



CITY OF NORMAN, OK STAFF REPORT

MEETING DATE: 3/10/2026

REQUESTER: Tim Miles, City Engineer

PRESENTER: Scott Sturtz, Public Works Director

ITEM TITLE: CONSIDERATION OF APPROVAL, REJECTION, AMENDMENT, AND/OR POSTPONEMENT OF CONTRACT K-2526-156: BY AND BETWEEN THE CITY OF NORMAN, OKLAHOMA, AND OKLAHOMA TURNPIKE AUTHORITY (OTA), IN THE AMOUNT OF \$2,200,000 FOR THE CONSTRUCTION OF 36TH AVENUE NW PHASE 2 PROJECT FROM 700 FEET NORTH FRANKLIN ROAD TO INDIAN HILLS ROAD AND RELATING TO THE EAST-WEST CONNECTOR AND ASSOCIATED MAINTENANCE AND ACCESS AGREEMENTS, AND BUDGET APPROPRIATION AS OUTLINED IN THE STAFF REPORT. (WARD 3)

BACKGROUND:

The Oklahoma Turnpike Authority (OTA) is currently constructing the East-West Connector (EWC) turnpike across the north side of Norman. From west to east, the alignment generally follows along the Indian Hills Road corridor until 84th Avenue NE, where the future turnpike will turn northeasterly for several miles before connecting to the existing Kickapoo Turnpike and Interstate 40.

With large transportation projects, impacts to local infrastructure are common and will typically require one or more agreements to formalize the responsibilities for all entities involved. This occurred recently with the modifications to Interstate 35 by the Oklahoma Department of Transportation (ODOT) when the latest expansion occurred through Norman where additional lanes were added and various interchanges were improved. With the EWC, specifically the sections from I-35 Interchange to the west, the OTA contacted City staff regarding potential agreements for the 36th Avenue NW corridor and water system impacts and relocations. City staff from multiple departments have been working closely together on two separate agreements with OTA that you will consider tonight.

On August 28, 2012, the citizens of Norman voted in favor of a Bond Issue to finance the local share of eight transportation/stormwater improvement projects. One of the eight 2012 bond projects is the 36th Avenue Northwest Bond Project between Tecumseh Road and Indian Hills Road. Tonight's agenda item for your consideration is an agreement with OTA to construct the 36th Avenue NW Phase 2 Bond Project from north of Franklin Road to Indian Hills Road. Please see the attached location map showing the Phase 2 project boundaries.

Proposed improvements for the 36th Avenue NW Phase 2 Bond Project include:

1. Widen the roadway from two lanes to four lanes
2. Interconnect all traffic signals between Tecumseh Road and Indian Hills Road
3. Storm water improvements
4. Continuous sidewalks along the west side of 36th Avenue NW with a 10-foot wide multiuse trail on the east side

DISCUSSION:

The drainage area for the 36th Avenue NW Phase 2 project generally extends north of Indian Hills Road about a half mile near the Moore City Limits and west about a mile to 48th Avenue NW. All of the 36th Avenue NW Phase 2 Project stormwater runoff drains to a Tributary of Little River that crosses 36th Avenue NW approximately 700 feet north of Franklin Road. Since OTA's future East-West Connector parallels Indian Hills Road, their turnpike project will now need to intercept a large amount of the stormwater drainage area of the above-mentioned Phase 2 Project. As a result, OTA intends to collect the stormwater north of Indian Hills Road and transport it southward along 36th Avenue NW in an underground reinforced concrete box (RCB) storm sewer system until it can be released into the Tributary to Little River. This is the same location as the stormwater travels today via open ditches. This drainage area was also accounted for in the 36th Avenue NW Bond Project with a similar RCB structure.

