



# City of Norman, OK

Municipal Building Council  
Chambers  
201 West Gray Street  
Norman, OK 73069

## Text File

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Title

**RESOLUTION NO. R-1213-69:** A RESOLUTION OF THE COUNCIL OF THE CITY OF NORMAN, OKLAHOMA, REQUESTING FEDERAL SURFACE TRANSPORTATION URBANIZED AREA FUNDS (STP/UZA) FOR THE MCGEE DRIVE SIDEWALK PROJECT FOR 100% OF THE CONSTRUCTION COST.

Body

**BACKGROUND:** The 2012 - Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation funding bill allocates approximately \$21 Million in Federal funds per year for the implementation of eligible transportation improvements in the Oklahoma City metropolitan area. Ten percent of this appropriation is used to fund safety projects at 100% of their construction cost.

Every year, the Association of Central Oklahoma Governments (ACOG) coordinates a regional evaluation process that identifies transportation improvements eligible for federal funding. Individual projects are rated and compared to one another using a pre-established criterion. The process ends with the formulation of the region's transportation improvement program and the decision to use federal funds to pay for a significant portion of the cost of the higher priority projects.

**DISCUSSION:** On December 15, 2012, staff will submit nine projects for consideration in the formulation of ACOG's Two-Year Transportation Improvement Program update. One of the requirements for project consideration is that interested cities submit programming resolutions for each individual project. In years past, Council has adopted resolutions for seven of the nine projects.

The specific projects by federal fiscal year are:

Federal Fiscal Year 2014 (Total Federal Funds Requested - \$11,847,535)

**12th Avenue SE, from Cedar Lane Road to State Highway 9 (Bond Project)**

The project will widen 12th Avenue SE, between Cedar Lane Road and State Highway 9, from the current two-lane roadway to a four-lane curb and gutter roadway with bicycle lanes, including intersection and traffic signal improvements at the State Highway 9 intersection. Estimated federal funds - \$2,163,200

**Franklin Road Bridge over Little River (Bond Project)**

The project replaces the existing bridge structure over Little River and reconstructs approximately 1,000 feet of roadway on either side of the bridge. Estimated Federal Funds - \$1,960,827

**Main Street over Brookhaven Creek (Bond Project)**

The project replaces the existing bridge structure over Brookhaven Creek, reconstructs approximately 1,000 feet of roadway on either side of the bridge and stabilizes 2,000 feet of downstream channel. Estimated Federal Funds - \$2,422,508

**Alameda Street, from Ridge Lake Boulevard to 48th Avenue NE (Bond Project)**

The project widens Alameda Street, between Ridge Lake Boulevard and 36th Avenue East, from the current two-lane roadway to a four-lane curb and gutter roadway, improves the intersection of Alameda Street and 36th Avenue East with the addition of dedicated turn lanes, and adds paved shoulders on Alameda Street, between 36th Avenue East and 48th Avenue East, along with an overlay of the pavement. Estimated Federal Funds - \$3,641,000

**Pavement Overlays on Lindsey Street (between Berry Road and Jenkins Avenue),** Constitution Street (between Jenkins Avenue and Classen Boulevard), Imhoff Road (between Classen Boulevard and 24th Avenue SE) and Alameda Street (between 48th Avenue East and 60th Avenue East).

The project provides new pavement overlays and striping on four separate roadway segments eligible for federal funding. Estimated Federal Funds - \$960,000

**New Traffic Signal at the intersection of Alameda Street and Findlay Avenue (100% Safety)**

The project provides a new traffic signal at the intersection of Alameda Street and Findlay Avenue and interconnects all the signals on Alameda Street between Classen Boulevard and 12th Avenue East. Estimated Federal Funds - \$200,000

**Pavement Markings on Functionally Classified Roadways (100% Safety)**

This project provides new thermoplastic and multi-polymer pavement markings along several miles of functionally classified roadways in the City. This will be the third project in Norman that uses federal funds for this type of maintenance activity. This funding source will continue to help offset the demands placed on the City's operating budget as they relate to the ever expanding system of roadways that requires the application of pavement markings. Estimated Federal Funds - \$300,000 (for 100% of the construction cost as a safety improvement project).

**McGee Drive Sidewalk Improvement (between State Highway 9 and Cherry Stone Street) (100% Sidewalk)**

The project adds missing segments of sidewalks along McGee Drive, between State Highway 9 and Lindsey Street, providing continuous sidewalks from the neighborhood south of State Highway 9 all the way to the Boyd Street intersection, along both sides of McGee Drive. Estimated Federal Funds - \$200,000 (for 100% of the construction cost as a sidewalk improvement project).

**Federal Fiscal Year 2015 - (Total Federal Funds Requested - \$11,500,000)**

**Lindsey Street, from 24th Avenue SW to east of Berry Road (Bond Project)**

This project widens Lindsey Street and provides a five-lane urban arterial roadway with curb and gutter, storm drainage collection system, modified traffic signal at the Lindsey Street and McGee Drive intersection, modified traffic signal at the Lindsey Street and Berry Road intersection and sidewalks. The estimated construction cost of \$21,450,000 (including storm water drainage improvements) will be funded with federal funds (50%) and City funds (50%). Estimated Federal Funds - \$11,500,000

Two of the projects in the Federal Fiscal Year 2014 list (the McGee Drive Sidewalk and the Pavement Marking on Functionally Classified Roadways) have not been programmed by the Oklahoma Department of Transportation. In order for this to happen and for these projects to be considered for funding, City Council needs to adopt the corresponding programming resolutions. In these resolutions, the City agrees to the terms and conditions of a federally funded project by stating its willingness to assume the responsibility for the preparation of engineering plans, the purchase of any additional right-of-way, the relocation of public utilities and funding of the local share of the construction cost, which is 0% for safety and sidewalk improvement projects.

**STAFF RECOMMENDATION:** Staff recommends approval of resolutions No. R-1213-68 (for the Pavement Marking Project along Roadway Segments on the Federal Functionally Classified System) and R-1213-69 (for the McGee Drive Sidewalk Project) requesting Federal Surface Transportation (STP/UZA) funds for 100% of the construction cost.