

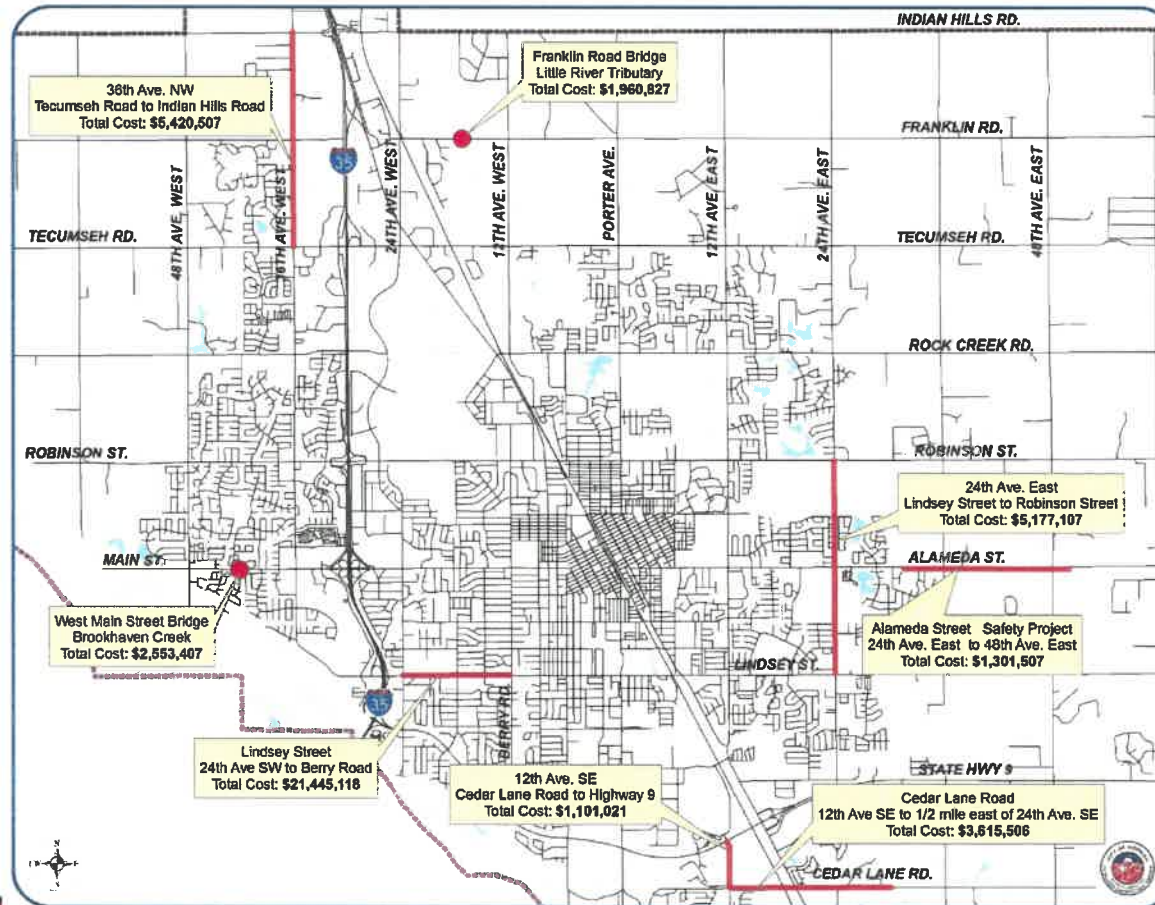
East Alameda Street Bond Project: Update

**Community Planning & Transportation
Committee**

August 25, 2022



2012 Transportation Bond Program



**Combined Storm Water/Transportation Improvements
General Obligation Bond Project (FFY 2013-2017)
Cost Reduction with Federal Funding**

Storm Drainage and Street Widening Projects	City Project Cost		
	Without Federal Funding	With Federal Funding	Federal Share
W. Main Street Bridge	\$ 4,138,407	\$ 2,553,407	\$ 1,585,000
Lindsey St.: 24 th SW to Berry*	**32,945,118	**21,445,118	*11,500,000
Franklin Road Bridge	4,520,827	1,960,827	2,560,000
Sub-Total	\$ 41,604,352	\$ 25,959,352	\$ 15,645,000