OTA's design consultants evaluated various options for the actual storm sewer alignment. They determined that there was not enough room within existing right-of-way on 36th Avenue NW to install their own RCB storm sewer system, which left OTA two options including:

- Purchase additional right-of-way east of 36th Avenue NW and install their storm sewer within that easement
- Enter into an agreement with the City of Norman to construct a common RCB storm sewer system under the west side of 36th Avenue NW that would handle the stormwater runoff for both the City and OTA.

After several weeks of discussion and negotiations between OTA and City staff in conjunction with their design consultants, OTA determined that its best course of action would be to construct a common storm sewer system within existing 36th Avenue NW right-of-way. However, a portion of this new RCB is located under existing 36th Avenue NW pavement, which would require reconstruction of 36th Avenue NW roadway. This realization created an opportunity for the City and OTA to streamline construction schedules and impact on surrounding residents and communities by coordinating the completion of Phase 2 of 36th Avenue NW cooperatively with the OTA's EWC construction. Such agreements can be reached between governmental entities for purposes of accomplishing mutual benefit.

Tonight's agenda item consists of an Agreement Between Oklahoma Turnpike Authority and City of Norman ("Agreement"). Pursuant to the Agreement, the OTA shall bid and construct the entire 36th Avenue NW Phase 2 Bond Project from just north of Franklin Road to Indian Hills Road, where the project will tie into the future OTA turnpike. Phase 2 of the 36th Ave Bond project has an estimated construction cost of approximately \$16.0 million dollars. By coordinating efforts with the OTA pursuant to this agreement, the City's payment responsibility

is reduced to \$2.2 million dollars, or 13.75%, of the construction cost. In reaching this agreement on cost split, the OTA considered previously expended project costs incurred by the City for design, right-of-way acquisition and utility relocation totaling \$2,680,479 as additional project participation. The remainder of costs associated with the construction of Phase 2 of 36th Ave NW, as well as the entirety of costs associated with the EWC, are attributed to OTA per the Agreement. Please refer to Paragraph C(2), Table A in the Agreement for the detailed cost breakdown. Additionally, the Agreement addresses matters of access and maintenance responsibility for reconstructed City roads. Following construction by the OTA, the City will be responsible for future maintenance of this segment of 36th Avenue NW, as it is today. With City Council approval of this contract, OTA intends to bid this project this fall (2026) with construction starting in late 2026. City staff estimate that this project will take approximately 9 months to complete.

Funding for this project is proposed to come from two sources. \$200,000 is proposed to come from the 2012 Transportation Bond 36th Avenue NW Project Construction Account (Project BP0197, Account No. 50595552-46101). The remaining \$2,000,000 will come from the 2019 Transportation Bond Indian Hills Road and I-35 Interchange Match Funds Project Construction Account (Project BP0430, Account No. 50594019-46101). These \$2,000,000 in funds were set aside as seed money to expedite a new interchange at I-35/Indian Hills Road intersection. Since OTA is reconstructing this interchange as a part of the EWC, the City will pay the \$2,000,000 to OTA toward this interchange project and in turn, OTA will credit the City \$2,000,000 towards the City's 36th Avenue NW Phase 2 participation. Bond funds have not been deposited in this interchange project account yet, so an appropriation of \$2,000,000 in funds from the Capital Fund Balance – 2019 General Obligation Bonds (Account No. 50-29000) to the 2019 Transportation Bond Indian Hills Road and I-35 Interchange Match Funds Project Construction Account (Project BP0430, Account No. 50594019-46101) is necessary as a part of this agenda item.

RECOMMENDATION No. 1:

Staff recommends an appropriation of \$2,000,000 in funds from the Capital Fund Balance – 2019 General Obligation Bonds (Account No. 50-29000) to the 2019 Transportation Bond Indian Hills Road and I-35 Interchange Match Funds Project Construction Account (Project BP0430, Account No. 50594019-46101)

RECOMMENDATION No. 2:

Staff further recommends approval of Contract K-2526-156 with OTA for the construction of Phase 2 of the 36th Avenue NW Bond Project in conjunction with the OTA's EWC construction, in the amount of \$2,200,000.