



Legislation Details (With Text)

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Title: CONTRACT K-1617-112: A LICENSE AGREEMENT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY IN THE AMOUNT OF \$4,822 FOR A FIBER OPTIC LINE ACROSS RAILWAY PROPERTY FOR THE BOYD STREET TRAFFIC SIGNAL AND INTERCONNECT UPGRADE PROJECT BETWEEN BERRY ROAD AND CLASSEN BOULEVARD AND BUDGET APPROPRIATION.

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Attachments: 1. Text File BNSF, 2. K-1617-112, 3. Letter from JLL, 4. Location Map, 5. Requisition 276501

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CONTRACT K-1617-112: A LICENSE AGREEMENT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY IN THE AMOUNT OF \$4,822 FOR A FIBER OPTIC LINE ACROSS RAILWAY PROPERTY FOR THE BOYD STREET TRAFFIC SIGNAL AND INTERCONNECT UPGRADE PROJECT BETWEEN BERRY ROAD AND CLASSEN BOULEVARD AND BUDGET APPROPRIATION.

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 1950s 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 Centrac. 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. Centrac is also flexible, user friendly and cost-effective, and has enabled the City to realize significant mobility benefits. The flexible and scalable Centrac 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 Centrac traffic management system using the required fiber optic connectivity. The inclusion of fiber interconnect on this project will add eight more signals to the Centrac system (Boyd Street at Berry Road, Flood Avenue, 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 Boyd Street and University Boulevard and the interconnection of signals along Boyd Street between Berry Road and Classen Boulevard. A location map is enclosed as an attachment.

On September 13, 2016, City Council approved Contract K-1617-47 and Resolution R-1617-22 with ODOT for the maintenance of the improvements after completion of the construction.

ODOT opened bids on September 15, 2016 and on October 3, 2016, awarded the low bid to Midstate Traffic Control of Oklahoma City in the amount of \$568,722.33. A pre-construction meeting for the project was held on January 10, 2017, with actual construction beginning on January 30, 2017.

DISCUSSION: The fiber optic communication line for the Boyd Street traffic signal interconnect system crosses the railroad and requires a conduit under the railroad right-of-way and a new fiber optic license from BNSF Railway Company. The Traffic Control Division has coordinated with the Information Technology Department so this conduit and license accommodate the City's long range plan for a redundant network of communication fiber to all City-owned facilities.

Midstate Traffic Control, as part of their construction project, has applied for the permit to bore the conduit under the BNSF Railway Company right-of-way and will pay all fees associated with this bore as part of their construction fee. These costs will be reimbursed to the contractor through the 100 percent federally funded project. However, the City of Norman, as the owner of the future conduit, is required to sign a license agreement with BNSF Railway Company. This fiber optic license sets forth terms and conditions for the use of the railroad right-of-way at this location. Two of the agreements must be returned to the BNSF Railway Company, through their agent (Jones Lang La Salle Brokerage, Inc.) for full execution. The agreement has been reviewed by staff and approved by the City Attorney.

RECOMMENDATION: Staff recommends approval of Contract K-1617-112 with the BNSF Railway for the Fiber Optic License Agreement required for the crossing of the railroad right-of-way at the Boyd Street railroad crossing and payment of the \$4,822 permit fee to the BNSF Railway Company using fund currently budgeted in Boyd/University Signal, Construction (account 050-9076-431,61-01; project TR0091).