

**CEDAR LANE ROAD**  
**Public Information Meeting**  
City of Norman Council Chambers  
January 7, 2013  
6:00 p.m.

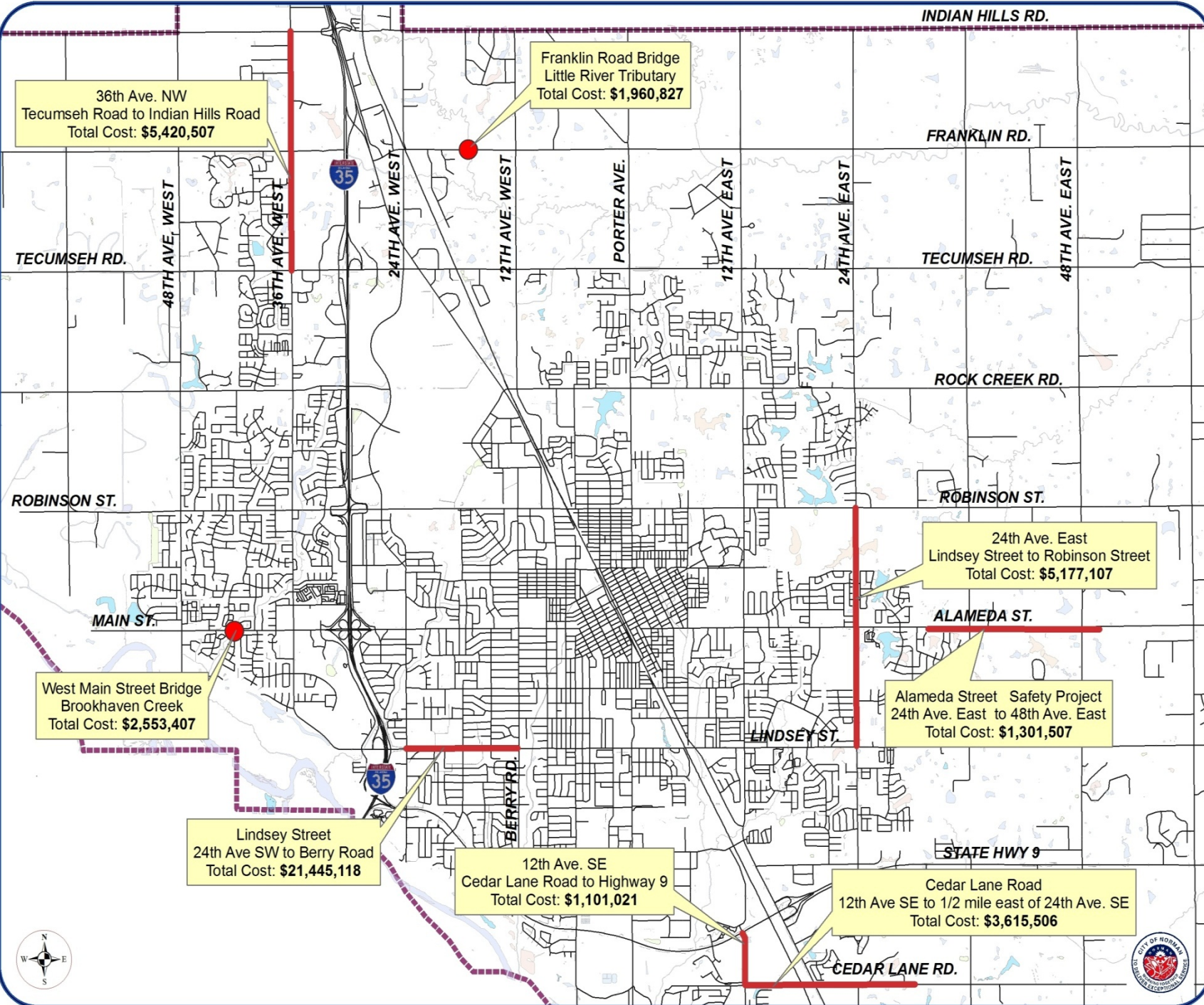


Presented by:

Shawn O'Leary, Director of Public Works

Josh Risley, Cardinal Engineering





36th Ave. NW  
 Tecumseh Road to Indian Hills Road  
 Total Cost: **\$5,420,507**

Franklin Road Bridge  
 Little River Tributary  
 Total Cost: **\$1,960,827**

West Main Street Bridge  
 Brookhaven Creek  
 Total Cost: **\$2,553,407**

Lindsey Street  
 24th Ave SW to Berry Road  
 Total Cost: **\$21,445,118**

12th Ave. SE  
 Cedar Lane Road to Highway 9  
 Total Cost: **\$1,101,021**

24th Ave. East  
 Lindsey Street to Robinson Street  
 Total Cost: **\$5,177,107**

Alameda Street Safety Project  
 24th Ave. East to 48th Ave. East  
 Total Cost: **\$1,301,507**

Cedar Lane Road  
 12th Ave SE to 1/2 mile east of 24th Ave. SE  
 Total Cost: **\$3,615,506**



CARDINAL  
 ENGINEERING

**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		Federal Share
	Without Federal Funding	With Federal Funding	
W. Main Street Bridge	\$ 4,138,407	\$ 2,553,407	\$ 1,585,000
Lindsey St.: 24 <sup>th</sup> 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 <sup>th</sup> SE to ½ mi. 24 <sup>th</sup> Ave	\$ 9,846,786	\$ 3,615,506	\$ 6,231,280
12 <sup>th</sup> SE- Cedar Lane - Hwy 9	3,181,021	1,101,021	2,080,000
24 <sup>th</sup> Ave SE - Lindsey - Robinson	13,007,507	5,177,107	7,830,400
36 <sup>th</sup> 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 (48%)	\$ 46,927,680 (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.



# Cedar Lane Road Project

- Environmental Study
- Why are we doing this project?
- Preliminary Project Design
- Land Acquisition Process



# Environmental Study

- National Environmental Policy Act
- Decision Making Process





# Cedar Lane Environmental Assessment

## *The Roadway Improvement Process*

- Establish Project within ODOT
- Complete Environmental Process
- Final Design
- Acquire Right-of-Way
- Relocate Utilities
- Construct Project





# Why are we doing this project?

- This project is one of the eight 2012 Bond Projects
- Infrastructure Deficiency (Poor Pavement)
- Inadequate Capacity (Increase from 2 to 4 lane)
- 2025 Land Use and Transportation Plan – Cedar Lane Road designated as a Urban Principal Arterial (4 lanes with curb and gutter plus exclusive turn lanes at major intersections)
- Increased Development



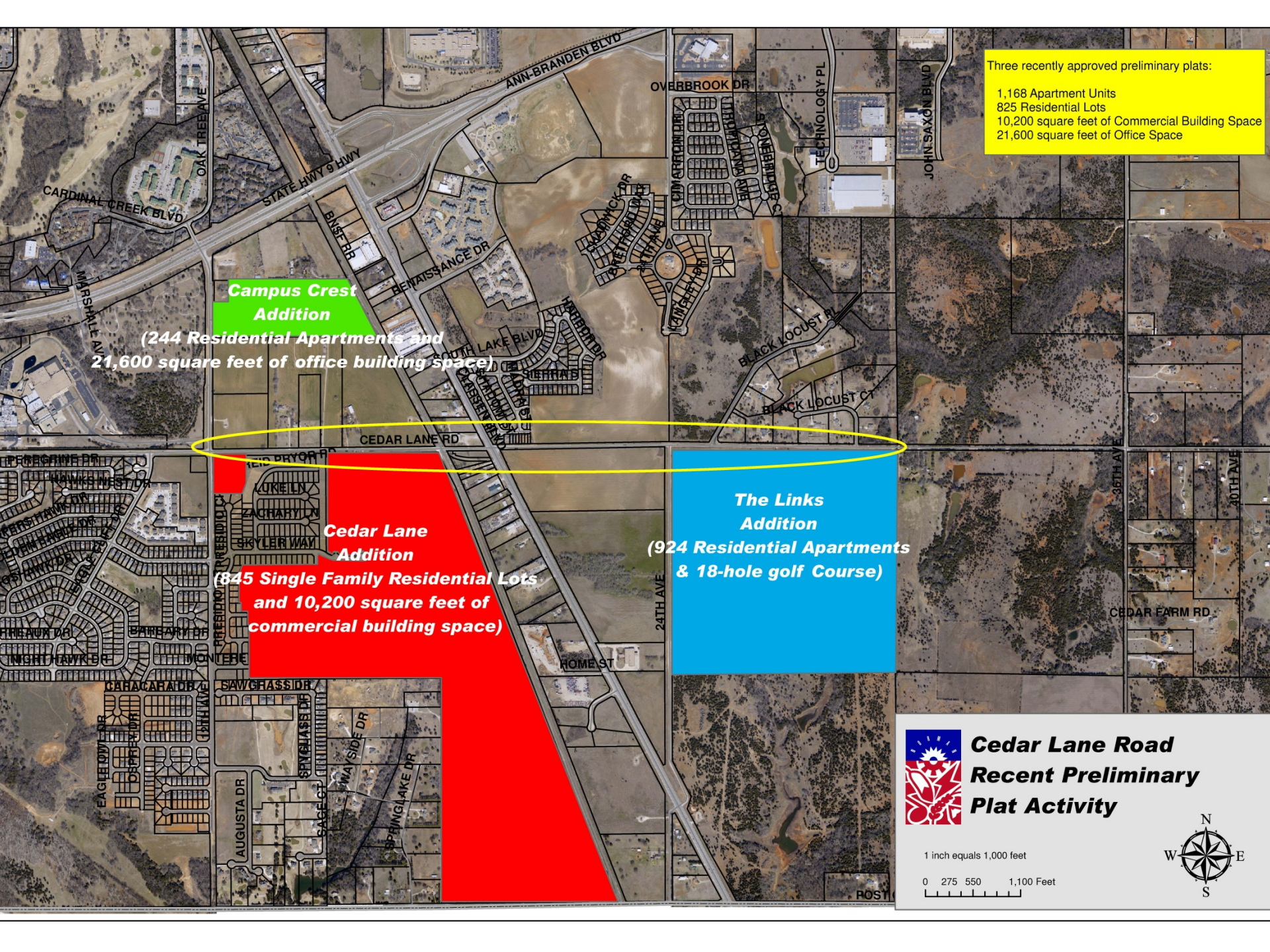
Three recently approved preliminary plats:

- 1,168 Apartment Units
- 825 Residential Lots
- 10,200 square feet of Commercial Building Space
- 21,600 square feet of Office Space

