

WEST LINDSEY STREET WIDENING CONCEPTUAL PLAN PUBLIC FORUM



March 15, 2012



City of Norman

Building an Inclusive Community



Home of the
University of Oklahoma



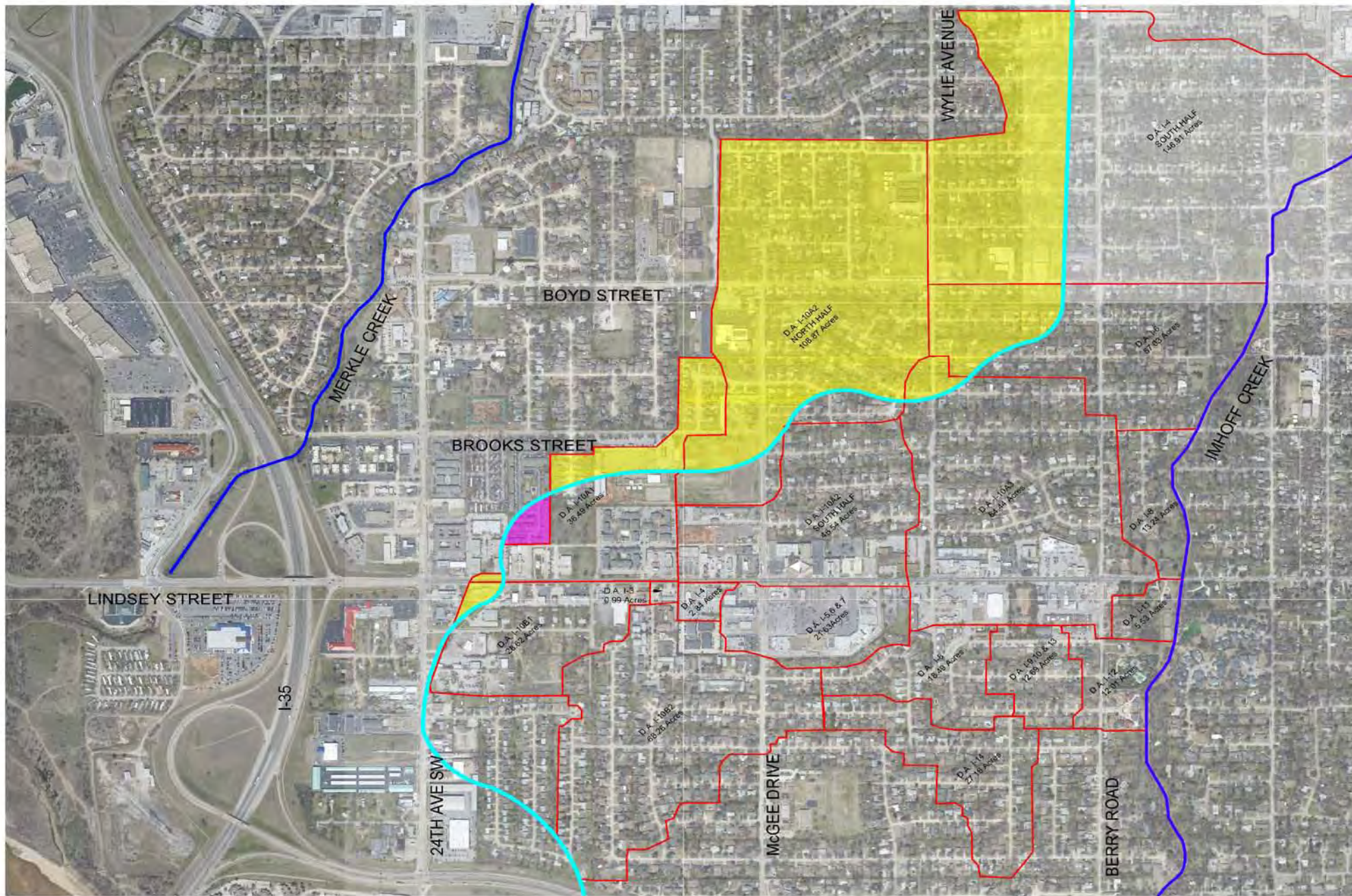
Cabbiness
engineering, llc



OPENING COMMENTS

- ❑ Welcoming comments.
- ❑ Reason for the need of a Public Forum.
- ❑ Introduction of City Staff, Elected Officials and the Design Team.
- ❑ Acknowledgement of other master plans, studies and pending construction improvements that impact this project:
 - ❑ Norman 2025 Land Use and Transportation Plan
 - ❑ Norman Storm Water Master Plan
 - ❑ Norman Bicycle Master Plan
 - ❑ ODOT's I-35 Corridor Improvements

DRAINAGE ISSUES



LEGEND

- 1925 USGS DRAINAGE DIVIDE
- DIVERTED AREA TO MERKLE CREEK. 2.61 AC
- DIVERTED AREA TO IMHOFF CREEK. 172.82 AC

Cabbiness Engineering, Inc.
 300 17th Avenue SE, Suite 200
 42103 LAD, OKLA., 4313 LAFayette
 Oklahoma Professional No. CA000000000000000000

NO.	DATE	DESCRIPTION	BY	CHECKED BY

PROJ: 153
 DATE: X
 DRAWN BY: MBL
 CHECKED BY: JBC

WEST LINDSEY STREET CONCEPTUAL PLAN
 CITY OF NORMAN
 DRAINAGE DIVERSION AREAS

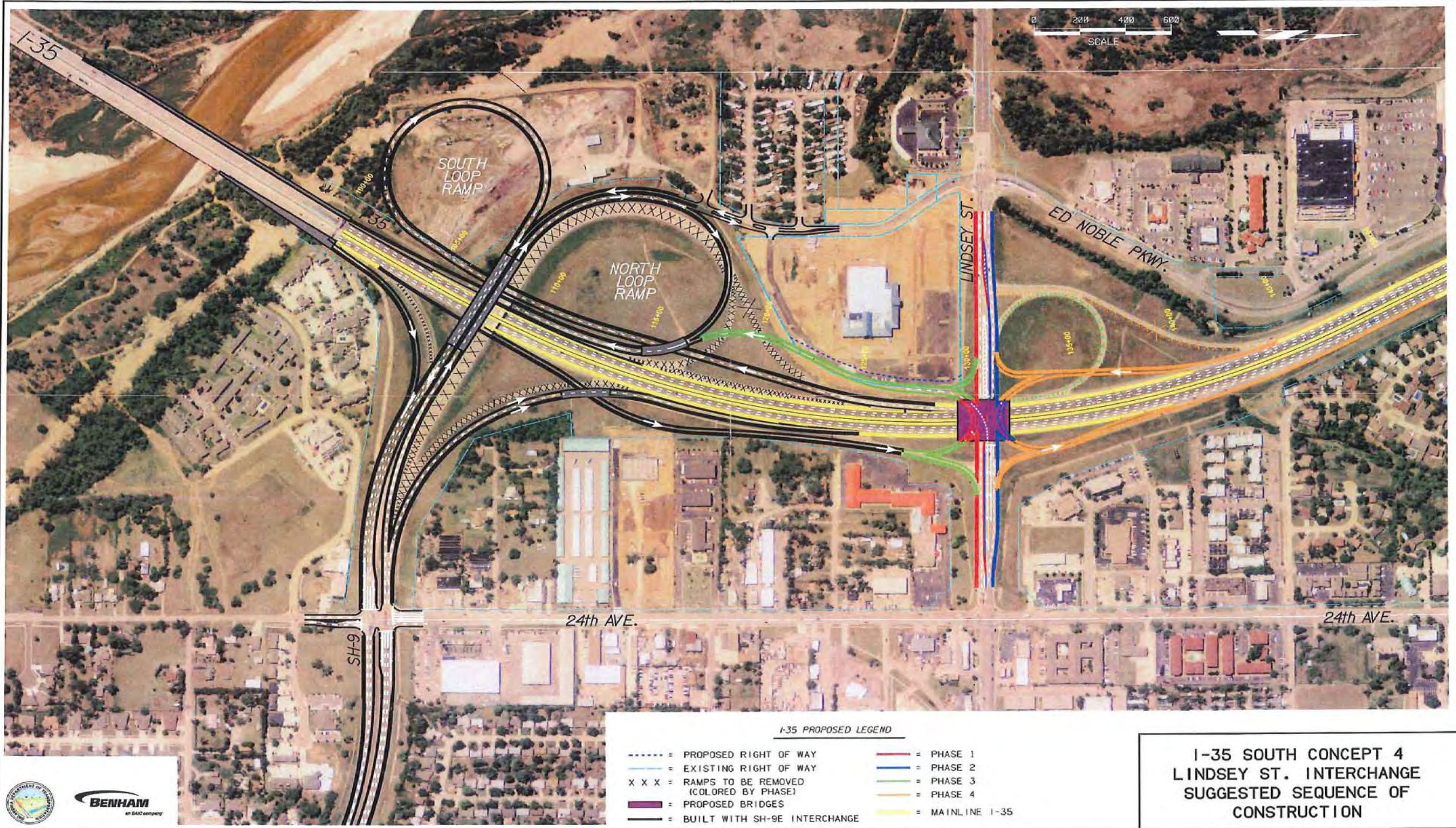
SCALE:
 1" = 400'

