

CITY COUNCIL CONFERENCE MINUTES

July 14, 2009

The City Council of the City of Norman, Cleveland County, State of Oklahoma, met in a conference at 5:20 p.m. in the Municipal Building Multi-Purpose Room on the 14th day of July, 2009, 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 48 hours prior to the beginning of the meeting.

PRESENT: Councilmembers Atkins, Butler, Cubberley, Dillingham, Griffith, Kovach, Quinn, Mayor Rosenthal

ABSENT: Councilmember Ezzell

CHANGE ORDER NO. ONE TO CONTRACT NO. K-0809-117 DECREASING THE CONTRACT AMOUNT BY \$35,000 FOR THE HEADWORKS SCREENING WASHER/COMPACTOR AND VERTICAL CONVEYOR MODIFICATION/RELOCATION PROJECT.

Mr. Mark Daniels, Utilities Engineer, provided an overview of the Headworks Screening Washer/Compactor and Vertical Conveyor Modifications Project. The conveyor moves wastewater screenings, collected from two perforated fine screens, horizontally and then vertically from the headworks area to the screenings washer/compactor where the screenings are washed and compacted prior to discharge to a solid waste container for disposal. The operation of the vertical screenings conveyor has been problematic, especially in the winter, while the horizontal conveyor works well. During peak flow periods with increased quantities of screenings, the vertical conveyor does not keep pace with the screenings discharged from the horizontal conveyor. The vertical conveyor has a sharply angled outlet at its top which tends to clog even though the discharge is assisted by a water spray. This water spray causes fine solids from the screenings to drip onto the motor drive bearings located directly beneath the vertical conveyor and has caused premature bearings failures. Freezing temperatures further hamper the discharge of screenings from the vertical conveyor as it tends to freeze in winter. Over the past several years, staff, with assistance from the manufacturer and design engineer, have replaced the motor bearing gear box several times and attempted to insulate the vertical conveyor to prevent freezing. However, these remedies have not resulted in operations satisfactory to staff.

To resolve the problem, staff proposes to eliminate the vertical screw conveyor and relocate the existing screenings compactor from its current above grade location to the bottom of the headworks structure. CDM, engineer for the project, acknowledged some responsibility for the system's poor performance and has provided engineering design of the system modifications. Both staff and CDM have continued to pressure the vertical conveyor manufacturer to agree to modify the existing washer/compactor equipment and supply the new compactor discharge chute at no cost to the contractor.

Bids were opened on March 5, 2009, and the low bid was received from Urban Contractors, LLC, in the amount of \$75,600. Change Order No. One will reduce the contract by \$35,000 to remove the costs associated with the modifications being made by the manufacturer. The change order will be considered on Council's regular agenda later this evening.

Items submitted for the record

1. Memorandum dated June 16, 2009, from Ralph Arnett, Utilities Superintendent, and Mark Daniels, Utilities Engineer, to Norman Utilities Authority
2. Change Order No. One to Contract No. K-0809-117

CHANGE ORDER NO. ONE TO CONTRACT NO. K-0910-3 INCREASING THE CONTRACT AMOUNT BY \$414,199 TO UTILIZE BUDGETED AMOUNT AS WELL AS ADDITIONAL WORK IN THE CAMPUS CORNER IMPROVEMENTS PROJECT FOR THE FYE 2010 CONCRETE PROJECTS.

Mr. Bob Hanger, City Engineer, provided an overview of the FYE 2010 Concrete Projects, which includes the Alley Repair Program, Citywide Sidewalk Reconstruction Program, Community Neighborhood Improvements Program, Concrete Valley Gutter Program, Driveway Repair Program, Downtown Area Sidewalks and Curbs Program, Drainage Program, Sidewalk Accessibility Program, and the Sidewalk Program for Schools and Arterials. He said bids were opened on June 18, 2009, and the low bid was received from Central Contracting Services in the amount of \$468,200, \$135,960 less than the engineer's estimate and \$137,800 less than the budgeted amount. Change Order No. One will increase the contract to utilize the full budget amount and allow for additional projects to be completed.