Street Widening Projects	Without Federal Funding	With Federal Funding	Federal Share
Cedar Lane-12 th SE to ½ mi. 24 th Ave	\$ 9,846,786	\$ 3,615,506	\$ 6,231,280
12 th SE- Cedar Lane - Hwy 9	3,181,021	1,101,021	2,080,000
24 th Ave SE - Lindsey - Robinson	13,007,507	5,177,107	7,830,400
36 th NW - Tecumseh - Indian Hills	16,920,507	5,420,507	*11,500,000
East Alameda Street Project	4,942,507	1,301,507	3,641,000
Sub-Total	\$ 47,898,328	\$ 16,615,648	\$ 31,282,680
GRAND TOTAL	\$ 89,502,680	\$ 42,575,000	\$ 46,927,680
		(48%)	(52%)

* Leveraging of federal funds is limited for this project due to its high costs. The maximum City of Norman ACOG funding per year is \$11.5 million.


** This cost includes \$4,345,000 for storm water projects north of Lindsey Street along McGee Avenue and Wylie Road. It is a non-participating cost and must be paid 100% by the City of Norman.



POTENTIAL CONSTRUCTION SCHEDULE

2012 Transportation / Storm Water Bond Projects

2013	2014	2015	2016	2017	2018
Cedar Lane Road	Main Street Bridge over Brookhaven Creek	12th Avenue SE	Lindsey Street	24th Avenue East	36th Avenue NW
	Franklin Road Bridge over Little River	Alameda Street			
\$3,615,506	\$4,514,234	\$2,402,528	\$21,445,118	\$5,177,107	\$5,420,507