SHEET
 1

PROJECT NO.
 153

U:\Project\153 - Lindsey Street Conceptual Plan\DRD\DRD\DRG\MERGE AREAS.dwg Date: 3/11/2015 2:03 PM

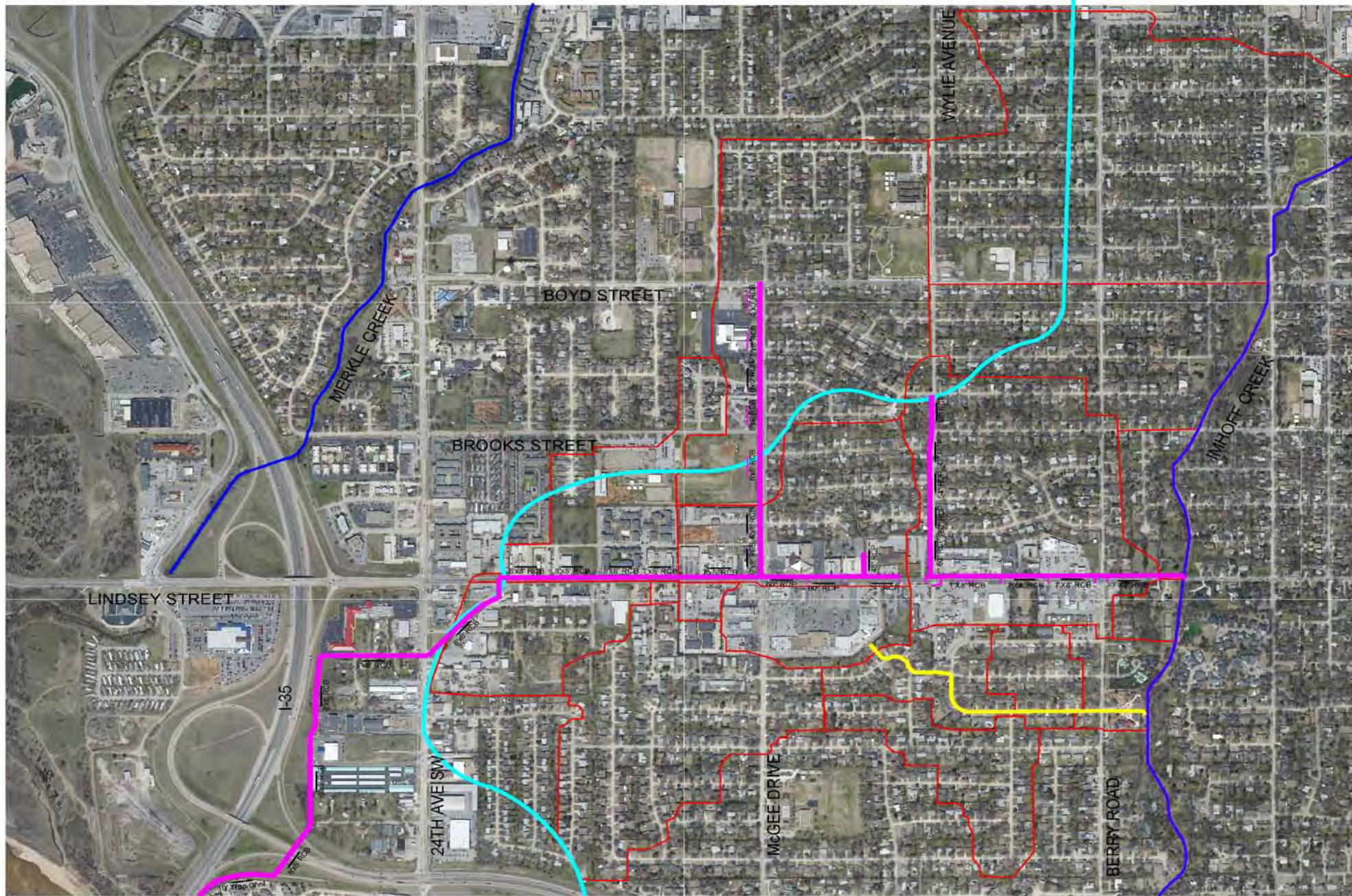
DRAINAGE ISSUES



P:\010_01\40507630\I35_South_EA_20_DESIGN_40_CAD_Data\C_Concept4_3-27-09_concept_4_1_Const3E0-L110.dgn
 11-16-2009



DRAINAGE ISSUES



LEGEND

- 1925 USGS DRAINAGE DIVIDE
- CONCEPTUAL WEST STORM SEWER
- CONCEPTUAL MIDDLE STORM SEWER
- CONCEPTUAL EAST STORM SEWER
- UPDATED S.W.M.P. STORM SEWER
- EXISTING STORM SEWER

U:\Projects\153 - Lindsey Street Conceptual Plan\DWG\DWG\MANAGE\REDES.dwg Date: 3/15/2017 7:48 AM



