

# CITY OF NORMAN, OK STAFF REPORT

**MEETING DATE:** 07/26/2022

- **REQUESTER:** Katherine Coffin
- **PRESENTER:** David Riesland, Transportation Engineer

TITLE: CONSIDERATION OF APPROVAL, ACCEPTANCE, REJECTION, AMENDMENT AND/OR POSTPONEMENT OF CONTRACT K-2223-27: A CONTRACT BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND , THE MCKINNEY PARTNERSHIP ARCHITECTS IN THE AMOUNT OF \$40,545 TO PROVIDE ARCHITECTURAL DESIGN SERVICES FOR THE TRAFFIC MANAGEMENT CENTER AND BUDGET APPROPRIATION AS OUTLINED IN THE STAFF REPORT.

## BACKGROUND:

A Traffic Management Center (TMC) is a component of a transportation management system that improves traffic flow and incident response. Many cities throughout the country, including Oklahoma City, Tulsa and Edmond in the state of Oklahoma, have TMC's designed to better manage the flow of traffic on their streets.

TMCs collect information about the transportation network and combine it with other operational and control data to manage the transportation network and to provide information to travelers. TMCs communicate transportation-related information to the media and to the motoring public. It is a place where agencies can coordinate their responses to transportation situations and conditions. The TMC uses closed circuit video equipment, and roadside count stations to enable decision makers to identify and react to an incident in a timely manner based on real-time data.

For the last two decades, the City has been working on the development of an Advanced Traffic Management System (ATMS) and communication network of underground fiber optic cable. There are currently ten closed-loop traffic signal coordinated systems and approximately 60 miles of fiber optic cable in the ground connecting 127 of the City's 156 traffic signals. The remaining 29 signals are stand-alone signals and are not currently part of a coordinated system.

The City utilizes video detection systems as its primary means of detection; however, a few intersections do feature in-pavement loop detectors. Where fiber optic cable is available at a given intersection with video detection, the feeds from these cameras are linked to the offices of the Transportation Engineer in the Municipal Complex and the Traffic Control Division Building located in North Base, using the ATMS software. All of the City's school zone flashers utilize cellular modems to provide communications to and from the office through a wireless

communication system. The City also maintains a number of driver feedback speed limit signs with and without school zone flashing beacons.

The City of Norman has already laid the foundation for the establishment of a TMC with its robust fiber optic communication network, state-of-the-art traffic signal controllers and modern vehicle video detection systems. On April 2, 2019, Norman citizens approved a \$72 million proposition to fund 19 transportation projects, including \$366,000 earmarked for the design of a TMC that will ultimately be constructed using federal transportation funds. On October 22, 2019, the Norman City Council approved Contract K-1920-49 with Stantec Consulting Services, Inc., to prepare the Systems Engineering Analysis needed to qualify for federal funding of the TMC. On May 10, 2022, the Norman City Council approved Amendment No. 1 to Contract K-1920-49 with Stantec Consulting Services, Inc. (Stantec) for the design of a traffic management center that included all technology. The technology will be initially located in Building C of the Municipal Complex which is being designed by The McKinney Partnership Architects (McKinney) for renovation. A portion of the Building C remodel, the existing southwest corner of the building, will house the future Traffic Management Center.

The Federal Fiscal Year 2022 Transportation Improvement Plan includes a \$3 million grant for the City's first TMC. The project achieved a perfect score of 100 in the Association of Central Oklahoma Governments (ACOG) competitive ranking process. Funds for the construction of the TMC must be obligated by the Oklahoma Department of Transportation (ODOT) by October 2022. All of the accumulated funds for the TMC will pay for the modifications to the southwest corner of Building C as well as the equipment and communication network necessary to achieve a fully functioning TMC. While the funds must be obligated by October 2022, the actual construction will not be underway until late winter or early spring of 2023. Construction is expected to take four to six months. Staffing requirements for technicians to occupy the TMC space will be forthcoming in the FYE 2024 budget.

#### DISCUSSION:

With Stantec on board to design the technology that will go into the City's first TMC, there needs to be a corresponding modification to Building C to accommodate the TMC equipment and staff. A rendering of the TMC space in the southwest corner of Building C is attached. McKinney has been working with the City Clerk's Office on the redesign of a number of buildings in the Municipal Complex including Building C. Staff received a proposal from McKinney for the architectural redesign of Building C that will be used for the TMC. The amount of this proposal, which forms the basis of Contract K-2223-27, is \$40,545. The Classen Blvd. Signals (Construction) project was identified as a source of funds for the architectural design of the TMC. The current balance in the Classen Blvd. Signals Construction account is \$50,000. There is currently no activity on this portion of Classen Boulevard between State Highway 9 and Cedar Lane Road on the part of ODOT. In the event that activity picks-up in the future, funds exist in the form of traffic impact fees to cover any short-term construction needs. The following table illustrates the funds recommended to be re-allocated (transferred):

Losing Account					Gaining Account				
Description	Project #	Org	Object	Transfer Amount	Description	Project #	Org	Object	Transfer Amount
Classen Blvd. Signals	TR0057	50590076	46101	-\$40,545.00	Traffic Management	TR0124	50590689	46201	+\$40,545.00

		Center Study-		
		Design		

#### **RECOMMENDATION NO. 1:**

Staff recommends approval of Contract K-2223-27 with The McKinney Partnership Architects in the amount of \$40,545, for the architectural services associated with the design of a new Traffic Management Center.

## **RECOMMENDATION NO. 2:**

Staff recommends the transfer of \$40,545 from the Classen Boulevard Signals Project (TR0057 / 50590076-46101) to Traffic Management Center Study Project (TR0124 / 50590689-46201).