East Alameda Street Location Map

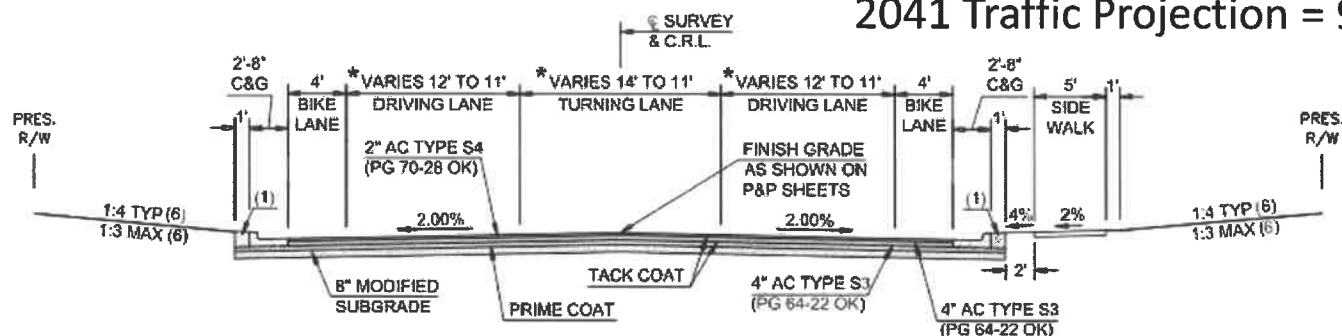


East Alameda Street Proposed Improvements

Urban Section

2021 Traffic Count = 6,800 vpd

2041 Traffic Projection = 9,520 vpd



TYPICAL SECTION NO. 2
STA. 18+91.47 TO STA. 41+38.28
* STA. 18+91.47 TO STA. 20+00.00

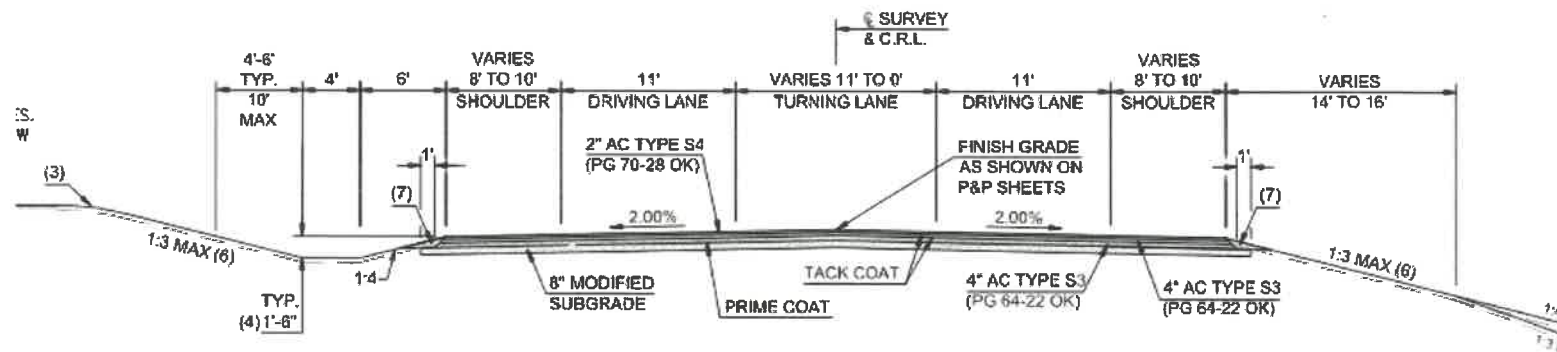
- 3-Lane Reconstructed Roadway
- On-Street Bike Lanes
- Curb and Gutter
- Sidewalk on the south side
- Storm Pipeline System
- New Waterline
- \$2,171,000 Construction Cost

Other

- New Left-Turn Lanes on Alameda Street at 36th Ave. East and 48th Ave. Ea

East Alameda Street Proposed Improvements

Rural Section



TYPICAL SECTION NO. 4
C.R.L. STA. 44+06.89 TO STA. 45+86.88 ALAMEDA STREET

- 2-Lane Reconstructed Roadway
- 10-Foot Wide Paved Shoulders
- New Driveway Culverts
- Storm Water Improvements
- \$1,445,911 Construction Cost

Other

- New Left-Turn Lanes on Alameda Street at 36th Ave. East and 48th Ave. East

East Alameda Street Bond Project Finances

Budget Overview:

2012 Bond Funds:	\$1,301,507
2016-2021 Streets Maintenance Bond Surplus:	\$2,452,000 *
2021-2026 Street Maintenance Bond:	<u>\$216,480 **</u>
Total:	\$3,969,987

* Approved by City Council on 1/25/2022

** Voter Approved for East Alameda Street

Project Cost Savings = \$972,000

Key Cost-Saving Elements:

- City Paving Crew on Rural Portion
- No sidewalk- north side
- 3-Lane Roadway
- No right-of-way acquisition
- Limited utility relocation



East Alameda Street Construction Schedule

Urban Section

- October 2022-Complete from Ridge Lake Blvd. to the intersection at 36th Avenue SE
- November 2022-Close 36th Avenue SE and complete the intersection

Rural Section

- May 2023-Complete rural section from 36th Avenue SE through the intersection at 48th Avenue SE

Note

- Underground AT&T utilities continue to cause delays



Current Project Status

August 2022



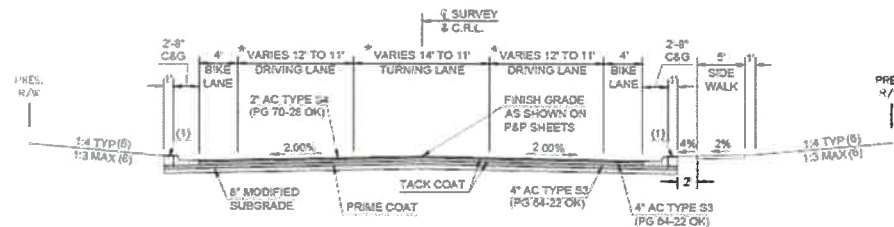
Urban Project- Roadway Profile Established