The Campus Corner Renovation Project is ahead of schedule and low unit bid prices provide an opportunity to expand the project to include improvements on the east side of Asp Street, scheduled in a future budget year, and still be completed within the same timeframe. Change Order No. One will increase the Campus Corner Renovation Project by \$276,399 and save the City on future mobilization costs and limit the disruption to area businesses.

Council will consider awarding the bid and approving the contract and change order in its regular meeting later this evening.

Items submitted for the record

1. Memorandum dated June 23, 2009, from Doug Danner, Bond Projects Manager, to Honorable Mayor and Councilmembers
2. Change Order No. One to Contract No. K-0910-3
3. Pictures of the Campus Corner Renovation Project

CHANGE ORDER NO. ONE TO CONTRACT NO. K-0910-40 DECREASING THE CONTRACT AMOUNT BY \$83,067 FOR THE MUNICIPAL COURT INTERIM FACILITY PROJECT, PHASE II.

Ms. Ronda Guerrero, Municipal Court Administrator, said bids were opened for the Municipal Court Interim Facility Project on June 5, 2009, and the low bid received from JL Walker Construction, Inc., in the amount of \$415,900 exceeded the budgeted amount. McKinney Partnership Architects, project architect, negotiated with the low bidder and through value engineering reduced the scope of the project by \$83,067 to meet budget constraints. Change Order No. One reduces the number of HVAC units from 3 to 2; removes shelving around copier and scanning stations, the data cabling, bathroom renovations, and the concrete pad beneath the bike rack; and provides for other modifications to the types of materials used.

Council will consider awarding the bid and approving the contract and change order in its regular meeting later this evening.

Items submitted for the record

1. Memorandum dated June 29, 2009, from Ronda Guerrero, Municipal Court Administrator, to Honorable Mayor and Councilmembers
2. Change Order No. One to Contract No. K-0910-40

PRESENTATION OF THE I-35 FRONTAGE ROAD STUDY BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION AND TRAFFIC ENGINEERING CONSULTANTS, INC.

Mr. Shawn O'Leary, Director of Public Works, provided background on the I-35 Frontage Road Study. He said the Oklahoma Department of Transportation (ODOT) I-35 Widening Project provided a unique opportunity to examine possible improvements to the current frontage road system. He said any design decisions made by Council at this point, will affect the Norman community for the next 50 years. He said in 2007, Council was faced with several traffic/transportation issues, i.e., I-35 corridor; University North Park TIF Project; Norman Regional Healthplex west campus on Tecumseh Road; Robinson Street interchange; and Robinson Street congestion. He said the City of Norman sponsored the first study with HNTB, Inc., to look at the public input portion and the economical analysis of what would happen if the traffic pattern was changed. ODOT sponsored the second study, which looked at the technical issues of transportation analysis and modeling. The theory was to bring the two studies together. The first study performed by HNTB was completed in July 2008, and the second study completed by Traffic Engineering Consultants (TEC) was finished in May 2009. Mr. O'Leary said with completion of the second study, City Staff wanted to bring all parties together to present the findings to Council. He introduced Mr. David Streb, Director of Engineering, and Mr. Tim Tegeler, Division Engineer, with ODOT; Mr. Wayne Russell, Vice President, and Mr. Michael Hofener, Traffic Engineer, with TEC; and Mr. Kip Strauss, Traffic Engineer, with HNTB.

Mr. Kip Strauss, P.E., HNTB, Inc., provided a brief overview of the information presented at the last public meeting in July 2008. He said the purpose of the study was to do a thorough evaluation of the trade-offs of different frontage road types. He said this was accomplished through community input, transportation lessons learned, and economic impacts. He said the study also included multiple frontage road configurations, i.e., improved two-way, one-way, and combination one-way and two-way. He said the public involvement component started out with the development of a Frontage Road Task Force with representatives from the local neighborhoods, local businesses, City staff, and Fire and Police. He said the Task Force held two workshops where information was presented and feedback received followed by a public officials briefing in the afternoon and a public meeting in the evening. The first workshop focused on developing the vision and focus for the study to include primary issues of concern with the existing system. Results of the transportation research and economic analysis were presented at the second workshop. An internet survey was released between the two workshops on the City's website and the results of that survey will be included in the final report. Mr. Strauss said a third workshop is planned to include the study prepared by TEC and the final study discussions.

