



## Legislation Details (With Text)

**File #:** K-1617-47    **Version:** 1    **Name:** Project Agreement with ODOT for the Boyd St Traffic Signal & Interconnect Upgrade Project

**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-1617-47: A PROJECT AGREEMENT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) FOR FEDERAL AID PROJECT STPG-114C(200)AG, STATE JOB 24285(04), FOR THE BOYD STREET TRAFFIC SIGNAL AND INTERCONNECT UPGRADE PROJECT BETWEEN BERRY ROAD AND CLASSEN BOULEVARD AND ADOPTION OF RESOLUTION R-1617-22.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. text File K-1617-47, 2. Location Map, 3. K-1617-47 and R-1617-22

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

**CONTRACT K-1617-47:** A PROJECT AGREEMENT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) FOR FEDERAL AID PROJECT STPG-114C(200)AG, STATE JOB 24285(04), FOR THE BOYD STREET TRAFFIC SIGNAL AND INTERCONNECT UPGRADE PROJECT BETWEEN BERRY ROAD AND CLASSEN BOULEVARD AND ADOPTION OF RESOLUTION R-1617-22.

**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 and upgrades of traffic signal and interconnect systems are eligible for this level of funding.

The existing traffic signal at the intersection of Boyd Street and University Boulevard is the oldest in Norman. It was installed in the 1950's and is no longer structurally sound. The location of the existing poles, as they relate to the pedestrian wheel chair ramps and push buttons, is also out of compliance with current American with Disabilities Act (ADA) requirements for accessibility. For these reasons, the signal needs to be replaced.

In 2009, the Traffic Control Division implemented a new advanced traffic management system called *Centracs*. The system provides an integrated platform for traffic signal control, Intelligent Transportation System (ITS) field device monitoring and control, information management, graphical data display, advanced traffic algorithms, and much more. *Centracs* is also flexible, user friendly and cost-effective, and has enabled the City to realize significant mobility benefits. The flexible and scalable *Centracs* design has also provided the City with feature-rich options that best meet our evolving transportation needs. Several projects have been completed to date which has allowed 82 of the City's 147 traffic signals to be operated and managed with the *Centracs* traffic management system using the required fiber optic connectivity. The inclusion of fiber interconnect on this project will add eight more signals to the *Centracs* system (Boyd Street @ Berry Road, Flood venue, Chautauqua Avenue, Elm Avenue, University Boulevard, Asp Avenue, Jenkins Avenue and Classen Boulevard).

The City's Information Technology Systems Division has also benefited from the expansion of our traffic signal interconnect system. The new fiber optic cable along with the extensive underground conduit system installed for the interconnection of traffic signals is also being used to enable high-speed communications and connectivity between satellite locations such as fire stations and related public safety facilities and the City's central computer network and mobile data systems. This collaboration continues and has allowed the City to network many of its remote sites at

significant savings.

On February 13, 2007, City Council adopted Resolution R-0607-86 requesting federal funds for the replacement of the traffic signal at the intersection of Boyd Street and University Boulevard and the interconnection of signals along Boyd Street, between Berry Road and Classen Boulevard. A location map is attached.

The project was submitted to the Association of Central Oklahoma Governments (ACOG) with a request to include it in the Regional Transportation Improvement Plan (TIP). This request was approved in June of 2015 by both the Intermodal Technical and Policy Committees of ACOG. Transportation federal safety funds (\$540,000) to pay for 100% of the construction costs have been secured in Federal Fiscal Year 2016.

The project is scheduled to be bid by the Oklahoma Department of Transportation on September 15, 2016. Installation of the new traffic signal and fiber interconnect system is anticipated to begin in January of 2017 and be completed by the end of May of 2017. The new traffic signal and associated pedestrian controls and facilities (e.g., pedestrian push buttons, sidewalks, wheel chair ramps and crosswalks) will be fully accessible to disabled users.

**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-1617-47 and Resolution R-1617-22 with ODOT for the replacement of the traffic signal at the intersection of Boyd Street and University Boulevard and the interconnection of signals along Boyd Street between Berry Road and Classen Boulevard.