**Campus Crest Addition**  
*(244 Residential Apartments and 21,600 square feet of office building space)*

**Cedar Lane Addition**  
*(845 Single Family Residential Lots and 10,200 square feet of commercial building space)*

**The Links Addition**  
*(924 Residential Apartments & 18-hole golf Course)*



**Cedar Lane Road  
Recent Preliminary  
Plat Activity**

1 inch equals 1,000 feet  
0 275 550 1,100 Feet



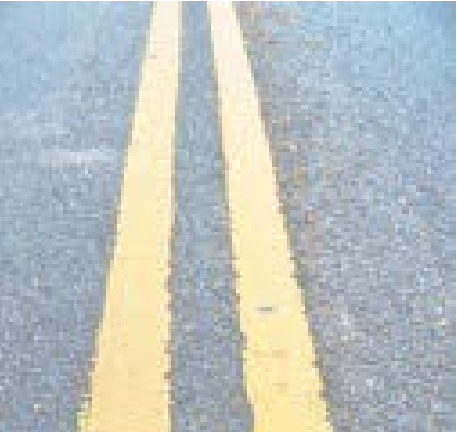




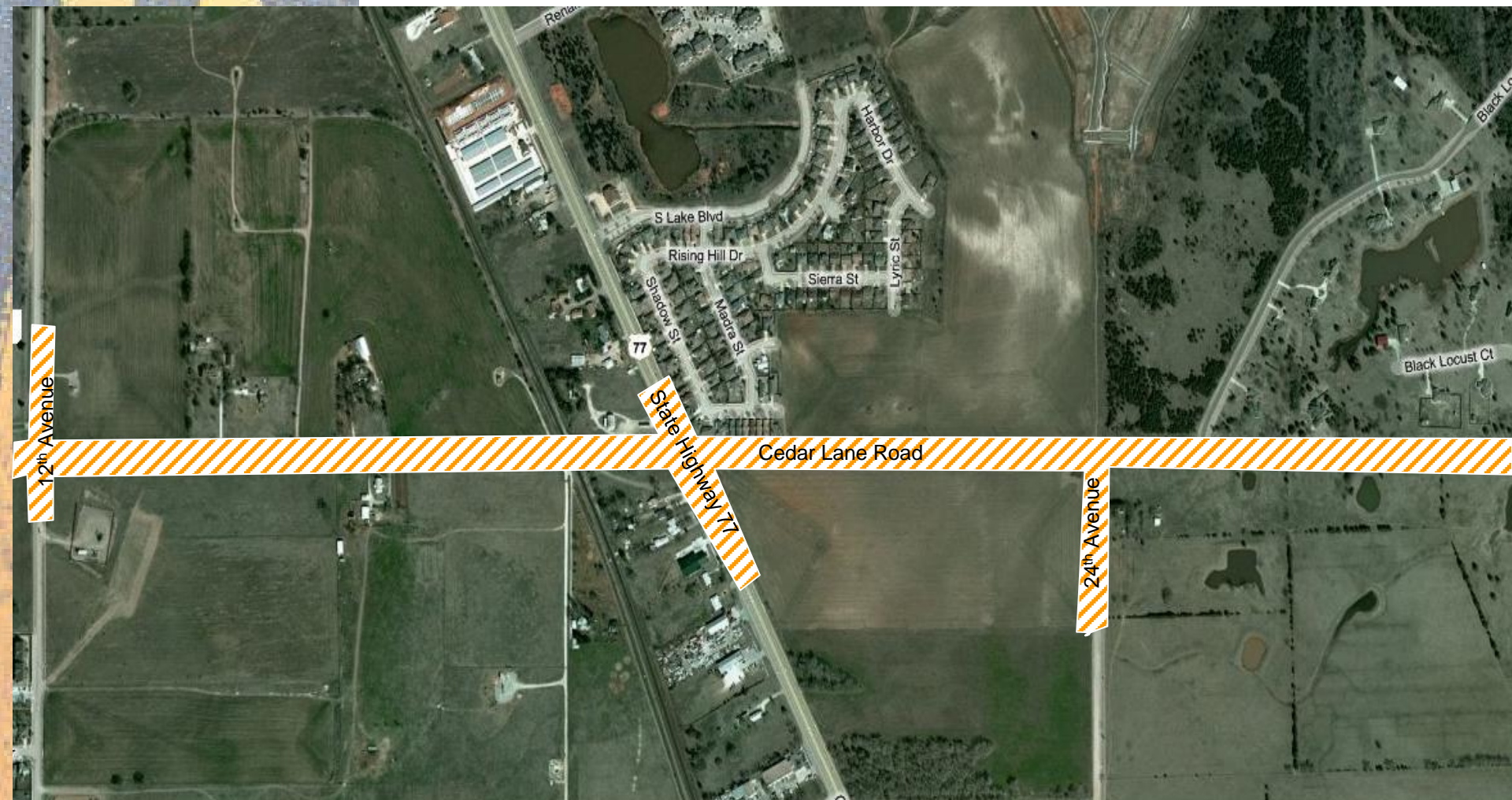
# Cedar Lane Road Project

- Current Average Daily Traffic Volume – 5,384 Vehicles per Day (2011)
- Projected Average Daily Traffic Volume - ~ 20,420 Vehicles per Day (2031)





# Project Area



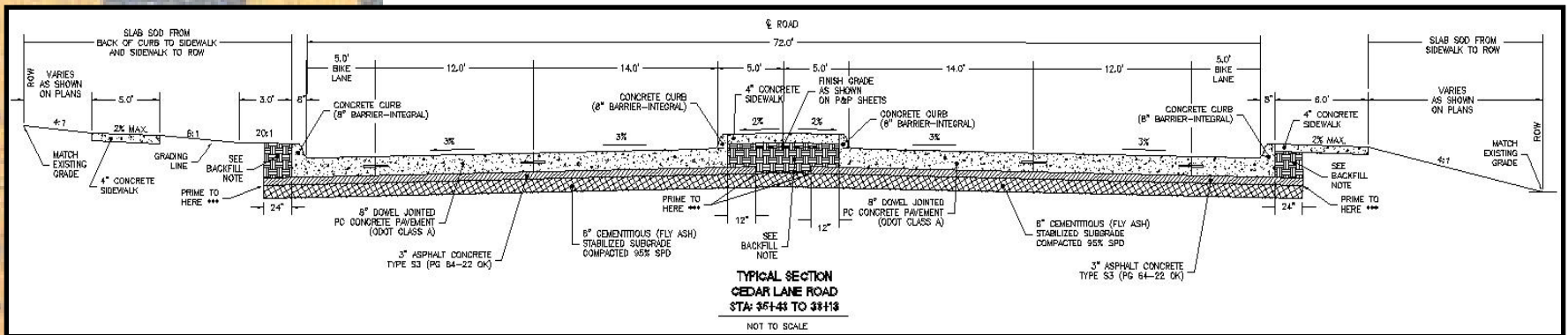
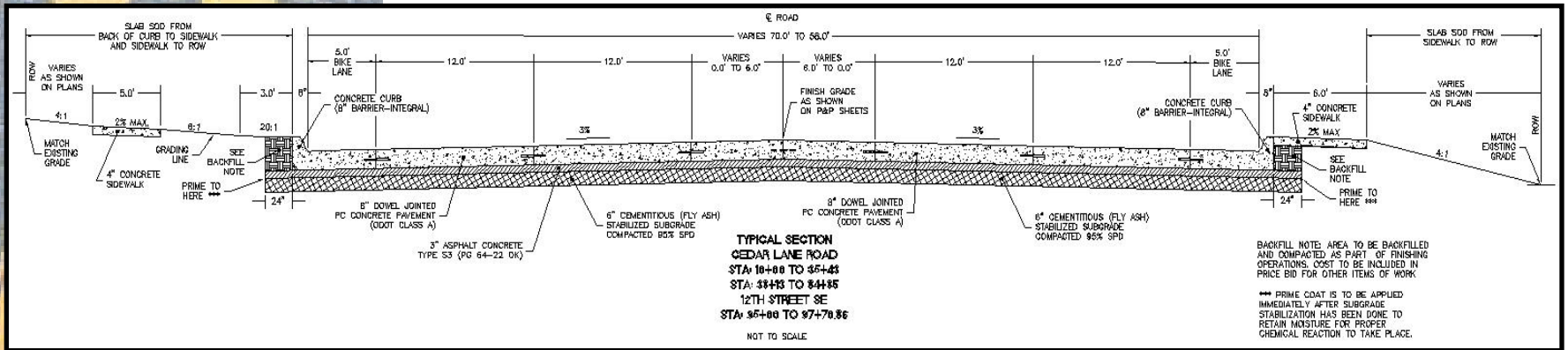


# Design Objectives

- Design Speed = 45mph
- Horizontal Alignment
  - Maintain centerline along existing section line where economically appropriate
- Vertical Alignment
  - New construction will improve storm water drainage (minimize roadside ditches)
- Add bicycle lanes and pedestrian sidewalks
- Improve railroad crossing and add a median for future quiet zone.
- Add signalization at 12<sup>th</sup> Ave and Cedar Lane
- Modify signalization at Classen and Cedar Lane



