will be the elimination of on-street bike lanes. Per discussions with the City of Norman Bicycle Advisory Committee, staff has learned that these lanes are rarely used by casual cyclists and dedicated multimodal trails are more appropriate for casual use. In addition, avid cyclists typically find the on-street lanes dangerous and would rather ride in the regular travel lanes. In response to this the project will incorporate a 10' wide multimodal trail along the east side of the roadway in lieu of the on-street bike lanes for the entire project length. This trail will eventually complete the Norman trail system all the way to the city limit line on 36th Avenue NW and connect to a future planned trail through Moore, which in turn connects to trails in Oklahoma City, making it possible for riders to start near Lake Thunderbird and eventually ride all the way to Lake Overholser in Oklahoma City on the trails.

In addition to the previously planned cost reduction measures, staff has also been notified that the new east-west Turnpike will be constructed along Indian Hills Road through this section of Norman. As a result, the Turnpike design will encompass the intersection of 36th Avenue NW and Indian Hills Road, reducing the length of the 36th Avenue NW project and eliminating a very costly intersection from the City's project.

These changes will take extensive modifications to nearly every plan sheet, but will result in a much reduced project cost as well as a more usable facility for the citizens of Norman.

Funding for this design amendment is available within the project. However, it will require approval of a balance transfer from the project construction account (BP0197, 50595552-46101) to the project design account (BP0197, 50595552-46201).

On August 18, 2025, CP&Y, Inc. merged fully with STV Incorporated. Since the original contract was with CP&Y, we are also asking for council approval to assign the original contract K-1213-170, and all its subsequent amendments to STV Incorporated as the new corporate entity handling the design of the 36th Avenue NW 2012 Bond Project. The same local design team will be completing the design.

RECOMMENDATION 1:

Staff recommends assignment of Contract K-1213-170 to STV Incorporated.

RECOMMENDATION 2:

Staff recommends approval of a budget transfer in the amount of \$245,200 from the 36th Avenue NW Widening Project construction account (BP0197, 50595552-46101) to the project design account (BP0197, 50595552-46201).

RECOMMENDATION 3:

Staff recommends approval of Amendment 3 for the 36th Avenue NW Widening Project design contract, Contract K-1213-170 with STV Incorporated in the amount of \$245,200.