

CITY COUNCIL CONFERENCE MINUTES

October 8, 2013

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in a study session at 5:30 p.m. in the Municipal Building Conference Room on the 8th day of October, 2013, and notice and agenda of the meeting were posted at the Municipal Building at 201 West Gray, and the Norman Public Library at 225 North Webster 24 hours prior to the beginning of the meeting.

PRESENT: Councilmembers Castleberry, Heiple, Holman, Griffith, Jungman, Miller, Williams, and Mayor Rosenthal

ABSENT: Councilmember Kovach

DISCUSSION REGARDING THE UTILITY RELOCATION PROCESS FOR CAPITAL PROJECTS AND, MORE SPECIFICALLY, ADDITIONAL DESIGN SERVICES WITH SAIC ENGINEERING FOR UTILITY RELOCATION TASKS FOR THE LINDSEY STREET BOND PROJECT, THE INTERSTATE 35 WIDENING PROJECT, AND THE HIGHWAY 9 IMPROVEMENTS PROJECT.

Mr. Shawn O'Leary, Director of Public Works, said the Public Works Department and the Utilities Department have been working together on the utility relocation process for Capital Projects, specifically, the Lindsey Street Bond Project, the Interstate Widening Project, and the Highway 9 Improvements Project. He said several items will be on the October 22, 2013, City Council agenda for consideration to include:

- Engineering agreement with SAIC to provide engineering design services to relocate utilities in conjunction with the Oklahoma Department of Transportation (ODOT) I-35 Project and design services for the Segment D water line along Lindsey Street: *(item will be brought forward by the Utilities Department)*:
 - ❖ Agreement between NUA and SAIC for design. Total engineering fee is approximately \$143,000, \$62,000 for I-35 and \$81,000 for Segment D.
 - ❖ Total construction costs estimate is \$3,200,000, \$600,000 for I-35 and \$2,600,000 for Segment D
 - ❖ Relocation of three (3) public waterlines under I-35 at Highway 9, Brooks, Street, and Briggs Street
 - ❖ Installation of a new 24" water main on Lindsey Street
 - ❖ Funding sources include: Segment D Waterline Design and the SE Oklahoma Water Study account
- Two utility relocation agreements with ODOT: *(both items/agreements will be brought forward by the Utilities Department)*:
 - ❖ Agreement #1: Lindsey Street Interchange:
 - ◆ Interstate 35 Project crossings at Briggs and Brooks
 - ◆ Requires City to relocate 12" and 24" water pipelines
 - ◆ Estimated total cost will be \$561,000 and ODOT will reimburse 100%
 - ❖ Agreement #2: SH-9 East Interchange:
 - ◆ Interstate 35 Project crossing at Highway 9 and 24th Avenue
 - ◆ Requires City to relocate 12" water pipeline
 - ◆ Estimated total costs will be \$114,000 and ODOT will reimburse 100%
- Engineering Agreement, Amendment No. 2 – SAIC – Lindsey Street Bond Project, Design, Phase II: *(item will be brought forward by the Public Works Department)*:
 - ❖ Anticipated amendment in original contract-specific details/costs developed through field surveys
 - ❖ Engineering design of water/sewer relocations
 - ❖ Geotechnical investigation for groundwater conditions
 - ❖ Total additional engineering fee will be \$253,000

- ❖ Relocation of 40 pipeline crossings
- ❖ Funding source: Lindsey Street Bond Funds

Mr. O'Leary said some key concepts to consider include the Norman Utilities Authority (NUA) is a public utility enterprise; there are currently five (5) City franchise agreements, i.e., Oklahoma Gas and Electric (OG&E), Oklahoma Electric Cooperative (OEC), Oklahoma Natural Gas (ONG), Cox Cable (COX), and AT&T; the City owned public rights-of-way (ROW) and utility easements; Oklahoma State-owned ROW; and contractual obligations of federally-funded transportation projects. He said when the City accepts federal funds for transportation projects, the City is responsible for the engineering design; utility relocation process; and the ROW acquisition.

Mr. O'Leary said the typical ODOT ROW and Utility Agreement requires the City to acquire all ROWs for projects, grant ODOT access and the ROW; and the City has to maintain all ROWs acquired for the construction of a project. He said the City must follow the Uniform Relocation Assistance and Real Property Acquisition Act while acquiring ROWs and the City must remove all encroachments and obstructions including utilities from the ROWs.

Mr. Ken Komiske, Director of Utilities, said ODOT informed the City we would have to remove utilities that are obstructing their I-35/SH-9E project. He said the City has two (2) ODOT permits; the first permit is for the I-35 portion of the project and includes relocating a 24" water line on Briggs Street in conflict with a proposed retaining wall footing, as well as, relocating a 12" water line on Brooks Street in conflict with a proposed culvert. The second permit is for the SH-9E portion of the project and includes relocating a 12" water line on Highway 9 in conflict with the proposed storm sewer. Mr. O'Leary said there are many reasons the encroachments occur and ODOT attempts to work with utilities to avoid limitations. Mr. Komiske said sometimes ODOT needs utilities relocated so they can excavate some of the roadway in order to gain a better base and when doing so the excavation with heavy equipment can get within a certain distance of the City's water lines causing damage.

Mr. Komiske highlighted the proposed 24" Segment D Water Line which is part of the overall water modeling for the City to evenly distribute the water throughout the City. He said the new (not replacement) 24" water line will be over one mile long and the Utilities Department is taking advantage of the Lindsey Street Bond Project, so that the water line can be installed at the same time. Mr. Komiske said installing the water line at the same time will reduce the overall cost because the streets and/or sidewalks would need to be repaired/replaced if the water line was installed at a later date.