August 2022



Rural Project- Installed Driveway Culverts Throughout Project

Alameda Street Urban Typical Section



Urban Project 3-Lane with Bike Lanes Justification

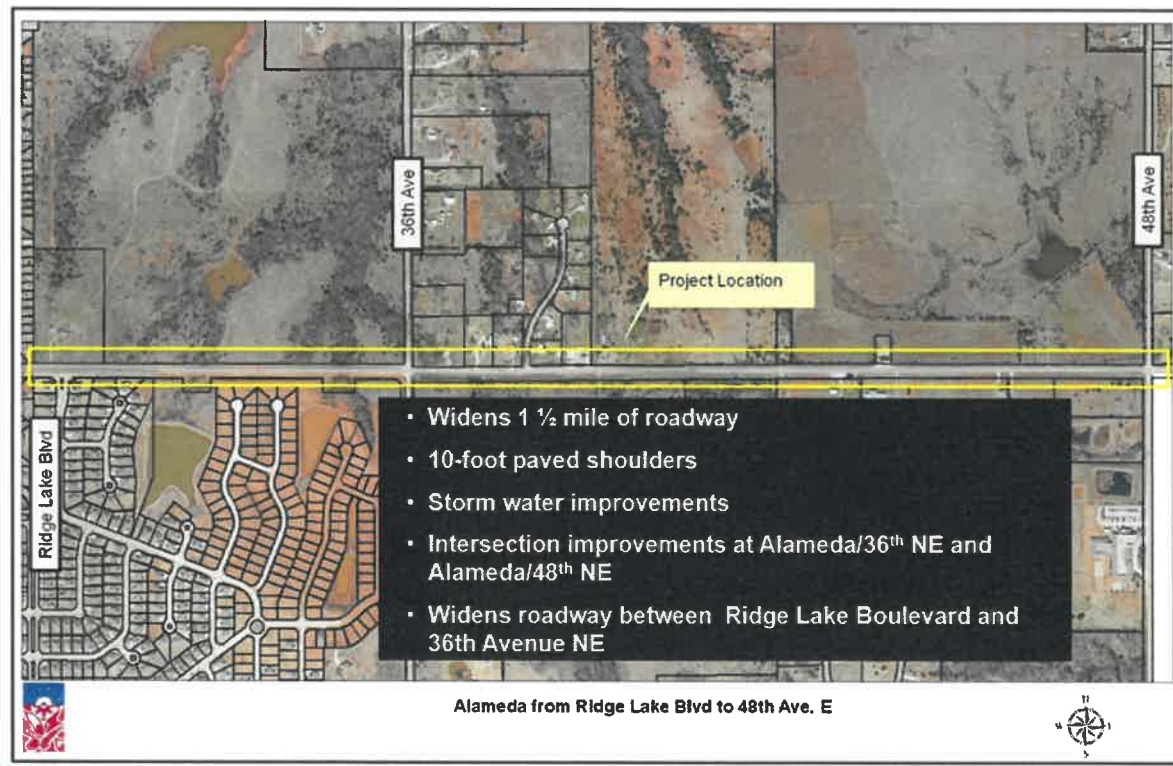
- Lane Configuration not part of 2012 Bond Program Distribution Materials
- Lane Configuration not part of 2012 Bond Ballot Ordinance
- Consistent with Norman Comprehensive Transportation Plan
- No potential drives on the south side

4-Lane and 5-Lane Options Evaluated During Design

- Not warranted based on traffic projections
- Not enough right-of-way for 5-lane
- No federal fund received so land and construction costs were factor

2012 Bond Program-Public Information

East Alameda Street Project



2012 Bond Program-Public Information

East Alameda Street Project



Alameda Street Ballot Ordinance

SPECIAL ELECTION PROCLAMATION AND NOTICE

Under and by virtue of Section 27 of Article X, of the Oklahoma Constitution and the Statutes of the State of Oklahoma, and Acts complementary, supplementary, and enacted pursuant thereto, and Ordinance No. O-1112-35 dated April 24, 2012, authorizing the calling of an election on the proposition hereinafter set forth, I, the undersigned Mayor of The City of Norman, Oklahoma, hereby call a special election and give notice thereof to be held in The City of Norman, Oklahoma, on the 28th day of August, 2012, for the purpose of submitting to the registered, qualified voters in said City the following proposition:

