



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 01/14/2025

REQUESTER: Katherine Coffin

PRESENTER: David Riesland, Transportation Engineer

ITEM TITLE: CONSIDERATION OF AWARDDING, ACCEPTANCE, APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF CONTRACT K-2425-83: BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND PARKHILL IN THE AMOUNT OF \$127,098 FOR DESIGN SERVICES FOR ONE MILE OF MULTIMODAL PATH ALONG STATE HIGHWAY 9 BETWEEN 72nd AVENUE SE AND 84th AVENUE SE WITH BUDGET TRANSFER (\$127,098 FROM THE ASP AVENUE PARKING LOT) TO STATE HIGHWAY 9 MULTIMODAL PATH DESIGN.

BACKGROUND:

For a number of years, the City Council has supported projects that have responded to citizens' desires for improved facilities to enhance their quality of life. High on the citizens' list have been the Legacy Trail sidewalks that are wide and long and safe, and intended to accommodate walkers, runners, bicyclists, skaters, strollers, and disabled individuals. The bicycling community has been particularly active in promoting projects such as bike lanes, shared traffic lanes, and separated bike paths that will provide safe routes for citizens desiring to participate in this active lifestyle. With the funding help of some federal grants, the City has been able to make significant improvements to the sidewalk systems in various areas of Norman, especially in neighborhoods adjacent to schools.

The proposed two-way multimodal path will be constructed to accommodate walkers, runners, bicyclists, skaters, strollers, and disabled individuals. The project is consistent with the City's strategy to become one of the better multimodal transportation cities in the state. The reasonable proximity of the Lake Thunderbird State Park offers an opportunity to link Norman recreationally to that very popular state facility, as well as to provide a safe corridor for non-motorized users of all skill levels to use and enjoy. The City secured funding in recent years for the first four segments (from 24th Avenue SE to 72nd Avenue SE) of the path. Construction of those first two segments is complete, and design of the second two segments is nearing completion. The path along State Highway 9 to Lake Thunderbird State Park is part of the City's adopted Comprehensive Transportation Plan.

On October 24, 2024, the City staff was able to obtain one more Transportation Alternative Project (TAP) grant to construct a one-mile long segment of a separated multimodal path going toward Lake Thunderbird State Park, a popular destination, along State Highway 9 from 72nd

Avenue SE to 84th Avenue SE. Recently, the Oklahoma Department of Transportation (ODOT) approved the use of Parkhill to prepare the plans from their approved list of design consultants. Parkhill was selected by staff because of their familiarity with designing paths along State Highway 9 (four prior miles between 24th Avenue SE and 72nd Avenue SE) as well as with their work in developing an estimate for the current mile of path. The TAP grant provides federal 80% funding for qualified projects (the rest of funding, 20%, will be local). The current grant awards provide \$969,777.96 for construction of one mile of State Highway 9 path with a \$204,944.49 in local match for the mile. All design fees are the responsibility of the City to provide (a location map is provided).

The total project cost breakdown for this TAP project is anticipated to be:

	Engineering Design	Construction	Total	Percent Share
City	\$127,098	\$204,944.49	\$332,042.49	25.51%
Federal	\$0	\$969,777.96	\$969,777.96	74.49%
Total	\$127,098	\$1,174,722.45	\$1,301,820.45	

DISCUSSION:

At the time that Parkhill prepared the preliminary construction cost estimate for the grant application, they also estimated the costs for designing this one mile of multi-modal path. The design estimates came in at \$127,098. Staff prepared a capital budget request for the FYE 2025 budget to set up this project for design and for future construction. The request for design funding was not granted. Based on more detailed estimated design costs, the current proposal from Parkhill is for \$127,098 and is included in Contract K-2425-83 that is attached.

With the knowledge that the design funding was not approved, staff began looking for options to fund this project from within the existing capital budget. A project was identified as a potential candidate. These include the Asp Avenue Parking Lot project (Project BG0255). The requested transfer of funds for design is summarized in the following table:

Losing Account			Gaining Account		
Account	Beg. Balance	End. Balance	Account	Beg. Balance	Cumulative End. Balance
BG0255, 50594908- 46001 Land (Asp Avenue Parking Lot)	\$394,000	\$266,902	TR0127, 50596688- 46201 Design (SH 9 Multimodal Path 72 nd to 84 th)	\$0	\$127,098

The City share of the construction fees, previously identified as \$204,944.49, will be requested in the FYE 2026 Capital Budget as the design of the mile of path is expected to take up to a year to complete. If approved, the design would begin in February 2025 and work toward a letting in the summer of 2026. This would mean that the additional mile of path could be completed before the end of 2027.

RECOMMENDATION 1:

Staff recommends approval of Contract K-2425-83, with Parkhill in the amount of \$127,098 for design services associated with one mile of multi-modal path along the north side of State Highway 9 between 72nd Avenue SE and 84th Avenue SE.

RECOMMENDATION 2:

Staff recommends that \$127,098 be transferred within the Capital Projects Fund from Asp Avenue Parking Lot, Land (Account 50594908-46001; Project BG0255) to SH9 Multimodal Path 72nd Avenue SE to 84th Avenue SE, Design (Account 50596688-46201; Project TR0127).