# Preliminary Proposed Design



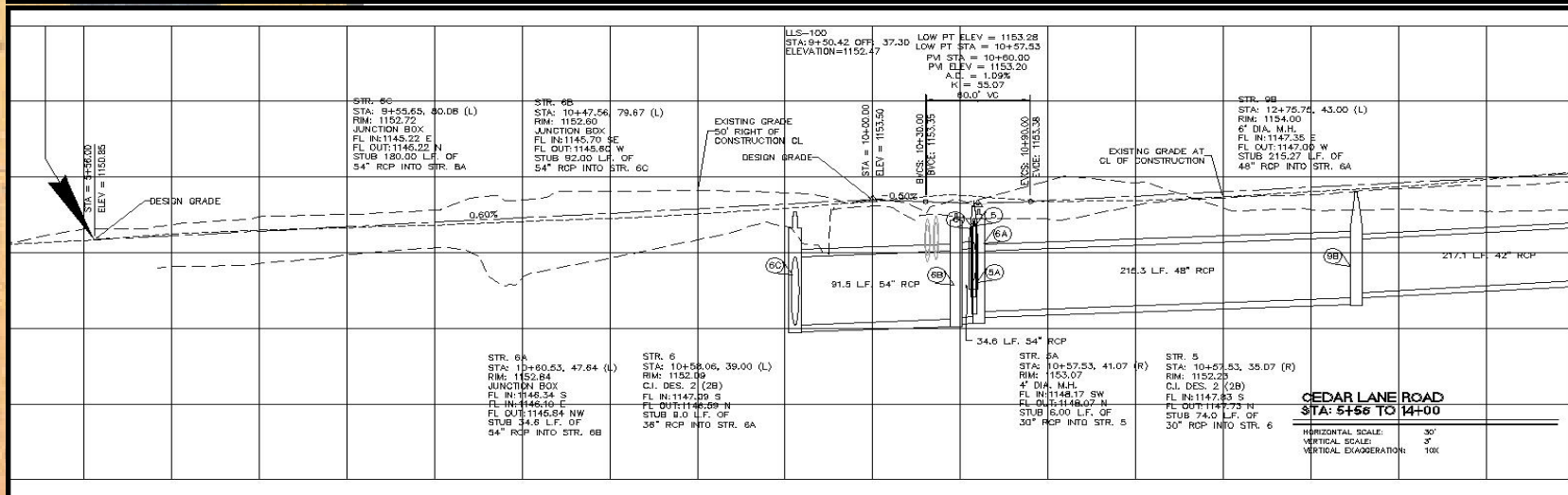
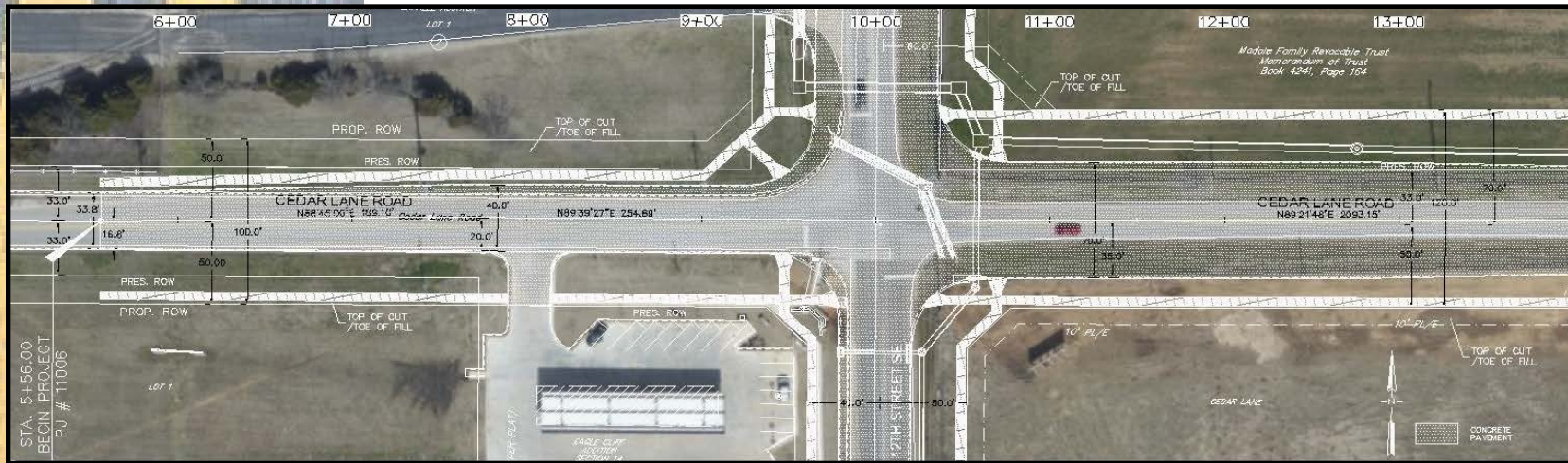
# Project Description



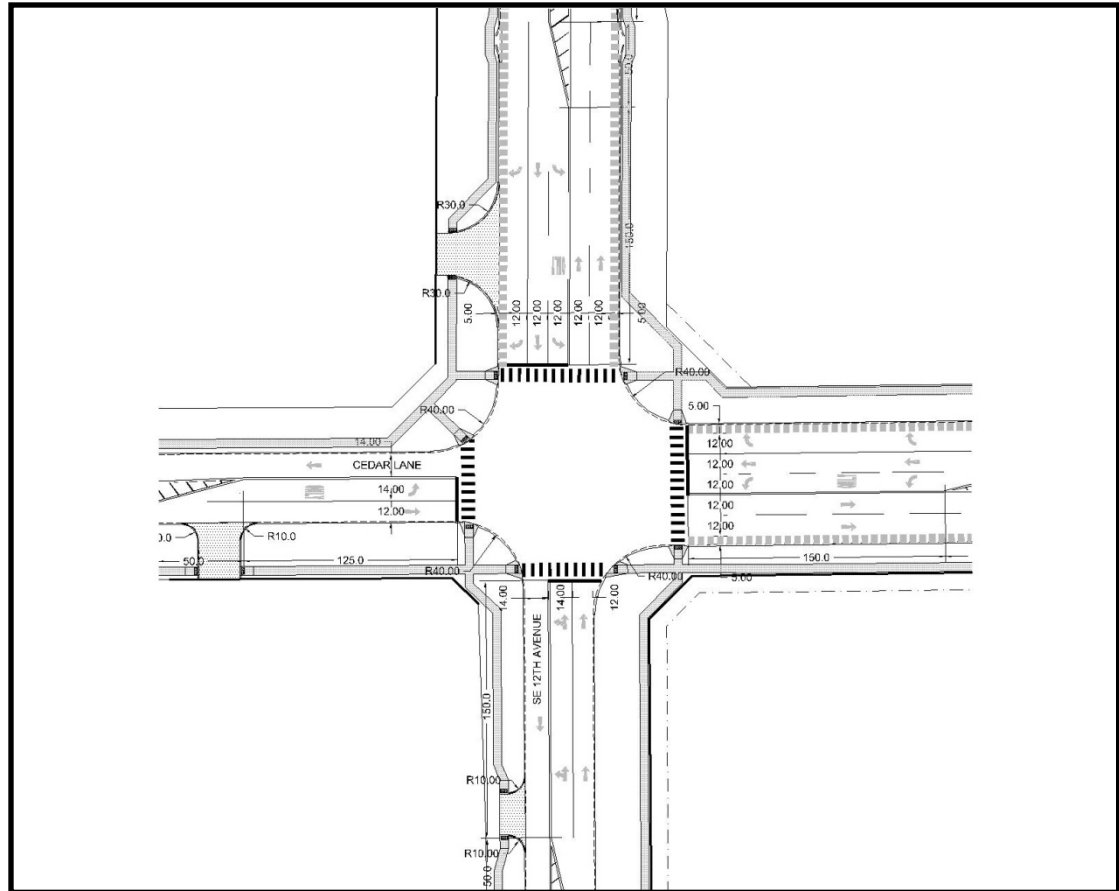
**Four Lane Concrete Pavement on Cedar Lane  
Beginning West of the Intersection of 12<sup>th</sup> Ave to  
Black Locust Ct**



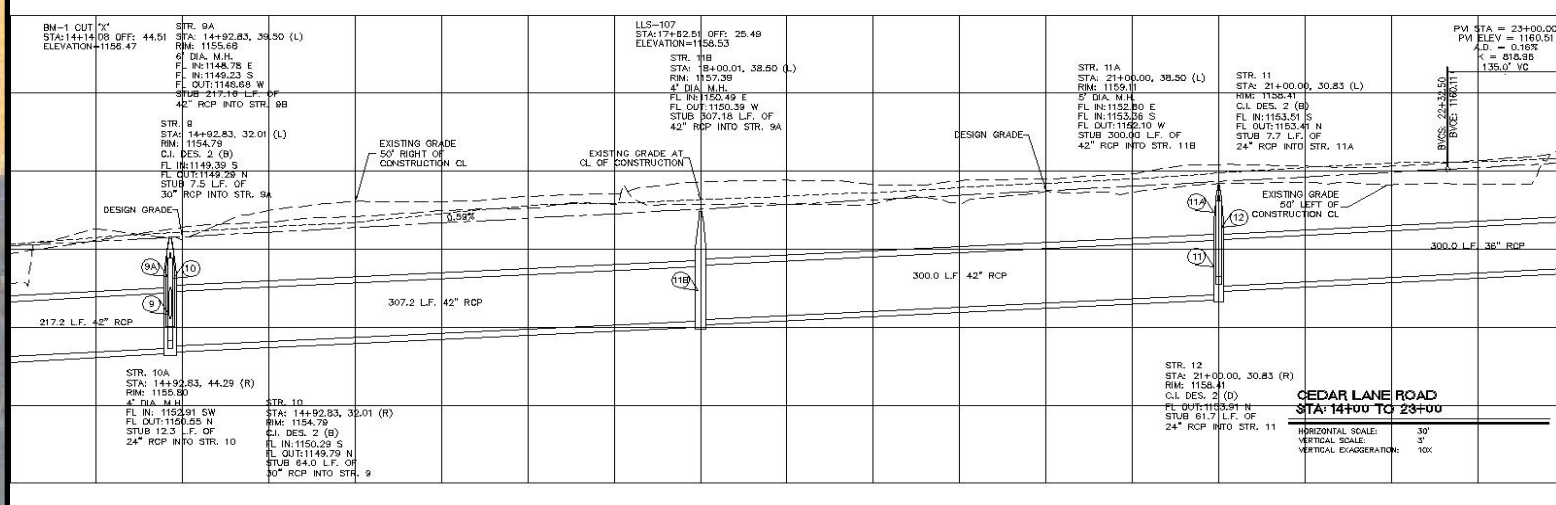
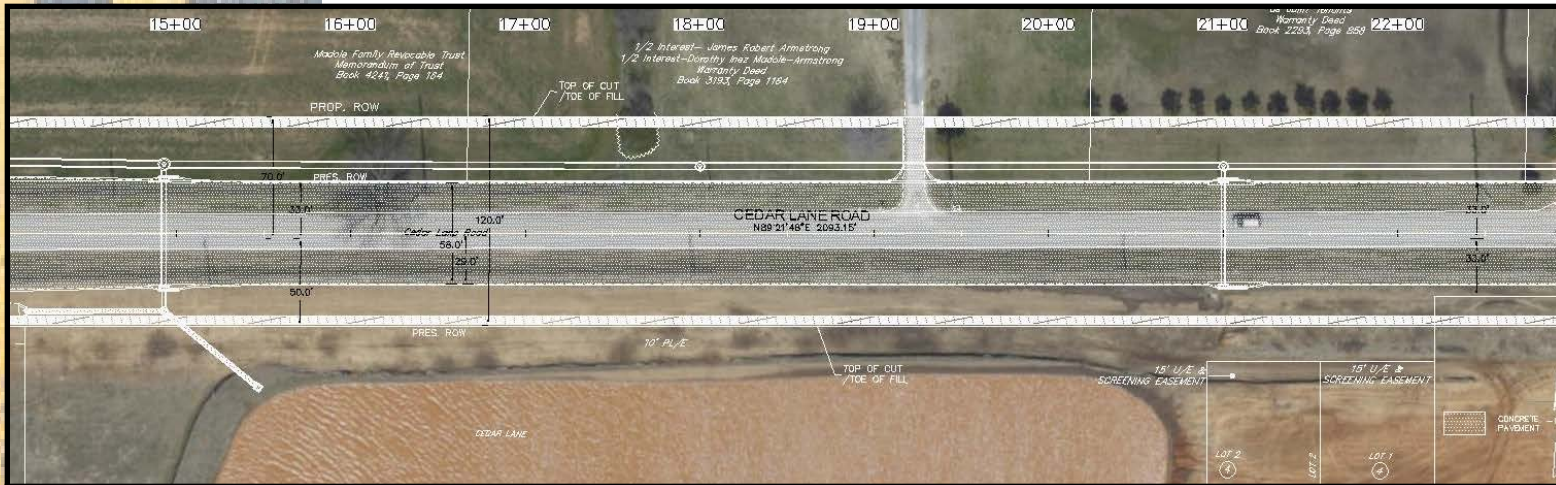
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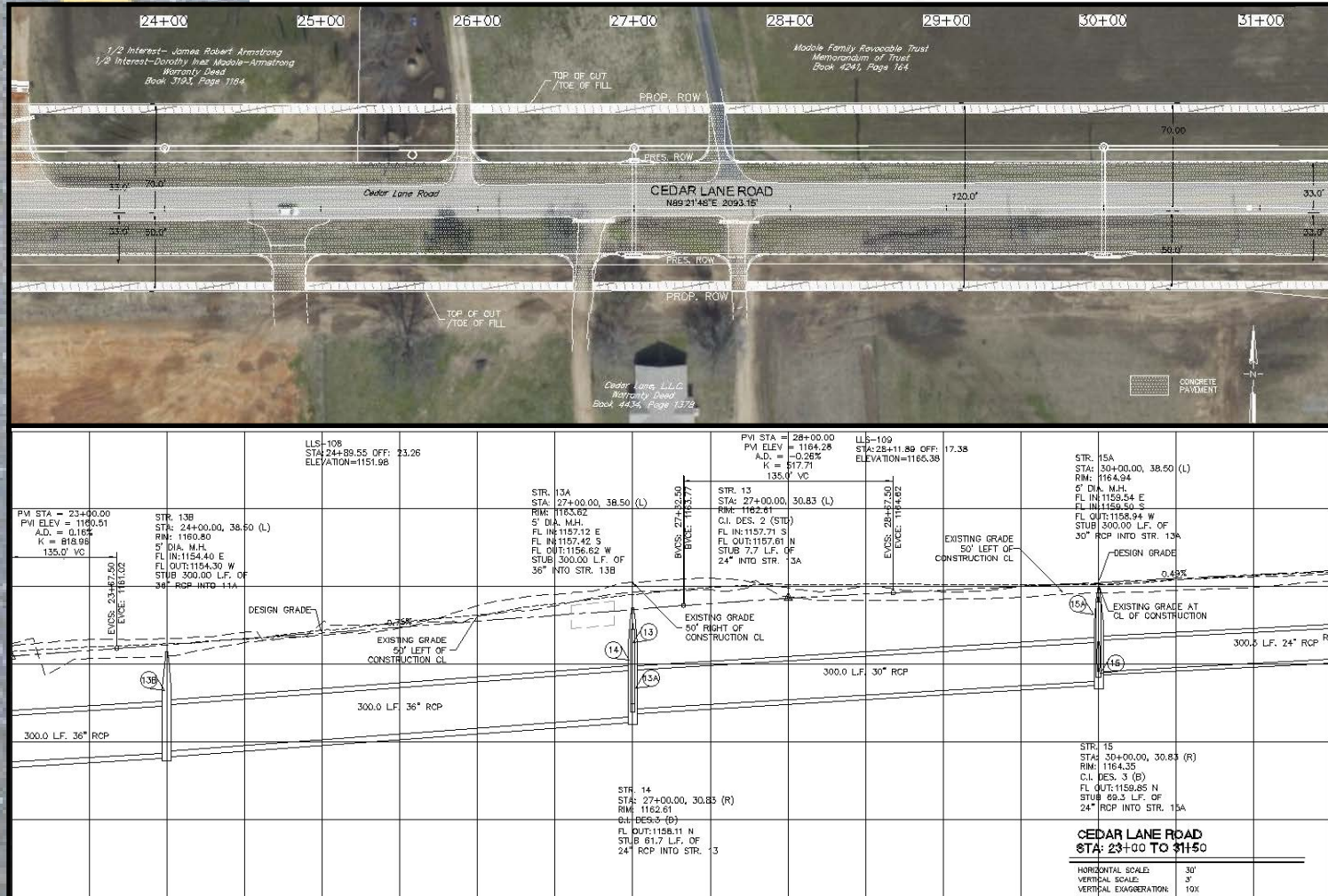