PROPOSITION NO. 1

"SHALL THE CITY OF NORMAN, STATE OF OKLAHOMA, INCUR AN INDEBTEDNESS BY ISSUING ITS BONDS IN THE SUM OF FORTY-TWO MILLION FIVE HUNDRED SEVENTY FIVE THOUSAND DOLLARS (\$42,575,000.00) TO PROVIDE FUNDS FOR THE PURPOSE OF WIDENING STREETS AND BRIDGES, AND CONSTRUCTING RELATED DRAINAGE AND OTHER IMPROVEMENTS IN CONNECTION WITH SAID STREETS AND BRIDGES IN THE CITY OF NORMAN, OKLAHOMA; AND LEVY AND COLLECT AN ANNUAL TAX, IN ADDITION TO ALL OTHER TAXES, UPON ALL THE TAXABLE PROPERTY IN SAID CITY SUFFICIENT TO PAY THE INTEREST ON SAID BONDS AS IT FALLS DUE, AND ALSO TO CONSTITUTE A SINKING FUND FOR THE PAYMENT OF THE PRINCIPAL THEREOF WHEN DUE, SAID BONDS TO BEAR INTEREST AT NOT TO EXCEED THE RATE OF TEN PERCENTUM (10%) PER ANNUM, PAYABLE SEMI-ANNUALLY AND TO BECOME DUE SERIALY WITHIN TWENTY (20) YEARS FROM THEIR DATE?"

FOR THE ABOVE PROPOSITION

AGAINST THE ABOVE PROPOSITION

DESCRIPTION OF PROJECTS AND USE OF PROCEEDS

(Proposition No. 1)

The street and bridge widening projects, together with the related drainage and other improvements, all represent improvements to streets and bridges in The City of Norman, Oklahoma, including but not limited to those streets, and bridges listed below. Related improvements could include, but not by way of limitation, easement acquisition, utility relocation, new curb and gutter and driveway approaches, signalization, striping, and landscaping. The costs of the projects are based on engineering estimates, with engineering to be completed as the bonds are issued and with the improvements to be made as needed. Said projects may be accomplished through participation with other governmental agencies and

others, and may be accomplished in phases. The specific projects for which at least seventy percent (70%) of the proceeds of the aforesaid bonds shall be expended and the dollar amount of each such project shall be as follows:

West Main Street Bridge at Brookhaven Creek (located on Main Street West of 36 th Avenue West)	\$2,540,000
Franklin Road Bridge at Little River (located on Franklin Road between 12 th Avenue Northwest and 24 th Avenue Northwest)	\$1,940,000
Cedar Lane from 12 th Avenue Southeast to one half mile east of 24 th Avenue Southeast	\$3,610,000
12 th Avenue Southeast from Cedar Lane to State Highway 9	\$1,075,000
24 th Avenue East from Lindsey Street to Robinson Street	\$5,200,000
36 th Avenue Northwest from Tecumseh Road to Indian Hills Road	\$5,450,000
Alameda Street from 24 th Avenue East to 48 th Avenue East	\$1,290,000
Lindsey Street from 24 th Avenue Southwest to Berry Road (the project will address drainage problems on Lindsey Street as well as drainage problems that impact McGee Avenue and Wylie Road in the vicinity of Lindsey Street)	\$21,470,000
TOTAL:	\$42,575,000

That only the registered, qualified voters of The City of Norman, Oklahoma, may vote upon the proposition as above set forth.

The polls shall be opened at 7:00 o'clock a.m. and shall remain open continuously until and be closed at 7:00 o'clock p.m.

Such election shall be conducted by those precinct officers designated by the County Election Board of Cleveland County, Oklahoma, which officers shall also act as counters and certify the results in the case of regular elections and certify the results thereof as required by law.