NO.	DATE	DESCRIPTION	BY	CHECKED BY

PROJECT: 153
DATE: X
DRAWN BY: JAC
CHECKED BY: JAC

WEST LINDSEY STREET CONCEPTUAL PLAN
CITY OF NORMAN
UPDATED SWMP STORM SEWER SYSTEM

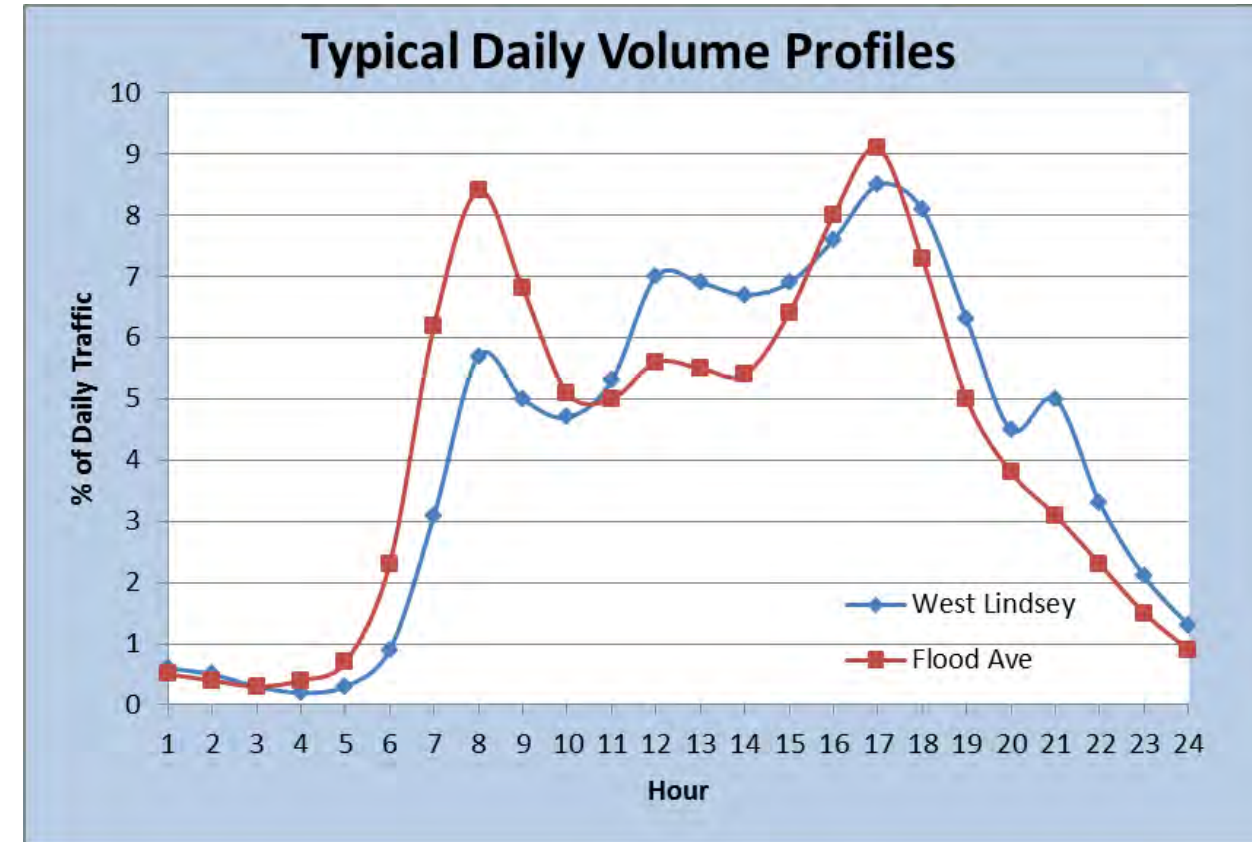
SCALE:
1" = 400'

SHEET
—

PROJECT NO.
153

TRAFFIC CONSIDERATIONS

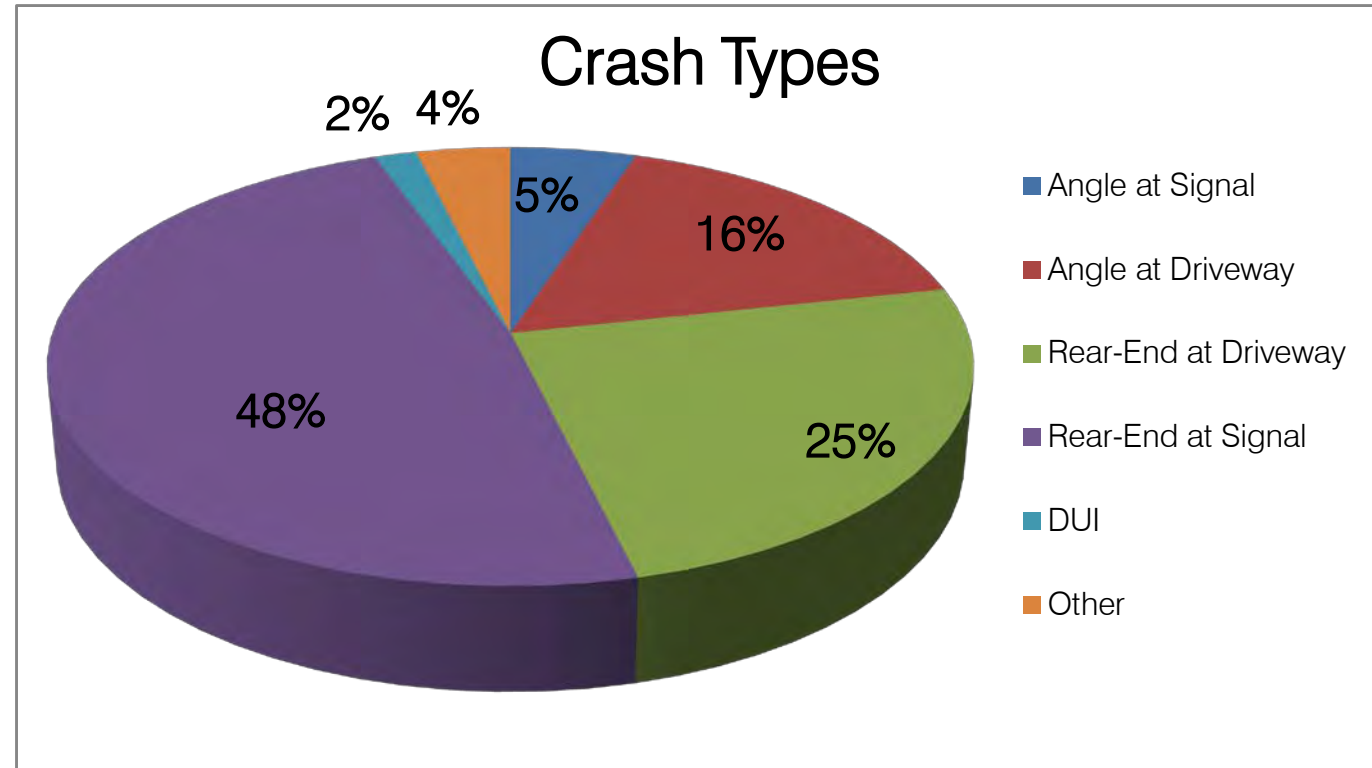
- West Lindsey Street carries approximately 21,000 vehicles per day
 - 90 Driveways within 1 Mile
 - Crash frequency creates unreliability
 - Unique peaking characteristics
- Long term volume projections show increased demand for east/west connectivity into the University area (1 to 2% annually)
- Segment Level of Service
 - No Build: LOS F (at/near capacity)
 - Build: LOS C through 2035