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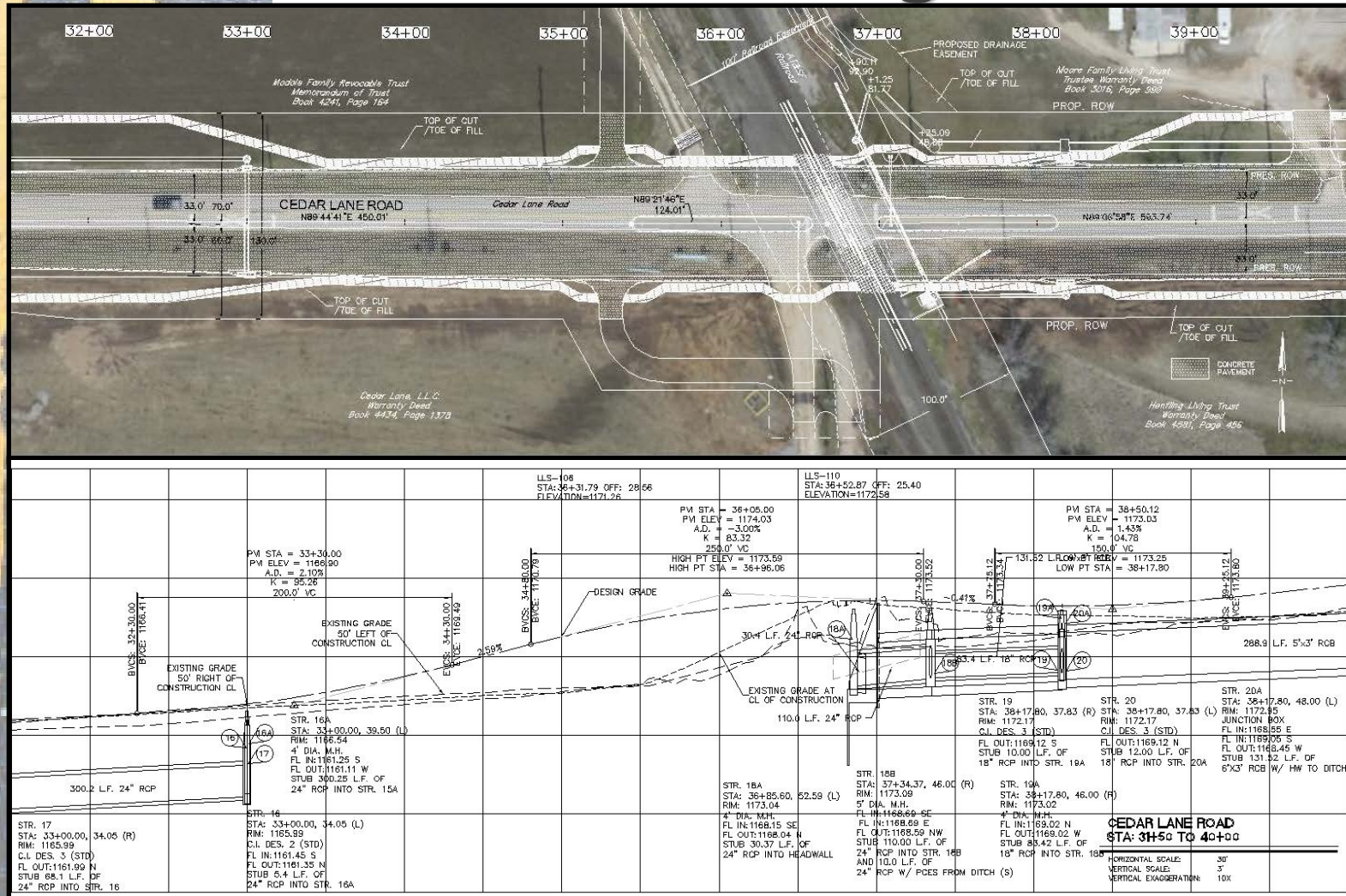