Mr. Strauss said the transportation component looked at the purpose of frontage roads, the land use along the I-35 corridor, emergency access to those along the frontage roads; internet literature review; studied research conducted by the Texas Transportation Institute Research (TTI); and a review of a Thesis study completed at the University of Arkansas on the conversion of Interstate 30 from two-way to one-way. He said TTI research identifies four thresholds to look at when contemplating conversion; accident thresholds, frontage road volume threshold, interchange volume thresholds and peak hour traffic threshold and if two of those categories were met, serious consideration should be given. He said after reviewing data provided by the City, accident thresholds were met in part of the corridor, daily frontage road volume thresholds were met as well as interchange volume thresholds. He said peak hour traffic data was not available at the time, but with the completion of the ODOT study, that data will be available for presentation at the final workshop.

Mr. Angelo Lombardo, City Traffic Engineer, said staff received the ODOT study in April 2009, which was limited to the area between Main Street and Indian Hills Road. He said a hybrid system, a combination of one-way and two-way, was not considered and a no build option was not evaluated, which would allow

staff to establish a background for making recommendations to improve the system. He said there were no recommendations in the study; however, TEC was not asked to provide recommendations as part of the study. He said during the review, staff realized additional analysis is needed to bring the two studies together. Additionally, he said staff has learned that no funds are available through ODOT at this time to fund any improvement to the two-way system or to convert to one way. He described a 2030 two-way alternative for the Robinson Street interchange and said this concept includes three signalized intersections, the combined average delay of 141.3 seconds for Robinson Street traffic during the pm peak hour and northbound movement at Robinson Street and Interstate Drive (east) operates at a level of service F (94.7 seconds average delay during the pm peak hour). 2030 one-way alternative would eliminate two signals to reduce it to one signalized intersection with a combined average delay for Robinson Street traffic during the pm peak hour at 37.3 seconds and all movements at the Robinson Street and Crossroads Boulevard intersection would operate at level of service D or better during the pm peak hour.

Mr. Michael Hofener, Traffic Engineer, TEC, provided an overview of the operational analysis of one-way option and an improved two-way option for the I-35 frontage roads. He said the improved two-way concept included extending the frontage roads continuously from Main Street to Indian Hills Road, improved arterial intersections, and modifications to on and off ramps. The two-way concept would be an improvement from what is there today. Under the one-way concept, the frontage roads would be extended from Main Street to Indian Hills Road, improved arterial intersections, modifications to on and off ramps, reduction of signalized intersections, and Texas U-Turns for convenience. Under the one-way concept, the Texas U-Turns would add to the cost of the project. One-way option advantages include safety, increased capacity, and reduced delay and the disadvantages include cost and added travel distance. Two-way option advantages include existing condition of roadway, lower travel distances, and lower costs and the disadvantages include more points of conflict, higher accident rate, more delays, and less capacity. The estimated cost for the one-way option is \$61 million and enhanced two-way is estimated at \$49.6. Mr. Hofener said the cost estimates are preliminarily based on roadway concepts and do not include right-of-way costs, utility relocations, and other costs that may impact the total costs. Right-of-way and utility relocation costs are anticipated to be higher for the improved two-way alternative.

Mr. Lombardo said additional study is needed to bring the two studies together. To do so, staff proposed a contract with TEC in the amount of \$27,500 to evaluate the no build option; travel times; a Single-Point Urban Interchange (SPUI) at Main Street; provide measures of effectiveness for each alternative; and conduct an assessment of alternatives beyond 2030 to establish reserve capacity on the network. Additional study needed from HNTB will include a traffic study review evaluating the technical soundness of assumptions and conclusions, documenting traffic study conclusions, and arranging stakeholder engagements. The cost for the additional services from HNTB totals \$65,000.