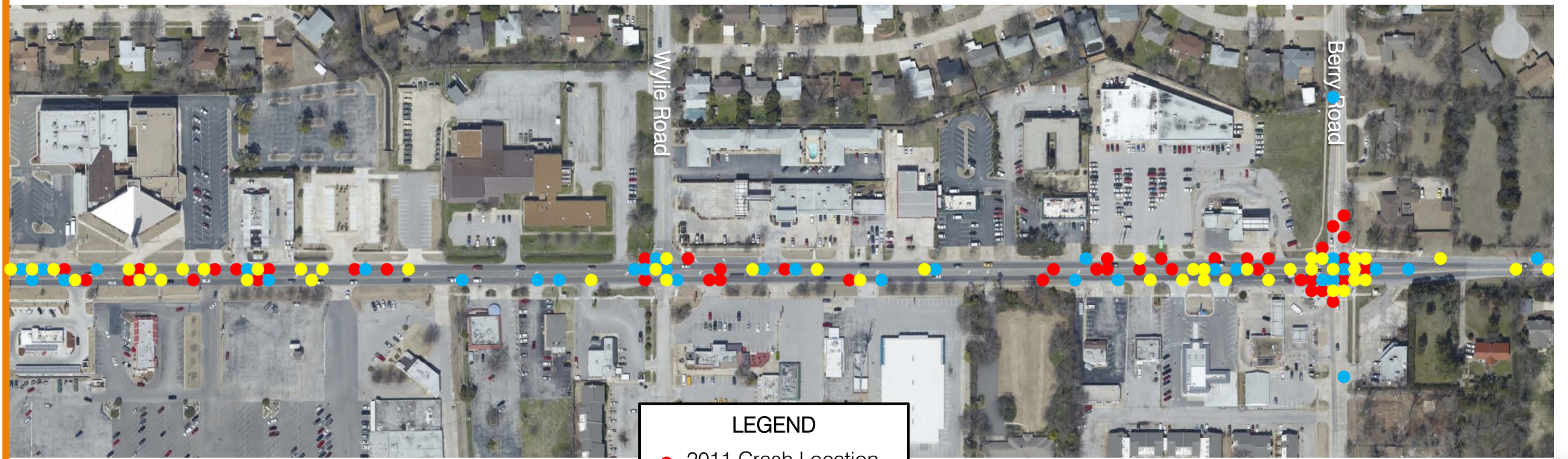
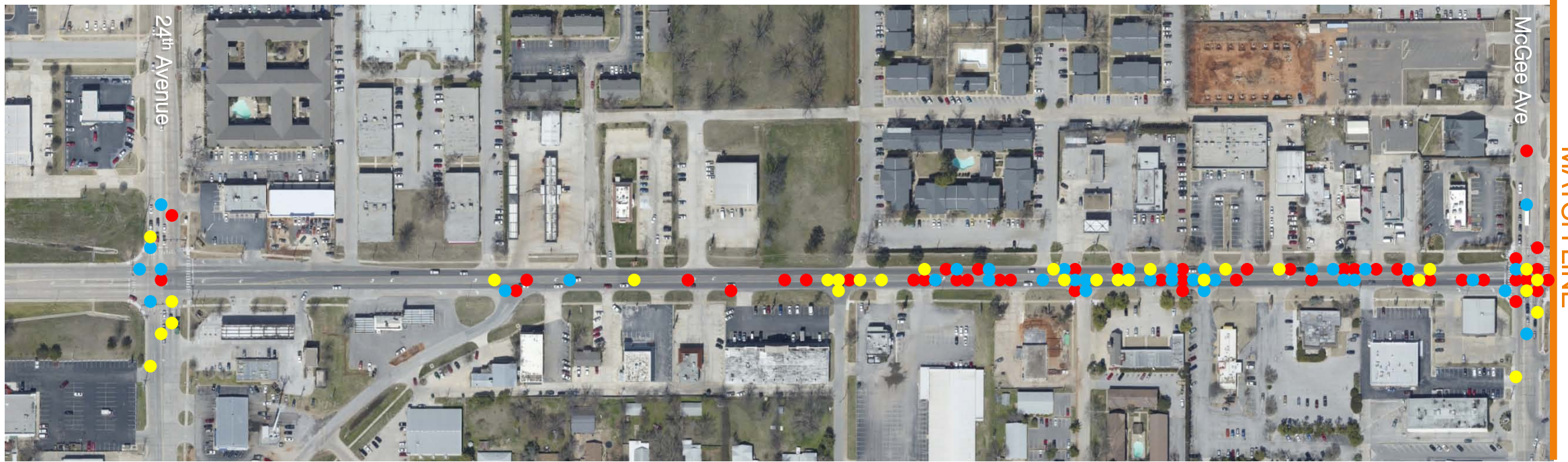
Goal: To create a safe, vibrant east/west gateway that meets the transportation needs of all users (motorists, pedestrians, bikes, bus)

CRASH HISTORY

- Data from Norman PD
- 79 Accidents / 27 Injuries per year
- W. Lindsey Crash Rate: 10.3 crashes per MVM
- Oklahoma Crash Rate: 1.8 crashes per MVM
- National Average (6-States): 3.6 crashes per MVM



CRASH LOCATIONS (2009 to 2011)