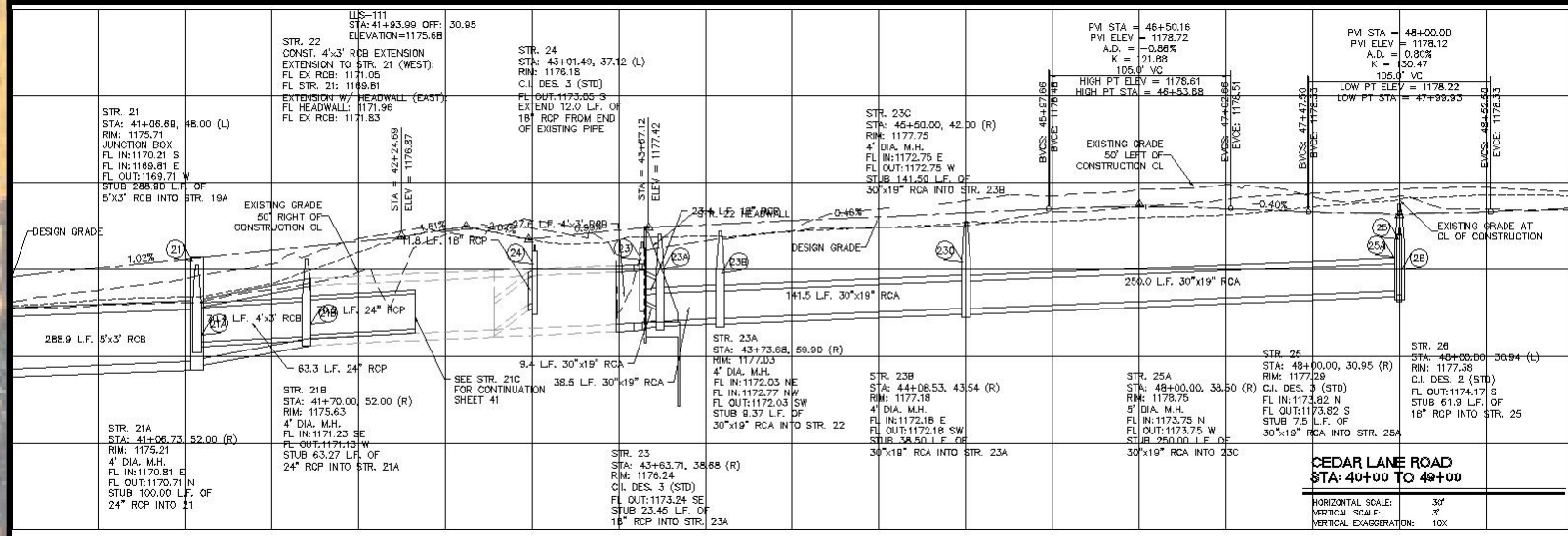
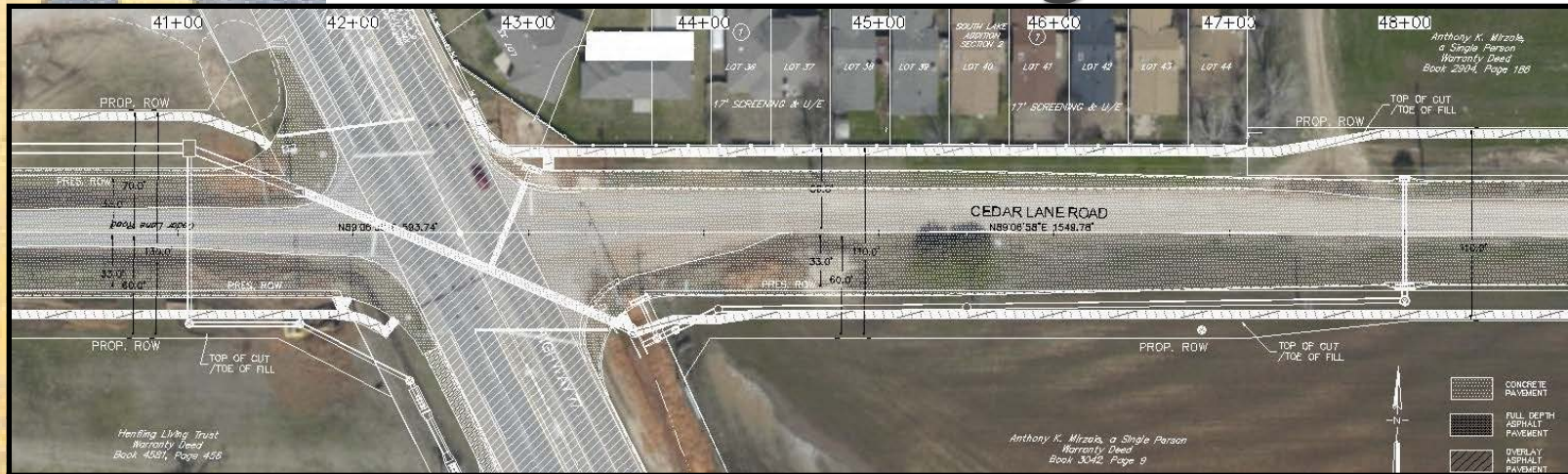
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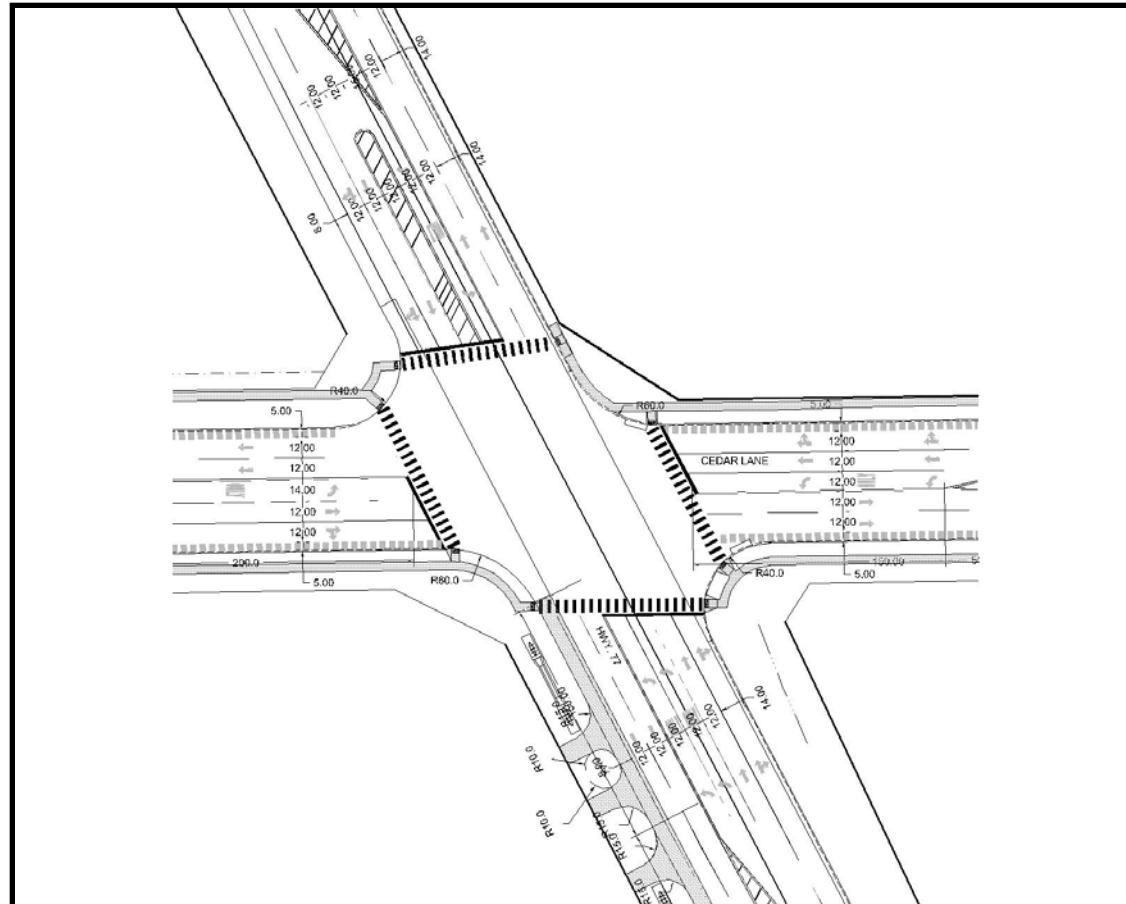
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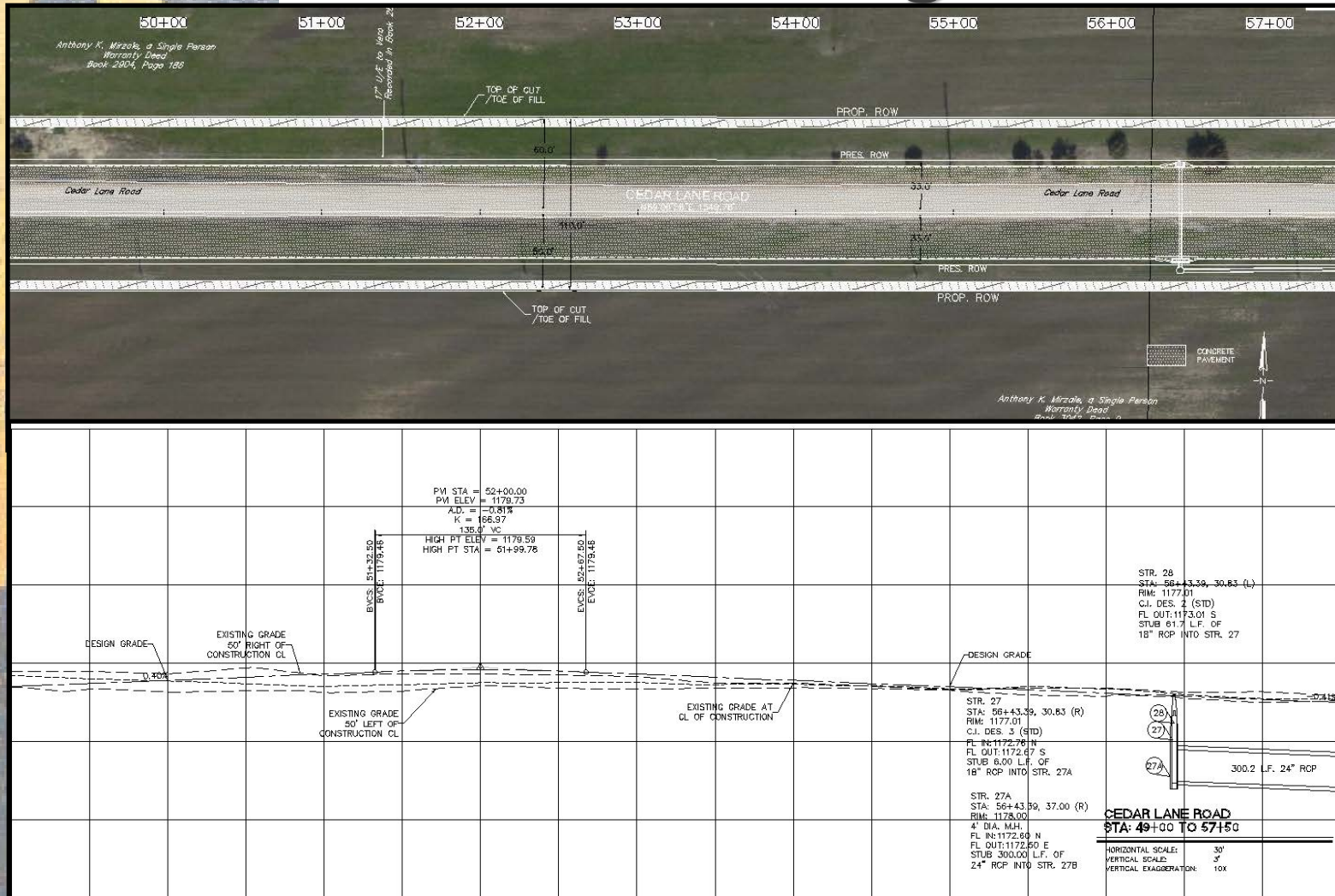
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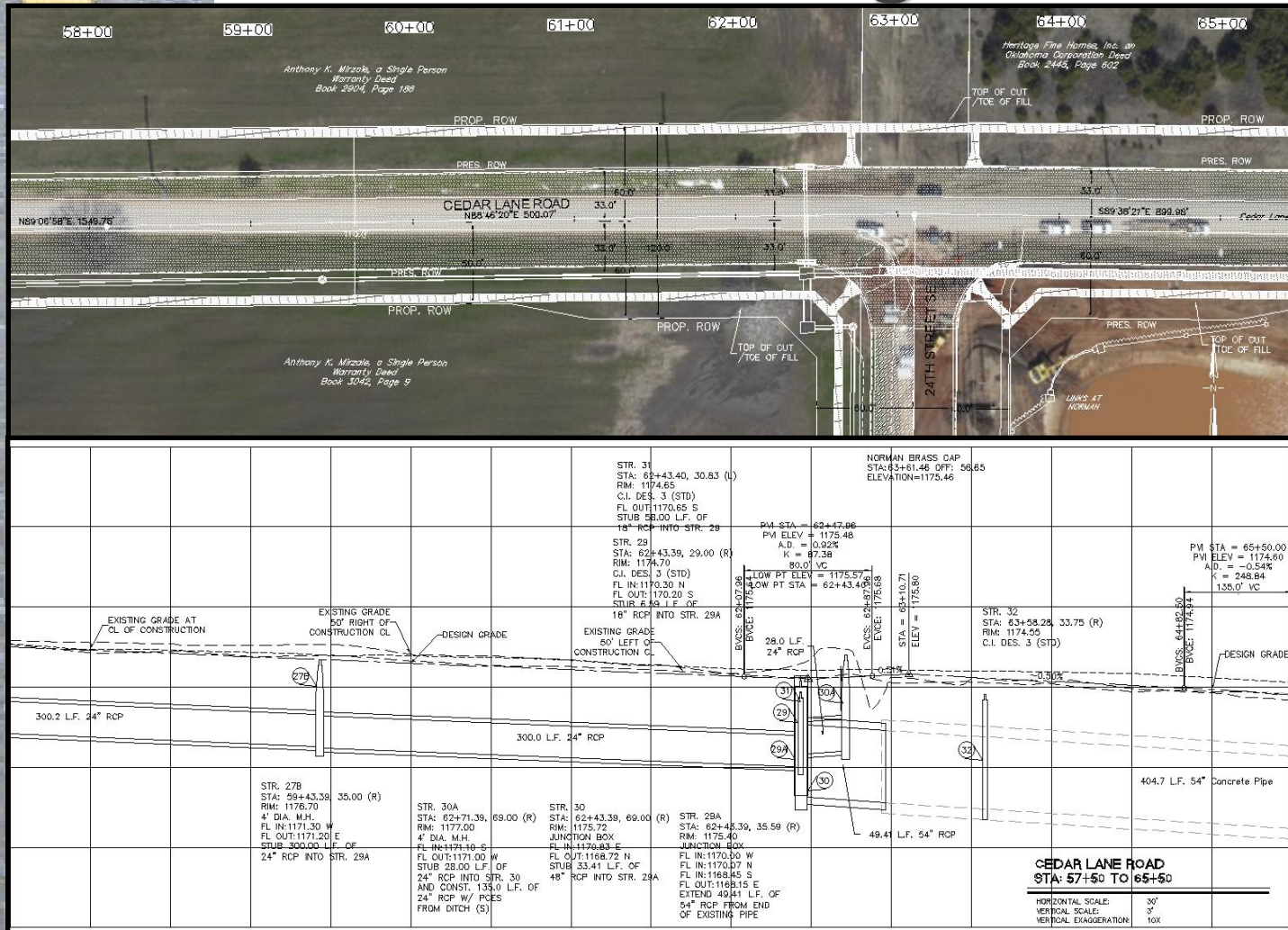
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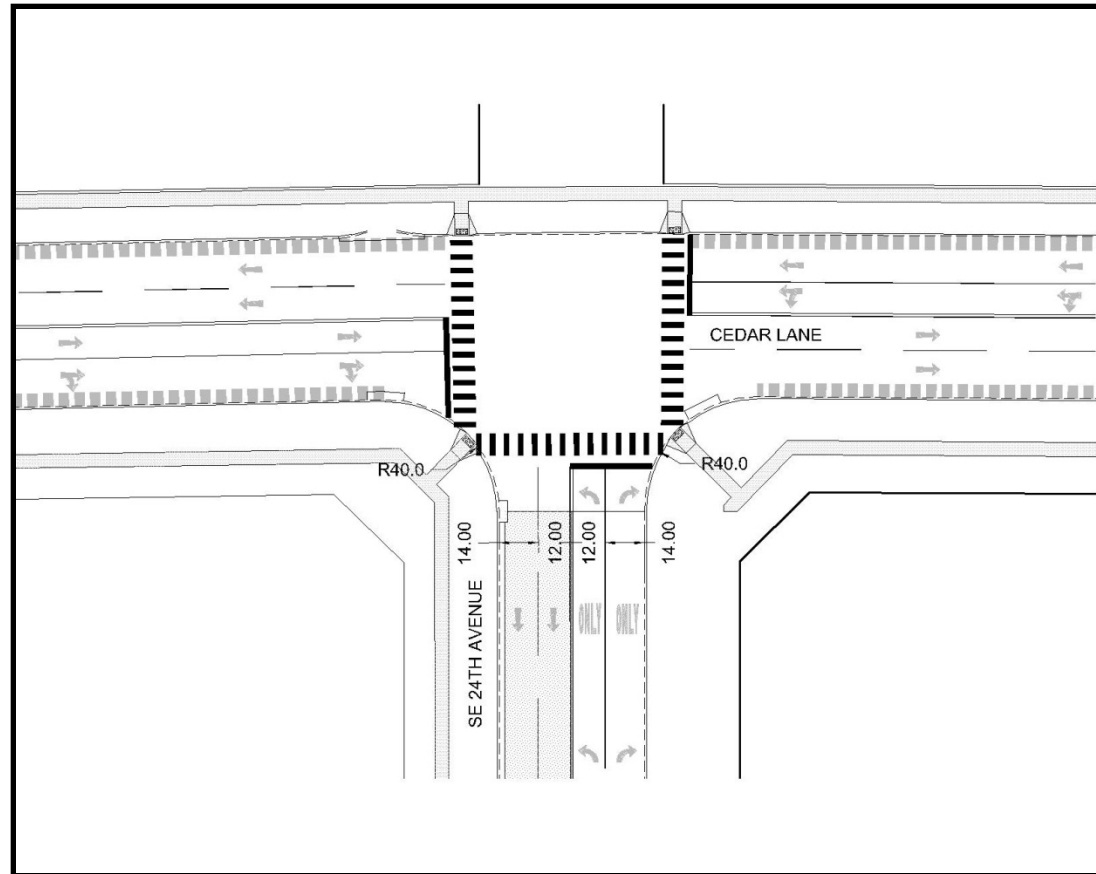
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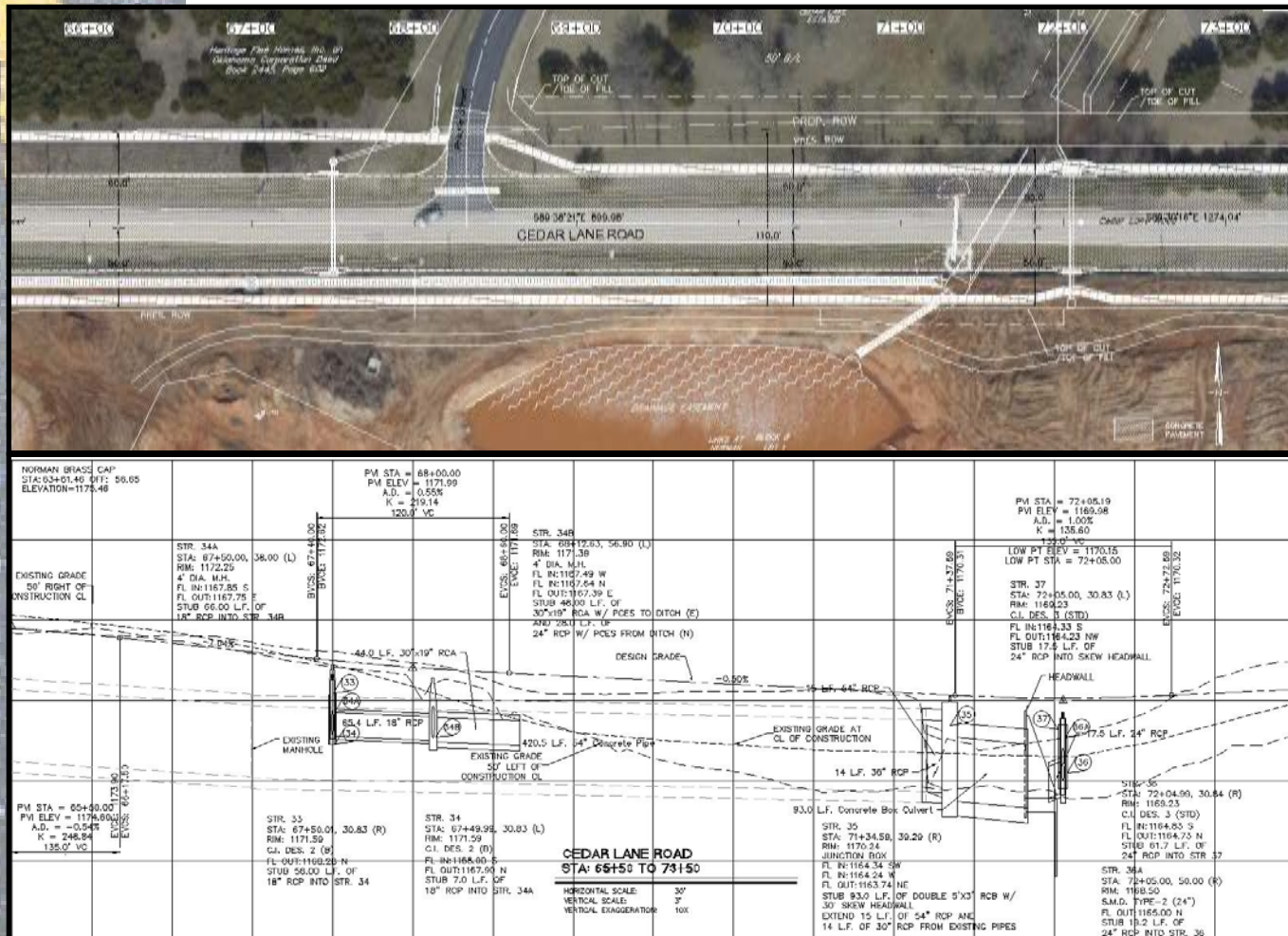
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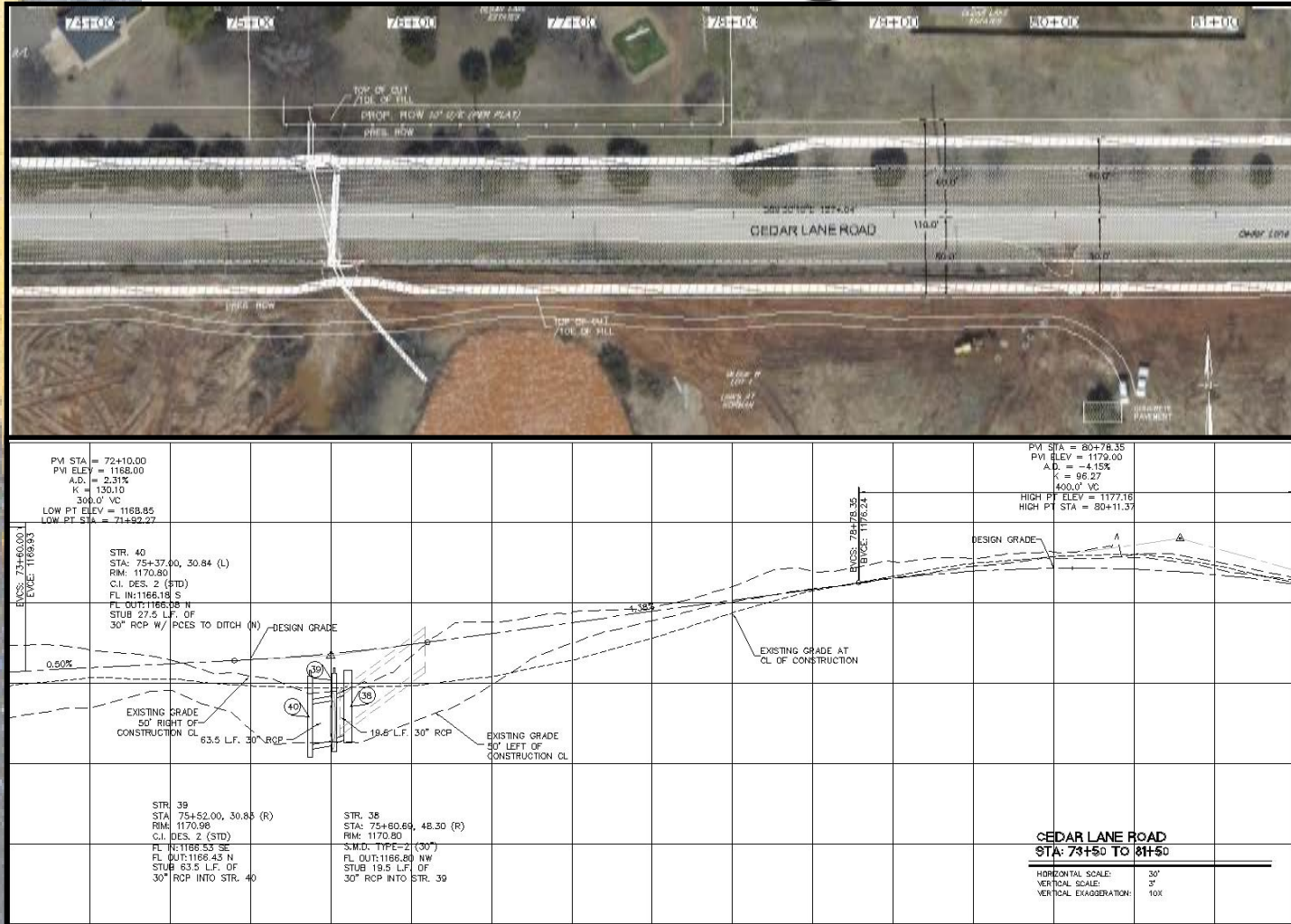