Mr. O'Leary said a new storm sewer line will also be installed in three phases during the Lindsey Street Bond Project. He said Phase 1 will begin south of Highway 9; Phase 2 will begin north of Highway 9 to Briggs Street; and Phase 3 will begin on the south side of Lindsey Street, along Lindsey Street through McGee Drive, Wylie Road, etc. Mr. O'Leary said there will be 40 utility conflicts to contend with during the storm sewer installation.

Councilmember Heiple asked if there is a way to identify utility company lines, i.e., color-coded, etc., and Mr. O'Leary said there is no a single database or mapping system for the City's utilities and/or storm water systems; however, Council approved a Utility Coordinator position approximately three years ago. He said this position assists with and makes certain that utility companies install their lines where they are supposed to be installed and documents the utility installations so, if ever needed, those records will be available in the future. Mr. Komiske said directional drilling companies currently utilize trenchless technology and all too often believe they are on target, but instead drill through gas, electric, sewer and water lines on a regular basis.

Mr. O'Leary felt most companies, ODOT and/or Staff have a general idea where lines are located; however, in many cases the *exact* location is typically unknown. He said the utility location process on these projects is very important and stated the Lindsey Street Bond Project will include a corridor for water and sewer lines only, and a

duct bank and/or corridor where all the additional utilities, gas, electric, etc., will be housed. He said all of the franchises have agreed to have their lines relocated to this duct bank and/or corridor at their cost.

Mayor Rosenthal said given the Lindsey Street design/ROW/Utility relocation is being discussed; she felt there was some unfinished business with respect to the Lindsey Street Bond Project. She said Council recently received a report from Peters and Associates which included a traffic analysis at the intersection of Berry Road and Lindsey Street. Mayor Rosenthal requested Staff to compare this traffic analysis to the two former traffic analyses that were completed for the same intersection.

At this time, Councilmember Castleberry recused himself and Mayor Rosenthal agreed that was appropriate.

Mayor Rosenthal said the Peters report also included a road section design for east of Berry Road and the engineering results on roundabouts being installed on Lindsey Street vary quite a bit; therefore, she felt Council is left with a great deal of uncertainty with respect to the ROW and the operational performance of the intersection. She said a lot of constituent comments have been received by Council, some negative and some positive, regarding what needs to be done at the Berry Road and Lindsey Street intersection. Mayor Rosenthal said there is very little to no-support from the community, University of Oklahoma (OU), or the neighborhood(s) for two double-lane roundabout at Lindsey Street. She said there is a great deal of support for the roadway section design proposed in the Peters report because it is a complete street and an improved two-lane section through the bridge area but there is not sufficient support for single-lane roundabout at Berry Road and Lindsey Street.

Mayor Rosenthal said there have been strong opposition, as well as, support for roundabouts because they could possible provide safer and/or smoother operations; however, given the conflicting engineering analyses she suggested suspending further discussion of a roundabout option at Berry Road and Lindsey Street. She also suggested Council ask Staff to include the following three items in the proposed SAIC amendment: 1) the design of Imhoff Bridge, 2) where to locate aesthetic improvements around the bridge and possible around the Berry Road interchange, and 3) add any additional traffic calming strategies to ease the transition from commercial to residential going east on Lindsey Street. Mayor Rosenthal asked Council if there was any objection to proceeding along these lines. She felt in the public's mind this is still an unresolved issue since there is currently is not a resolution and the SAIC contract remains un-amended.

Councilmember Jungman asked where the street would change from four (4) lanes to two (2) lanes and Mr. O'Leary said the intersection of Berry Road and Lindsey Street would have five (5) lanes on the west leg and four lanes on the east leg; however, the transition from four (4) lane to two (2) lane would be just before the bridge and would include sidewalks and bike paths on both sides of the street. Mr. O'Leary said the original contract included a three (3) lane road section with bike lanes and sidewalks and now the proposal is to convert from three (3) to two (2) lanes. Councilmember Jungman asked Staff if that particular design has been modeled and Mr. O'Leary said yes, and the level of service (LOS) was "C"; however, the LOS would become "D" in approximately 20 years with the current growth projection. Mr. O'Leary said the purpose of the project is to create a "fork" lane to mitigate some of the congestion that occurs today with a new signal system and interconnected signal system throughout the corridor. He said if Council decides Staff should proceed as Mayor Rosenthal suggested, it will help set up the next phase of construction included in the Comprehensive Transportation Plan (CPT) and identify what the future of Lindsey Street, east of Berry Road should be.

Councilmember Miller said she likes the way a roundabout would look, but felt the City does not have time to resolve conflicting studies and/or reports or conduct educational process/awareness regarding roundabouts to keep with the current project schedule. She felt the best decision at this time would be not to install a roundabout at the intersection of Berry Road and Lindsey Street. Councilmember Heiple concurred and stated the good discussions can be used in future projects.

After hearing no objection from Council, Mayor Rosenthal requested Staff proceed with adding the following amendments to the SAIC contract as follows: 1) the design of Imhoff Bridge, 2) where to locate aesthetic improvements around the bridge and possible around the Berry Road interchange, and 3) add any additional traffic calming strategies to ease the transition from commercial to residential going east on Lindsey Street.

Items submitted for the record

1. PowerPoint presentation entitled: "Utility Relocation Issues, Lindsey Street Bond Project, Interstate 35 and State Highway 9 Project," City Council Conference, presented by Ken Komiske, Director of Utilities, and Shawn O'Leary, Director of Public Works, dated October 8, 2013

Participants in discussion

1. Mr. Shawn O'Leary, Director of Public Works
2. Mr. Ken Komiske, Director of Utilities

The meeting adjourned at 6:17 p.m.

ATTEST:

City Clerk

Mayor