LEGEND

- 2011 Crash Location
- 2010 Crash Location
- 2009 Crash Location

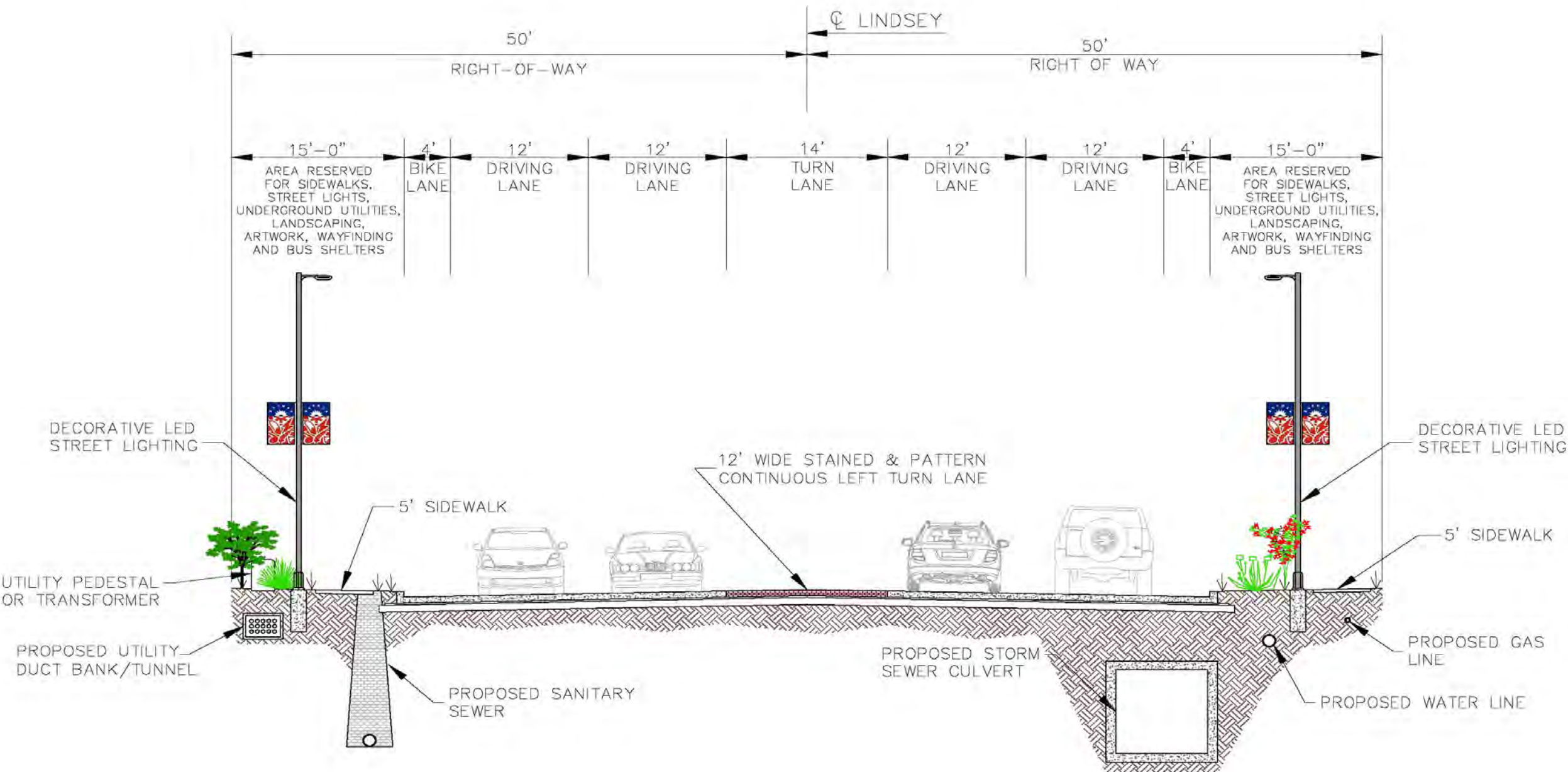
“PARTIAL” OPTION - WEST



“PARTIAL” OPTION - EAST



CONCEPTUAL ROADWAY SECTION



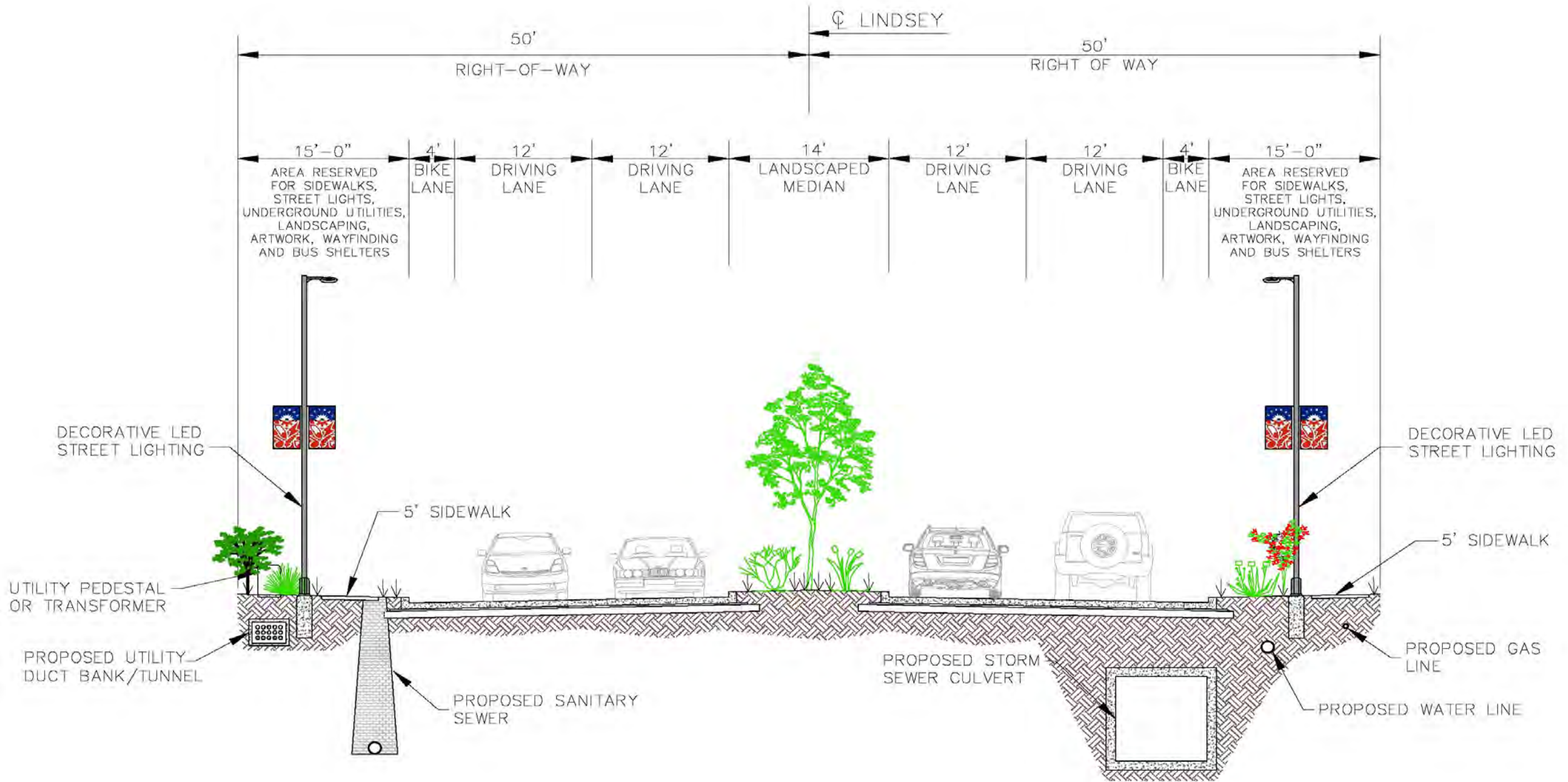
WEST LINDSEY STREET TYPICAL SECTION

View Looking West Bound

CONCEPTUAL ROADWAY SECTION



CONCEPTUAL ROADWAY SECTION



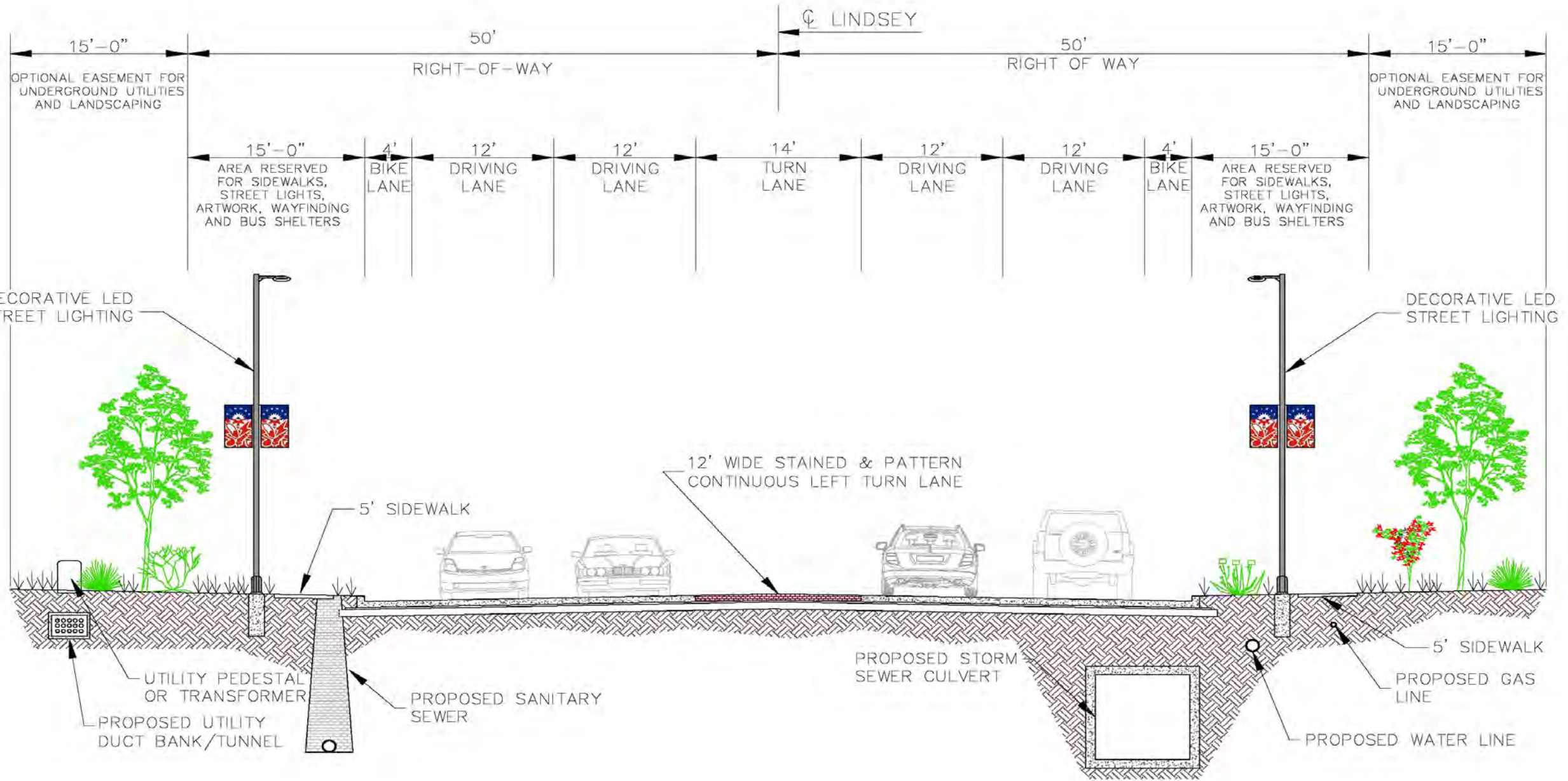
ISOLATED LANDSCAPED MEDIAN SECTION

View Looking West Bound