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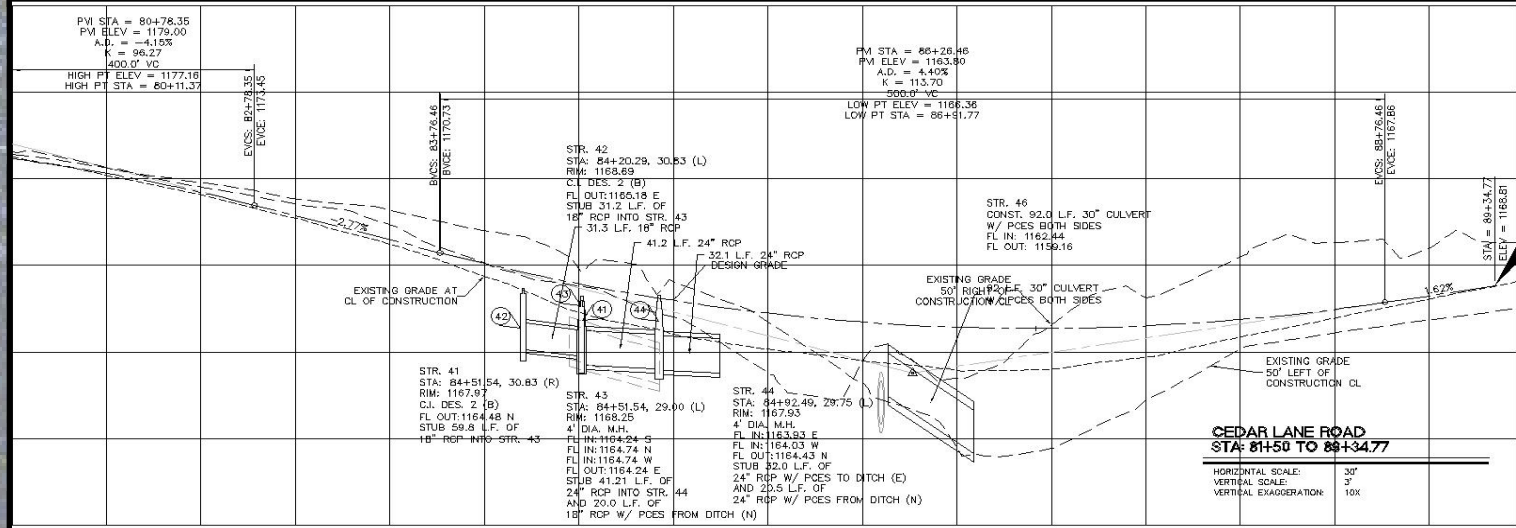