The number and location of the polling places and the names of the persons who shall conduct said election shall be provided by the County Election Board of Cleveland County, Oklahoma.

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WITNESS my hand as Mayor of The City of Norman, Oklahoma and the Seal of said City affixed hereon this 24th day of April, 2012.



Cindy S. Rose
Mayor

ATTEST:

Brenda Hall
City Clerk

Alameda Street Lane Configuration

- 2014 Norman Comprehensive Transportation Plan recommended Alameda Street as road diet candidate

Bicyclist and Pedestrian Facilities Master Plan

Summary of Key Bicyclist and Pedestrian Plan Features

Based on feedback received from the CVC subcommittee on pedestrian, bicycle and streetscape, from OU Students, and from the Norman BAC, the bicycle facilities master plan was developed, as depicted in Figure 3.7. Key features of the plan include:

- Extension of the Legacy Trail to provide a loop around Max Westheimer Airport, including a grade separation over Robinson Street;
- Bike lanes along Lindsey Street from Elm Avenue to 24th Avenue W, connecting to the sidepaths along each side of the Lindsey crossing over I-35 to Ed Noble Parkway. Extend a trail west of Ed Noble Parkway along the north and south side of Lindsey/36th Avenue W, to Westernview/Willowbend, with a trail continuation westward to connect to 48th Avenue W;
- Bike lanes along Ed Noble Parkway from Lindsey Street to Main Street;
- Bike lanes along Main Street from Cherry Creek to 48th Avenue W, and along 48th Avenue W, from Main Street to north of Indian Hills Road;
- Sidepaths along both sides of Rock Creek Road from Flood Avenue to 24th Avenue E;
- Bike lanes on University Boulevard from Boyd Street to Apache Street, sharrows along Apache Street from University Boulevard to Webster Avenue, and bike lanes along Webster Avenue from Duffy Street to north of Gray Street;
- Reduce the Main Street and Gray Street one-way pair west of Porter Avenue from three lanes to two lanes, creating a buffer space between the rightmost travel lane and the parking area, with bulb-outs at the corners. This treatment will provide for shorter crossing distance for pedestrians, easier backing maneuvers for parked vehicles, and a usable roadway edge for on-street bicyclists.
- Conversion of Main Street and Gray Street, between Porter Avenue and the roundabout, from two way streets to a one-way street pair (Main Street east bound and Gray Street west bound) providing one travel lane, one parking lane/buffer lane, and one bike lane on each street;
- Widening of Acres Street to provide bike lanes from Berry Road to Porter Avenue;
- Future shoulder bike lanes on all principal and minor rural arterial roadways;
- Extension of Main Street east of 12th Avenue E as a multi-use path to tie to the local street network and extend to 24th Avenue E.
- Future multi-use trail along Robinson Street from 24th Avenue E to Lake Thunderbird Trail system, (along potential Waterline Trail from Parks Department Trails Master Plan);
- 12th Avenue E sidepaths from Tecumseh Road to Lindsey Street and along Lindsey Street from 12th Avenue E to Classen Boulevard, with a crossing of the railroad to tie to the sidepaths at OU.
- Potential road diets on some streets to introduce bike lanes:
 - Rock Creek Road between 48th Avenue W, and Grandview Avenue
 - W. Main Street between 48th Avenue W, and 36th Avenue W;
 - Alameda Street between Classen and 36th Avenue E, dependent upon the intensity of future development in the Alameda corridor and resultant future traffic volumes.
 - Rock Creek Road between 36th Avenue W, and 24th Avenue W., dependent upon the intensity of future development west of 36th Avenue W, and upon the courses of action taken to enhance access to and from I-35 north of Robinson Street.
 - Rock Creek Road between 12th Avenue W, and 12th Avenue E, dependent upon the intensity of future development in the Rock Creek Road corridor.
 - 60th Avenue W., Tecumseh Road to Indian Hills Road (currently programmed for widening from 2 lanes to 4 lanes, stripe new pavement for three lanes with bike lanes.)

Alameda Street





Questions?