CONCEPTUAL ROADWAY SECTION



OPTIONAL ROADWAY SECTION



OPTIONAL WEST LINDSEY STREET TYPICAL SECTION

View Looking West Bound

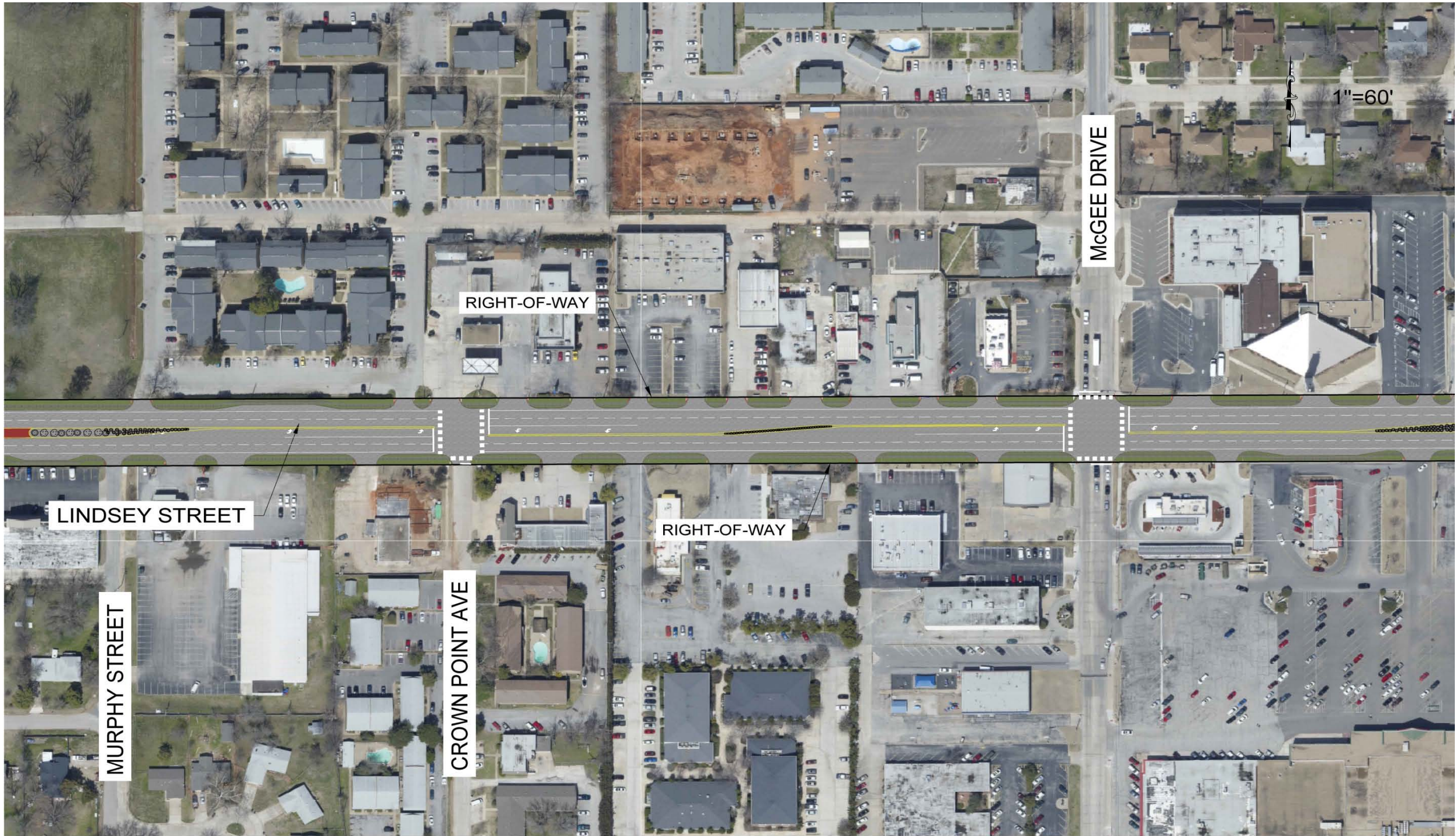
CONCEPTUAL ROADWAY FOOTPRINT



CONCEPTUAL LOOK AT 24th AVENUE



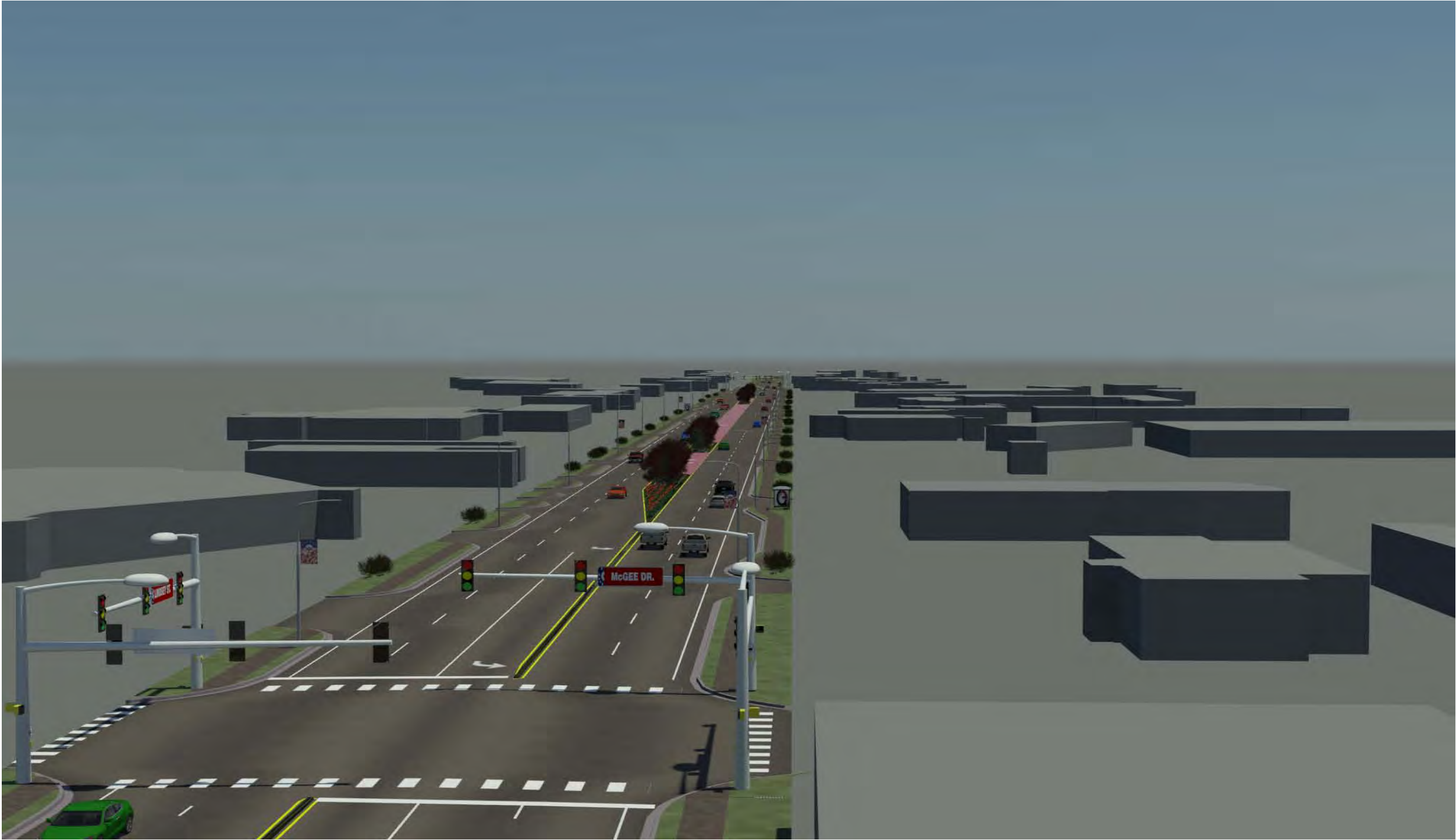
CONCEPTUAL ROADWAY FOOTPRINT



CONCEPTUAL LOOK AT McGEE DRIVE



CONCEPTUAL LOOK AT McGEE DRIVE



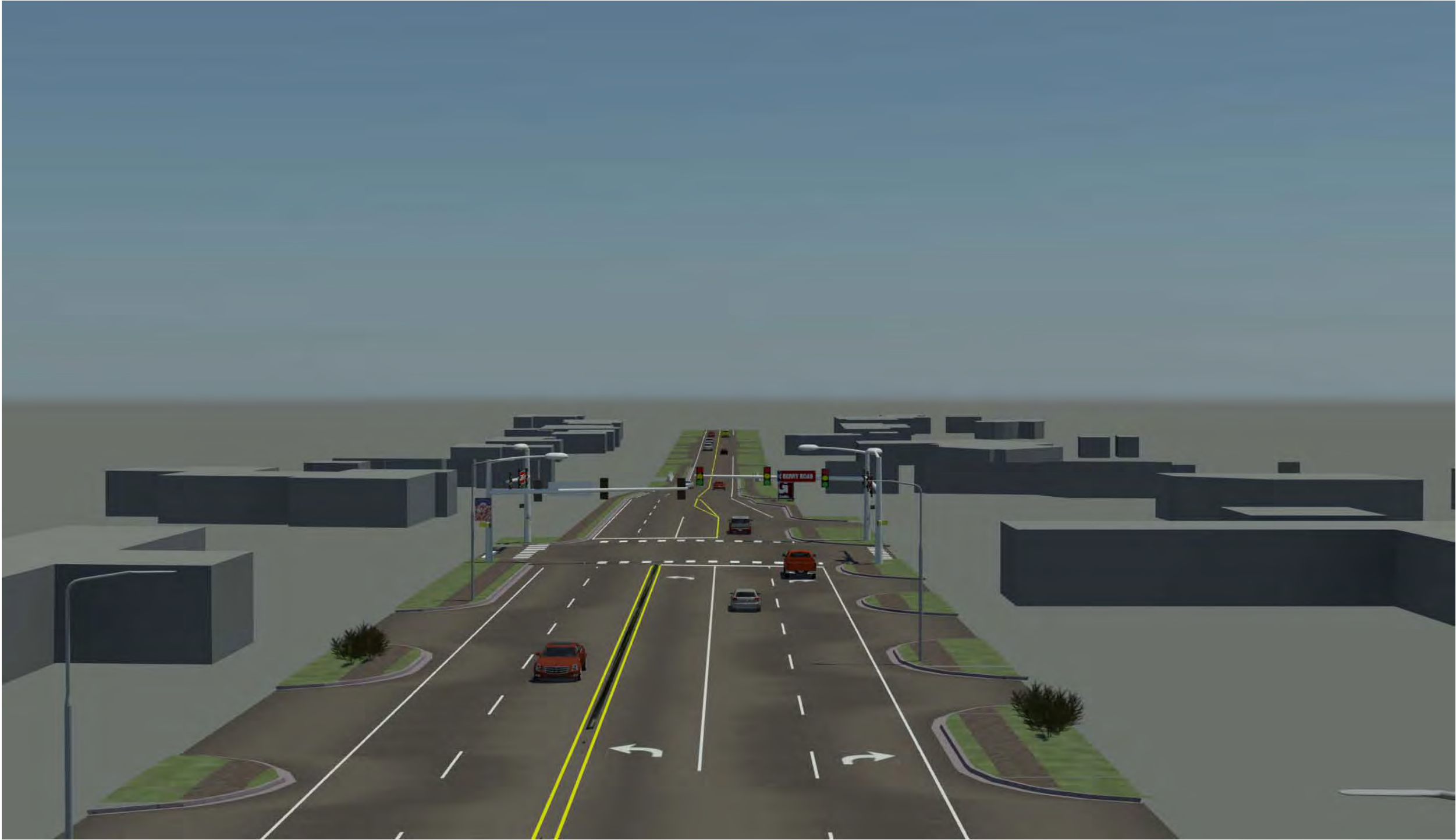
CONCEPTUAL ROADWAY FOOTPRINT