# Preliminary Proposed Design



# Preliminary Proposed Design



STA. 89+34.77  
END PROJECT  
PI # 11006



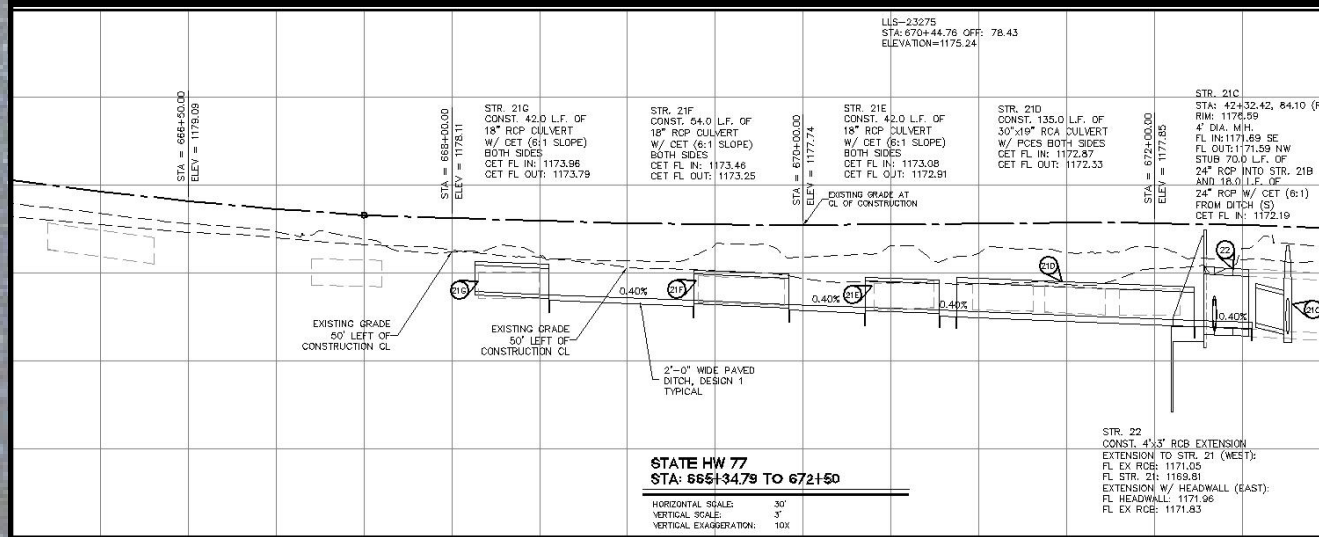
# Project Description



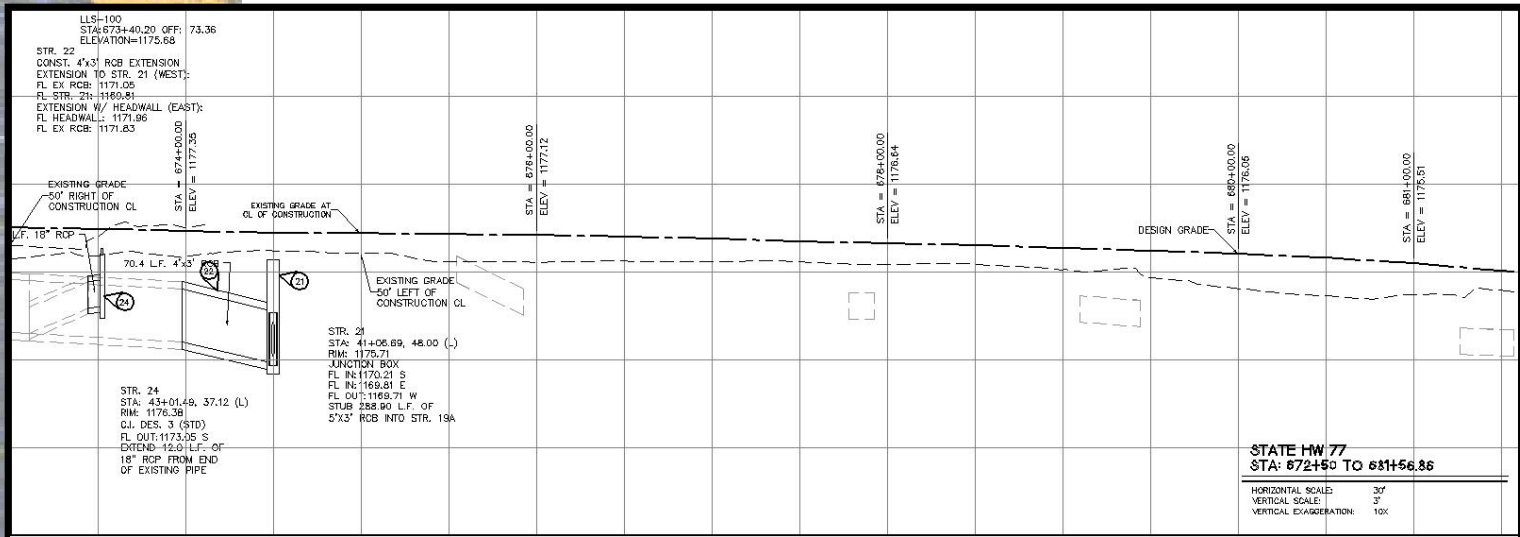
**Mill and overlay with minor shoulder improvements  
State Highway 77 to the north and south of Cedar  
Lane**



