

**CONTRACTING COMMITTEE**  
**OF**  
**COMPLETE OUR STREETS TASK FORCE**

**RECOMMENDATIONS**

**COMMITTEE MEMBERS:      ART COUCH, SHARON KING DAVIS, GENE HARRIS, BOB KUHN, BILL JONES, TOM SNYDER**

- **3<sup>RD</sup> Penny Tax – The City MUST return to the original intent of the 3<sup>rd</sup> Penny Sales Tax when it was conceived over 25 years ago; which is 100% of monies devoted to infrastructure only.**
- **Whatever action is taken for the streets ..Build and Think long term. The City must identify and establish funding sources for proper maintenance programs for the City streets. This will extend the life of the streets... For asphalt: Routine and preventive maintenance strategies including crack sealing, patching and surface seals every 2 to 5 years. Rehabilitation should include milling, patching and overlay performed on a 8 to 10 year cycle. For concrete: Routine and preventive maintenance strategies should include cleaning, sawing and sealing joints and minor patching every 7 to 10 years. Rehabilitation maintenance should include crack and joint sealing, patching and panel replacement every 12-15 years.**
- **Subject to engineering,the selection of pavement, asphalt or concrete for arterial streets must be based on solid engineering principles, environmental conditions and projected traffic use. The materials utilized must be of high quality. Initial cost should not be the only factor in the selection of a pavement section.**
- **Recommend that stormwater, wastewater and water resources and infrastructure support the design, construction and maintenance of the utilities and that the Public Works coordinate these efforts through the planning, design, construction and maintenance of the street system.**
- **Prioritize street needs based on the City as a whole.**
- **Further enhance Quality Assurance and Quality Control (QA/QC) during the construction of steets and transportation corridors. QA/QC must be adequately funded as part of the construction program for both in-house and consultant inspection. This includes not only staffing, but proper training, equipment and resources.**
- **Utilize and share information/data with Tulsa County and ODOT and other agencies to enhance the City’s construction phase QA/QC services**

## **PRECONSTRUCTION**

- **All contractors used by the City should be certified by accrediting associations and to the latest standards. This subcommittee fully endorses the use of the pre-qualification and certification standards used by the City of Tulsa. Accreditation opportunities should be investigated to enhance the quality of contractors doing work for the City of Tulsa. We also strongly urge the continuing practice of the use of local contractors.**
- **Require accountability on the specifications as to the location of ALL utilities. If it was mandatory that all utilities be accurately located in the specifications for each project, the construction process could be smoother with fewer disruptions and delays for utility relocation. Make it a requirement from the engineer that each utility is listed & with the location or a note stating “no accurate info”. If construction begins and must be stopped due to inaccurate information then the City of Tulsa should be diligent about reviewing and filing against the engineering firms errors and omissions insurance.**
- **All contract specifications and technical provisions need to be reviewed to adequately define accountability and shared risk for the owner, contractor, engineer, and/or other parties in the event of errors. If all risk is shifted to the contractor, the City will realize increases in construction bids.**
- **All engineering specifications should be standardized.**
- **The City should research and review franchise and utility agreements to ensure that accountability is defined for utility infrastructure inaccurately located, missed or relocated in error. City Legal Department should research the ability and feasibility to require errors and omission insurance for the utility companies. The inclusion of mandatory location of critical utilities during the design phase would result in smoother and fewer disruptions in the construction phase. This would directly translate in less risk of delays or costly utility breaks that adversely affect the traveling public. The City must not reduce its current requirements for insurance and bonding and be diligent in pursuing claims against insurance companies and sureties.**
- **Implement LEAN principles into the street construction process to help reduce construction timelines and enhance on time completion. Encourage early finishes by the contractor by offering bonuses on all contracts for early finish.**
- **Due to the fact that Tulsa lies in a weather area of strong winds, ice storms, tornadoes and torrential summer rain storms, Tulsa should implement a policy that on all widenings or new construction of streets, the utilities will be buried.**

## **CONSTRUCTION**

- **City should investigate the permitting process and insure an efficient, streamlined process.**
- **The City must continue current utility coordination efforts and enhance the utility coordination efforts in the pre-construction phase to minimize utility**

conflicts in the construction phase. The City must endeavor to make the utility company's crews and contractors build the relocation projects in accordance with the road construction documents. There must be pre and post utility construction survey requirements and checks made. This subcommittee noted that all funds and time expended during the pre construction phase in regards to utilities is an investment and directly results in time and money savings during construction.

- Include a City website that traces the timeline of a project so citizens can easily assess the information on each project. This saves time of phone calls and keeps the citizens informed.
- If engineering, utility locations and specifications are required to be more specific and accurate, there should be fewer change orders. Change orders that do occur should not be required to have City Council approval. They should be approved by the Public Works Department and reviewed by City Council, if necessary. Delays in approval of Change Orders is costly.

#### **A SEPARATE AUTHORITY**

City streets should not be involved in the political process or influenced by any elected officials. In order to efficiently and expeditiously handle the need for the next few years of "catch up" on Tulsa's streets, we recommend the establishment of a Infrastructure/Transportation Authority. This authority would establish a very detailed and aggressive plan of arterial street widening, construction, milling and overlay and a co-ordinated effort with neighborhoods for the residential streets. The authority should undertake a significant project for the City every as often as possible. It is recommended that the City establish an assessment district plan for neighborhoods that are desiring very specific street needs for their particular neighborhood.

#### **FINAL COMMENTS**

The citizens of Tulsa must pass a \$1.6 billion bond package to bring this City's streets to acceptable standards as well as implement an ongoing source of revenue to insure that our streets do not get neglected and fall into an administrations agenda of neglect.

Finally.....**MAINTENANCE, MAINTENANCE, MAINTENANCE.** These are absolutely the key words that must be funded adopted by this City in order for us to move forward on good constructed and maintained streets.