CONCEPTUAL LOOK AT BERRY ROAD



CONCEPTUAL LOOK AT BERRY ROAD

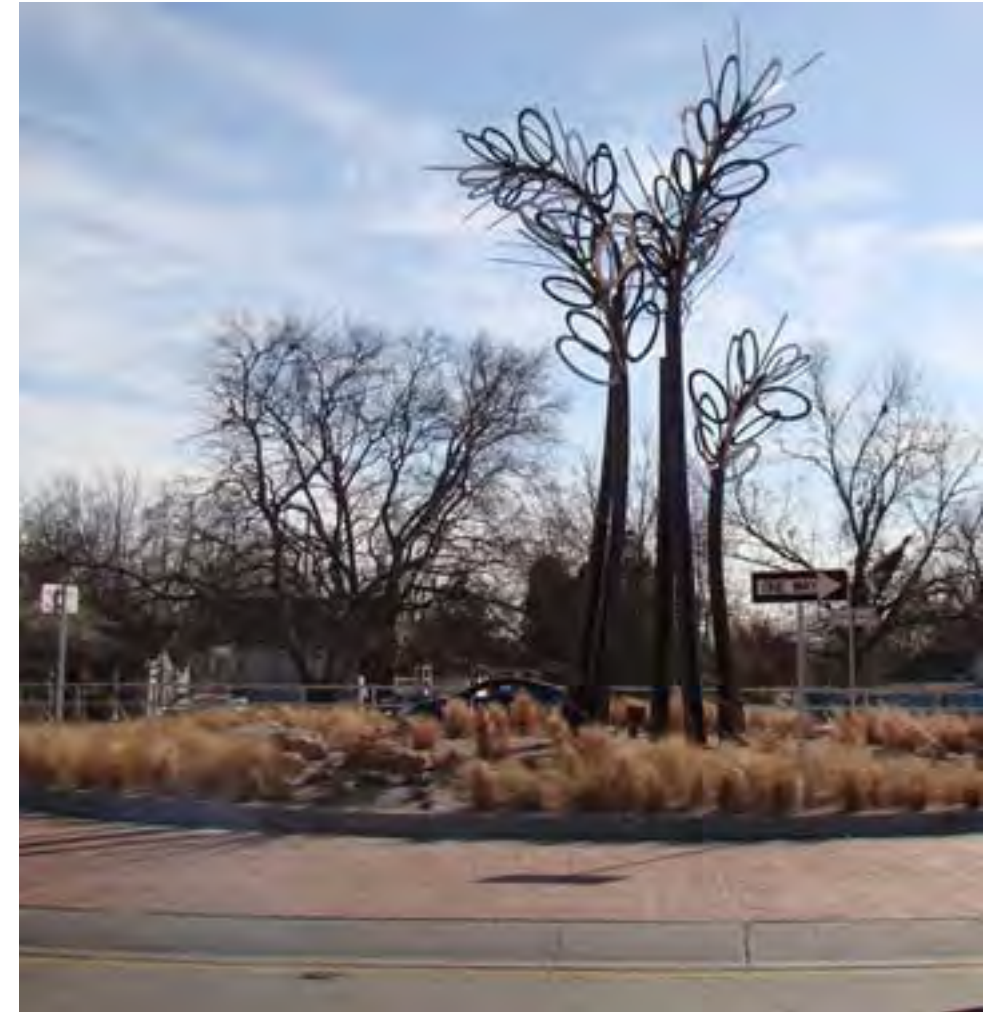


CONCEPTUAL ROADWAY FOOTPRINT



AESTHETICS & AMENITIES

- ❑ Develop a “Gateway to Norman and the University”
- ❑ Improvements must be functional and feasible:
 - streetscape and landscape features
 - bus stop shelters
 - decorative street lighting & signal poles
 - wayfinding signage
 - stamped concrete or brick paver type, left turn lane
 - statues and art work