# Preliminary Proposed Design



# Preliminary Proposed Design



**STATE HW 77**  
**STA: 672+50 TO 681+56.86**

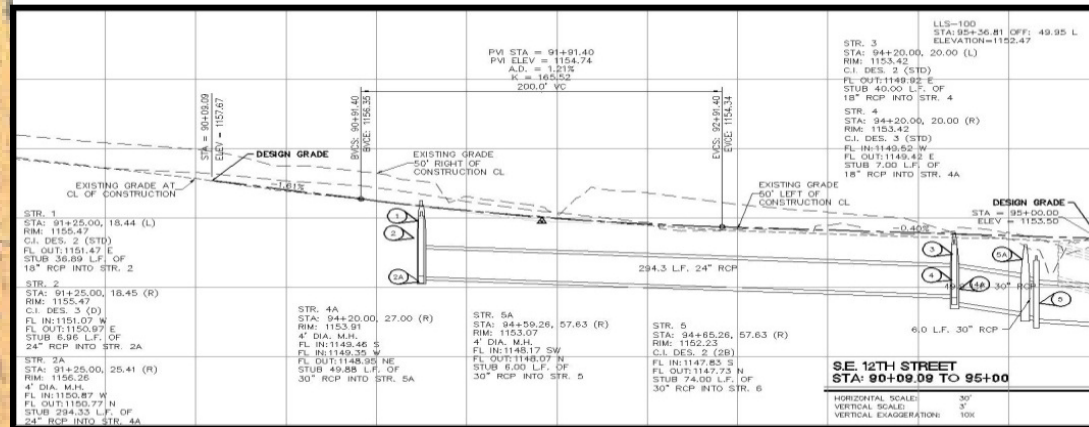
HORIZONTAL SCALE: 3/4"  
VERTICAL SCALE: 3"  
VERTICAL EXAGGERATION: 10X

# Project Description

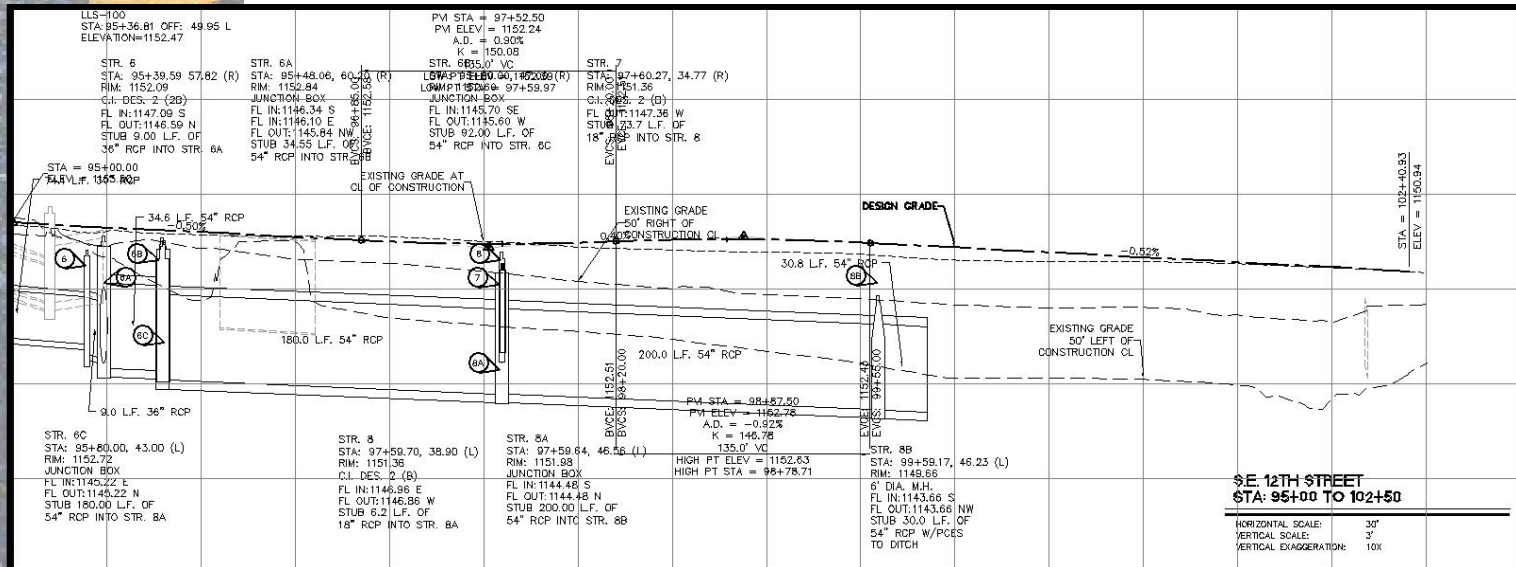
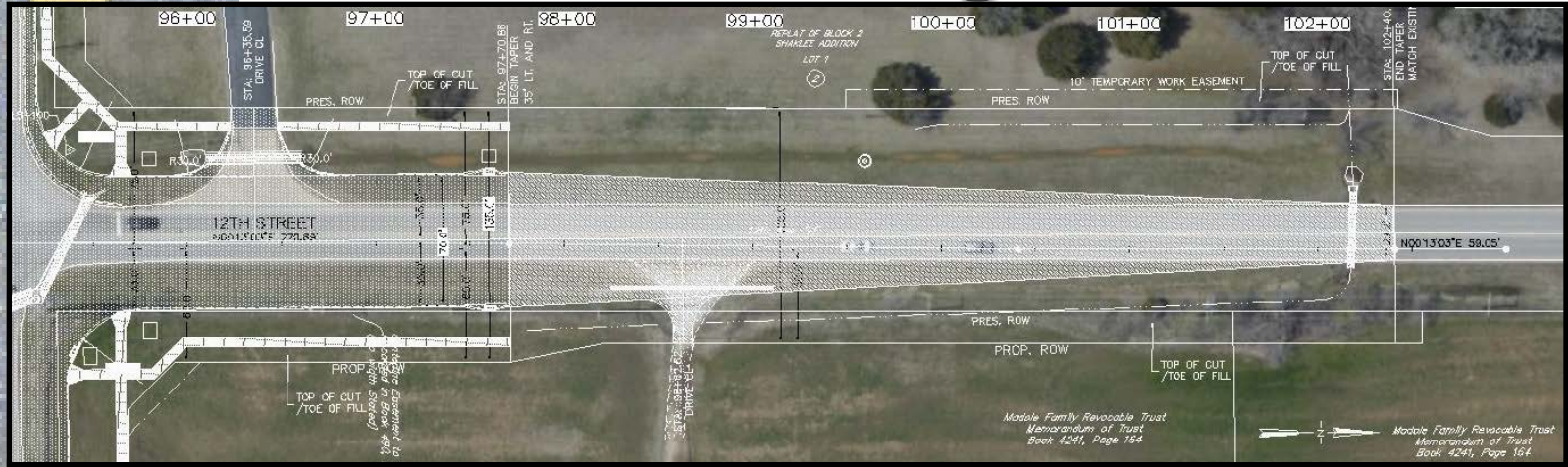


**Four Lane Concrete Pavement on 12<sup>th</sup> Ave  
271' north and 490' south of Cedar Lane Ave**

# Preliminary Proposed Design



# Preliminary Proposed Design



**§E. 12TH STREET**  
**STA: 95+00 TO 102+50**

HORIZONTAL SCALE: 30'  
 VERTICAL SCALE: 3"  
 VERTICAL EXAGGERATION: 10X



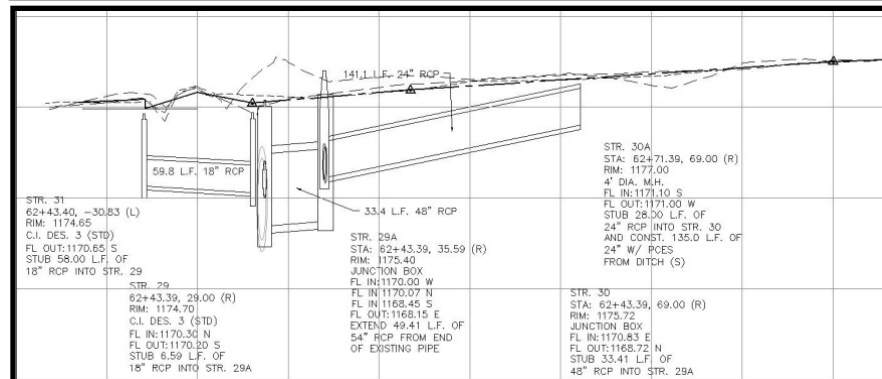


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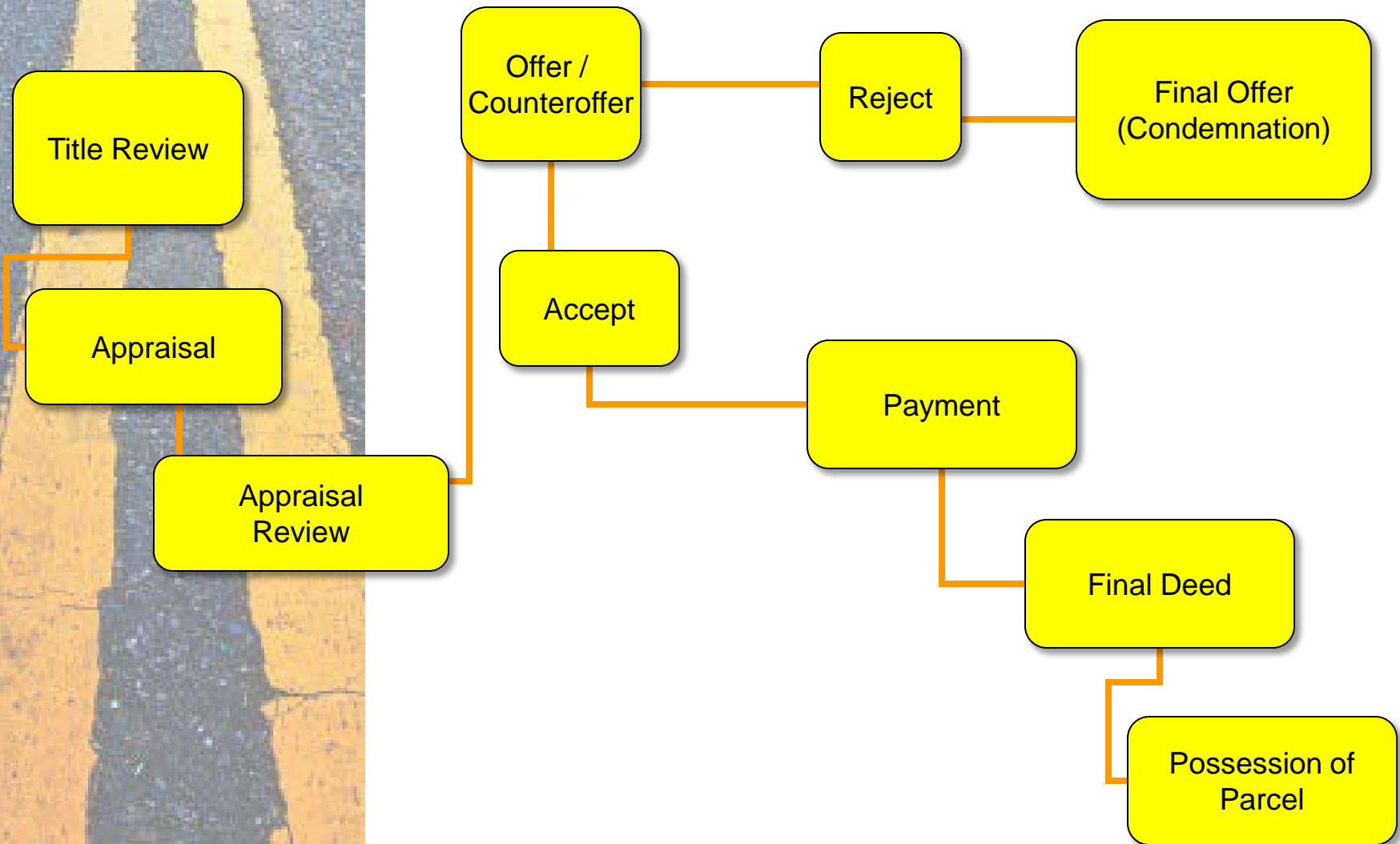


**Four Lane Asphalt Pavement on 24<sup>th</sup> Ave  
from Cedar Lane to 226' south**

# Preliminary Proposed Design



# Acquisition Process





# Preliminary Schedule

**February 2013**

Complete Environmental Assessment

**August 2013**

Complete Right-of-Way Acquisitions

**November 2013**

Complete Utility Relocates

**May 2014**

Begin Construction

**March 2015**

Complete Construction



# QUESTIONS

