



Legislation Details (With Text)

File #: K-1617-53 **Version:** 1 **Name:** Maintenance Agreement with ODOT for the Traffic Signal Video Detection Upgrade Project (Phase 2)

Type: Contract **Status:** Passed

File created: 8/23/2016 **In control:** City Council

On agenda: 9/13/2016 **Final action:** 9/13/2016

Title: CONTRACT K-1617-53: A PROJECT AGREEMENT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA AND THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) FOR THE FEDERAL AID PROJECT STPG-214B(064)AG, STATE JOB 30480(04) FOR THE TRAFFIC SIGNAL VIDEO DETECTION UPGRADE PROJECT (PHASE 2) AND ADOPTION OF RESOLUTION R-1617-29.

Sponsors:

Indexes:

Code sections:

Attachments: 1. Location Map, 2. text File K-1617-53, 3. K-1617-53 and R-1617-29

| Date | Ver. | Action By | Action | Result |
|-----------|------|--------------|--------|--------|
| 9/13/2016 | 1 | City Council | | |

CONTRACT K-1617-53: A PROJECT AGREEMENT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA AND THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) FOR THE FEDERAL AID PROJECT STPG-214B (064)AG, STATE JOB 30480(04) FOR THE TRAFFIC SIGNAL VIDEO DETECTION UPGRADE PROJECT (PHASE 2) AND ADOPTION OF RESOLUTION R-1617-29.

BACKGROUND: The 2015 - Fixing America’s Surface Transportation (FAST) federal transportation funding bill allocates approximately \$21 Million in Federal funds per year for the implementation of eligible transportation improvements in the Oklahoma City metropolitan area. Ten percent of this appropriation is used to fund safety projects at 100% of their construction cost. Installation of traffic signal video imaging vehicle detection systems is eligible for this level of funding.

Video imaging vehicle detection systems are becoming an increasingly common means of detecting traffic at intersections and interchanges in Oklahoma. This interest stems from the recognition that video detection is cheaper to install and maintain than inductive loop detectors at multi-lane intersections. It is also recognized that video detection provides better and more reliable bicycle and motorcycle detection and is more readily adaptable to changing conditions at the intersection (e.g., lane reassignment, temporary lane closure for work zone activities). The operation of the video camera component of the system is limited to detection of vehicles only and is not designed to allow red light running enforcement, which is not permitted under state law.

The benefits of video detection have become more substantial as the technology matures, as its initial cost drops, and as experience with it grows. The City of Norman installed its first traffic signal with video detection at the intersections of Lindsey Street with the I-35 northbound and southbound ramps in June of 2001. The excellent performance and overall positive experience with the technology prompted the Public Works Department to adopt video detection as the standard method of detection for all new traffic signal projects. Since introduction in 2001, the City now has video detection systems at 51 of its 136 signalized intersections.

The City’s ultimate goal is to have every one of its traffic signals equipped with video detection systems. One of the means available to fund the upgrades, which cost approximately \$30,000 per intersection, is through a series of federally funded projects that address a group of intersections at one time.

On November 27, 2013 City Council approved Resolution R-1314-64, which was later forwarded to both the Association of Central Oklahoma Governments (ACOG) and the Oklahoma Department of Transportation (ODOT), requesting federal

funds to pay for 100% of the construction cost associated with the upgrade of sixteen traffic signals. In the resolution the City agreed to the terms and conditions of a federally funded project by stating its willingness to assume the responsibility for the preparation of engineering plans, the purchase of any additional right-of-way, the relocation of public utilities and funding of the local share of the construction cost, which normally is 20% but for this safety project will be 0%. The project was submitted for consideration and is currently included in the Association of Central Oklahoma Governments' (ACOG) 2017 Regional Transportation Improvement Plan (TIP).

Final plans, which were prepared by Traffic Control Division engineering staff, were submitted to ODOT in July of 2016 with a request to include the project in their October 20, 2016 bid opening. Construction is anticipated to begin in January of 2017 and will include the following intersections:

1. Rock Creek Road at Flood Avenue
2. Rock Creek Road at Porter Avenue
3. High Meadows Drive at 12th Avenue NE
4. Robinson Street at Berry Road
5. Robinson Street and Peters Avenue
6. Robinson Street and Porter Avenue
7. Brookhollow Road at 36th Avenue NW
8. Quail Drive at 36th Avenue NW
9. Main Street at Downtown Shopping Center
10. Main Street and Berry Road
11. Main Street at University Boulevard
12. Main Street at Webster Avenue
13. Main Street at Santa Fe Avenue
14. Main Street at Peters Avenue
15. Main Street at Crawford Avenue
16. Morren Drive at 12th Avenue SE

Completion of the work is scheduled for March of 2017.

The estimated construction cost of \$510,000 will be funded with 100% federal funds as a safety improvement project.

DISCUSSION: The Oklahoma Department of Transportation requires the City to execute a project agreement and to adopt it by resolution before letting the project to contract. The agreement addresses the responsibilities of the City and the Department during and after the construction of the project. The execution of three original documents is required. Both the resolution and agreement have been reviewed by staff and approved by the City Attorney.

RECOMMENDATION: Staff recommends approval of Contract K-1617-53 and Resolution R-1617-29 with ODOT for the Traffic Signal Video Detection Upgrade Project (Phase 2) at sixteen signalized intersections throughout the City.