Mr. David Streb, Director of Engineering with ODOT, discussed the SPUI at Main Street proposed by TEC and said unfortunately TEC was well underway with their study when The Benham Group, hired by ODOT, began their environmental impact analysis and Benham is currently studying the area from Main Street south. He said while it is too early to know exactly what type of traffic control will be used at each interchange, it certainly appears to be heading towards a SPUI at Main Street. He said the cost will be incurred at the time it is built so that Texas U-Turns will be a part of ODOT's project when the interchange is built. He said whether the City chooses to have the frontage road as one-way, two-way improved, or no modifications at this time, the Main Street bridge will be wide enough to handle Texas U-Turns if desired. Mayor Rosenthal asked Mr. Streb to respond to the benefits of a SPUI at Main Street and possible solutions for the Robinson Street interchange. He said the SPUI allows more cars to pass through quicker, gives separation from the ramps exiting I-35 and the frontage roads, and is safer for pedestrians and bicycles. However, he said the Robinson Street interchange is very difficult to find a good solution. He said there

has been some discussions regarding the northeast quadrant, but no decisions have been made. Councilmember Quinn reminded Mr. Streb there are problems on the west side of the interstate as well.

Councilmember Quinn said the construction vehicles have caused damage to the frontage roads and asked if they would be repaired. Mr. Streb said could not answer that question, but he would pass the information on to Paul Rachel, Division Engineer for ODOT, as he is overseeing the project.

Councilmembers discussed whether or not to proceed with additional study and expressed concern with spending additional monies for design since ODOT said there would be no funds available for construction. Mayor Rosenthal asked Mr. Streb whether it was known prior to the issuance of the study, there would be no funds for construction. Mr. Streb said ODOT's main focus has been on widening I-35 and there is over \$100 million allocated to the I-35 widening in ODOT's eight year work plan; however, funds are still not adequate to complete all of the improvements on I-35 to include the interchange at Highway 9 westbound. He said improvements are desperately needed at that interchange and the Highway 9 bridge south of the river is crumbling. He said I-35 is the main focus as it carries 80,000 cars per day. Mr. O'Leary said staff feels the study needs to be completed since the City will have to make improvements to the frontage road system if the 55% increase in traffic projections comes true, even if it is one piece at a time. He said without a comprehensive plan that brings all of the work together and sets the roadmap for the City for many years to come, staff feels they would be less prepared to deal with the projects as they come forward. He said the studies in their present condition are somewhat disjointed and as design professionals, it will be difficult to make good decisions. He feels the cost of the additional study is a good investment for the City over time as Council encounters many projects over the next 50 years. Councilmember Kovach asked if the additional study could be done at a future date and Mr. O'Leary said there is no immediate urgency, but there are pending projects, i.e., the University North Park/Robinson ramp project will be needed fairly quickly as well as addressing problems on the west side of I-35 on Robinson Street. Mr. O'Leary said currently, there is approximately \$5 million in proposed transportation improvements in the University North Park Project Plan and approximately half of it is dedicated for improvements at the Robinson Street interchange with the remainder dedicated to improvements on Robinson Street primarily, on the west side of I-35. He said those improvements would be on hold until Council makes a decision on one-way or two-way frontage roads, at least as much as it relates to Robinson Street, and feels without the additional study, Council will not be able to make that determination.

Items submitted for the record

1. PowerPoint presentation entitled, "City of Norman I-35 Frontage Roads Study Update" dated July 14, 2009
2. I-35 Frontage Road Study prepared by Traffic Engineering Consultants (TEC) and HNTB
3. Oklahoma Department of Transportation press release dated July 14, 2009, regarding the I-35 Construction Project

The meeting adjourned at 6:30 p.m.

ATTEST:

City Clerk

Mayor