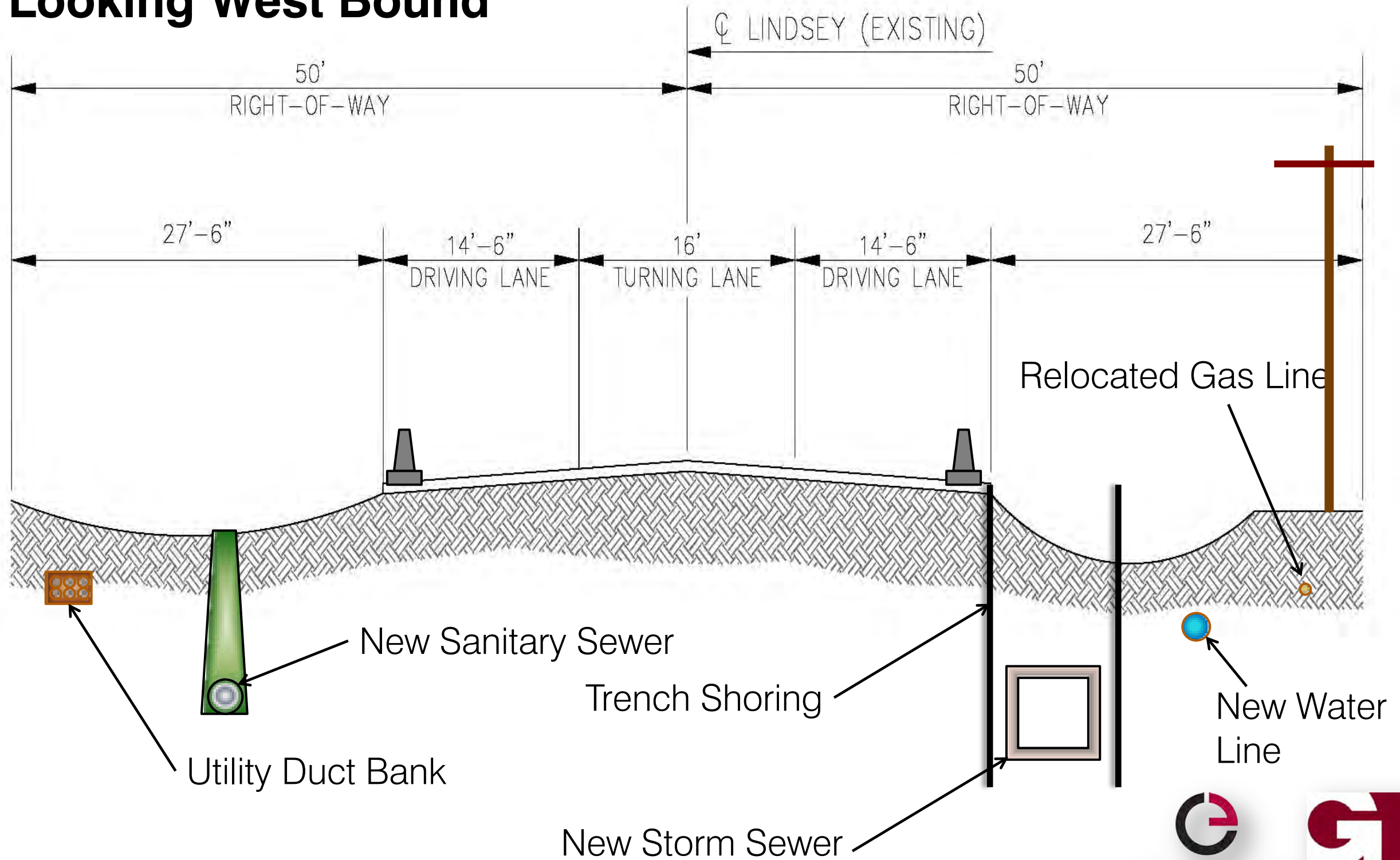


CONCEPTUAL DESIGN ANIMATION



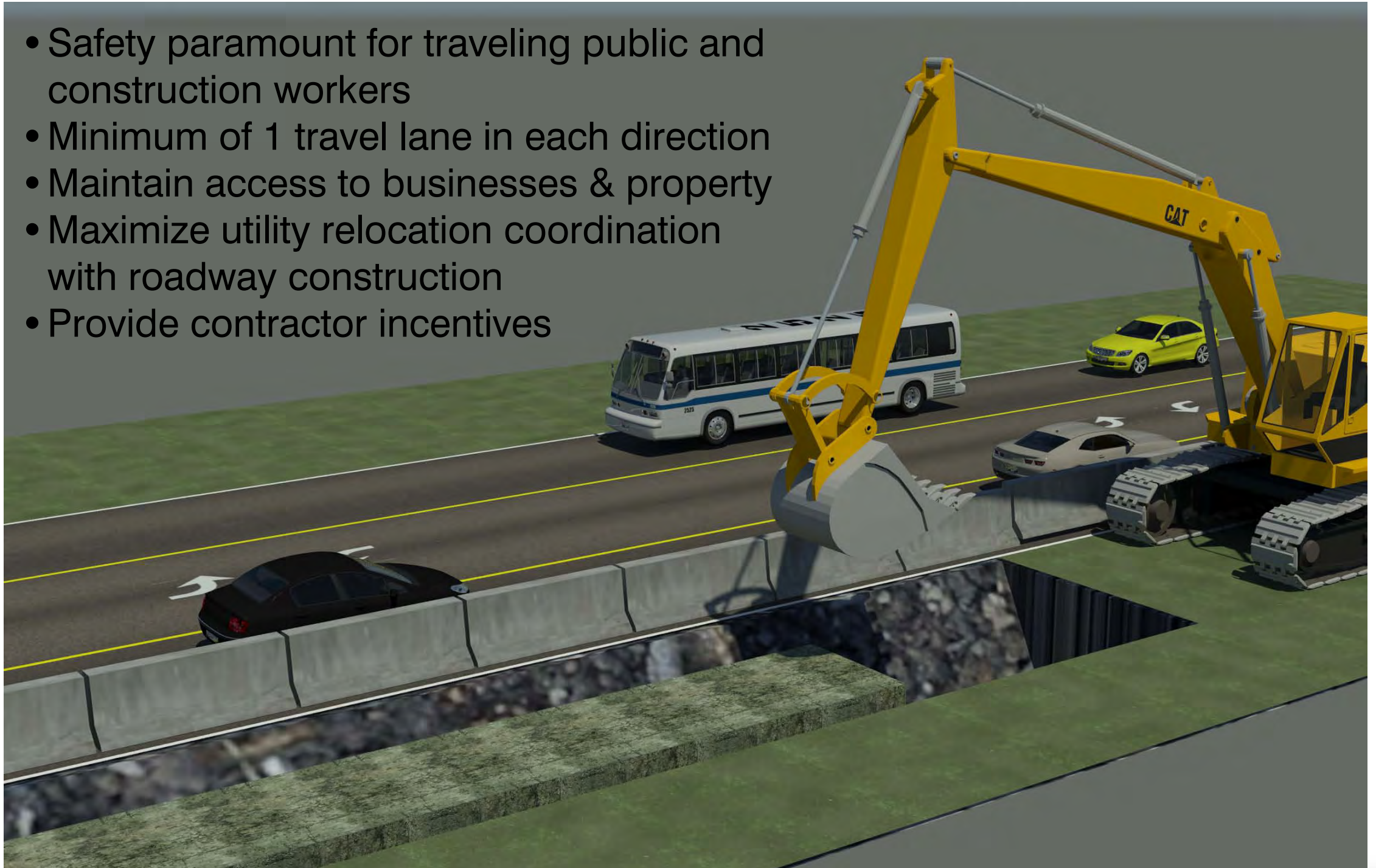
CONSTRUCTION SEQUENCING

Looking West Bound



CONSTRUCTION SEQUENCING

- Safety paramount for traveling public and construction workers
- Minimum of 1 travel lane in each direction
- Maintain access to businesses & property
- Maximize utility relocation coordination with roadway construction
- Provide contractor incentives



ANTICIPATED PROJECT TIMELINE

- Public Forum on March 15, 2012
- Final presentation to City Council on March 28, 2012
- City Council establish Bond Election language April 10, 2012
- Possible Bond Election on June 26, 2012
- Preparation of design plans in calendar year 2013-2014
- Construction begins simultaneously with ODOT reconstruction of the I-35 & Lindsey Street interchange in 2015 & 2016

CLOSING COMMENTS, QUESTIONS & ANSWERS

