City of Norman

August 28, 2012 Special Election
Transportation Projects

Projects

West Lindsey Street:
- Widens road from 3 to 5 lanes
- Major storm water Improvements

24th Avenue SE:
- Widens road from 2 to 4 lanes
- New traffic signal at Meadowood

36th Avenue NW:
- Widens road from 2 to 4 lanes
- New traffic signal at Franklin
- New traffic signal at Indian Hills

12th Avenue SE:
- Widens road from 2 to 4 lanes
- Improved traffic signal at SH-9

Main Street Bridge over Brookhaven Creek:
- Replaces 4-lane bridge
- Improves 2,000 feet of Brookhaven Creek to the Canadian River by removing debris and stabilizing stream banks
- Reduces flooding up and down stream

Alameda Street:
- Widens road to 4 lanes to 36th Ave E
- Adds 10' shoulders to 48th Ave E

Cedar Lane Road:
- Widens road from 2 to 4 lanes
- Improved sidewalks and accessibility
- New signal at 12th Ave SE

Franklin Road Bridge over Little River:
- Replaces 2-lane bridge
- Improves Franklin Road pavement

On Tuesday, August 28, 2012, Norman residents will vote on whether to authorize $42,575,000 in general obligation bonds to fund the local share of eight major transportation projects located throughout the city. The projects include improvements to two bridges and six transportation corridors. If approved, these projects will widen Norman streets, provide reduced traffic congestion, enhance safety and implement related storm water drainage solutions.

West Lindsey Street Conceptual Plan

According to the 2009 Norman Citizen Satisfaction Survey, the top three priorities of Norman residents are (1) the overall maintenance of city streets and sidewalks; (2) reduced traffic congestion on city streets and (3) better management of storm water runoff. A citizen survey in December 2011 found that 81 percent of Norman citizens support the improvement of major roads around the outer edges of the city. The Norman City Council considered this citizen input and developed the proposed Bond Program.

The 2012 Bond Program provides eight transportation projects through matching federal funds that could not be fully funded with traditional City resources. For over 20 years, the City of Norman has successfully competed for federal transportation grants administered by the Oklahoma Department of Transportation (ODOT) and the Association of Central Oklahoma Governments (ACOG). All of the proposed bond projects are eligible for federal transportation grant funds provided local matching funds are available for the projects. The proposed bond funds will provide the local match, leveraging up to 53% percent in federal funds for the eight projects.

Finally, if approved, these eight projects are proposed to be constructed over a six year period with the first project to be started in 2013. Other projects are anticipated to be started as outlined in the chart below. The sequencing of these projects was guided by anticipated availability of matching federal transportation grants.

Timeline of Proposed 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

2012 TRANSPORTATION PROJECTS BOND ELECTION
FREQUENTLY ASKED QUESTIONS

When is the election? Tuesday, August 28, 2012. Polls are open from 7:00 a.m. to 7:00 p.m.

What are the early voting dates? If you are a registered voter in Norman, you can vote at the Cleveland County Election Board from 8:00 a.m. to 6:00 p.m. on Friday, August 24th and Monday, August 27th prior to the election. The Cleveland County Election Board is located at 641 E. Robinson St., Suite 200. Absentee ballot applications can be obtained by contacting the Cleveland County Election Board by phone at (405) 366-0210 during business hours or downloading the form from their website at www.clevelandcountyelectionboard.com.

What is the total amount of this bond program? The total amount of this bond program is $42,575,000.

How does the City propose to finance the proposed improvements? The City proposes to pay for the capital improvement projects by issuing General Obligation Bonds. The Bonds will be paid off from increased taxes on Norman properties. Since current bond market rates are very low, it is anticipated interest costs will be minimized. In addition, the cost of these long-term projects can be spread over a twenty year period.

What will be the effect on my property taxes? If approved, for a Norman home with a market value of $100,000, the tax increase would be about $3 per month. For a home with a value of $150,000, the tax increase would be about $4.63 per month. Over 80% of Norman homeowners would pay less than $4.63 per month.

Will the bond program result in higher City fees, utility rates or other service charges? No

Do the bond project budgets include costs for inflation? Yes. City staff engineers have carefully estimated the cost of each project based upon the best available information and a contingency has been included in each cost estimate to address inflation, design issues and other unforeseen project costs.

How were the projects selected? The City Council selected the eight (8) projects from the City's 5-year Capital Improvement Program and the City's Storm Water Master Plan. All eight projects are eligible for matching federal transportation funds based upon community needs and the City's readiness to proceed with each project on a rapid timeline. Following more than a year of study, the City Council approved the eight projects by a unanimous vote.

When will the projects begin? A calendar for the projects is included in this brochure. If approved, the City is prepared to begin construction on the Cedar Lane Road project in 2013 because final design of that project is nearly complete. The other seven projects will be constructed over the course of five years at the rate of one or two projects per year. It is important to construct the Lindsey Street Project in 2016 because the I-35/ Lindsey Street Interchange will be under construction at the same time, thereby disrupting the corridor only once.

Is the City required to complete the projects as they are identified in the bond?

Approval of the bond program will authorize funding for the specific projects identified. The bond funds must be spent to first complete the specific projects identified.

Why is the West Lindsey Street Project included in this bond program? The West Lindsey Street corridor between Interstate 35 and Berry Road is the No. 1 traffic congested corridor in the Oklahoma City metropolitan area; has the highest traffic accident rate in Norman and includes one of the more significant storm water problems in Norman. In addition, the Oklahoma Department of Transportation has scheduled the widening of I-35 and the replacement of the I-35/Lindsey Street Interchange in 2016, so the timing is ideal to extend the improvements east of the interstate.

Flooding at McGee Drive and Lindsey Street

What are the benefits of this Bond Program to the average Norman citizen? The collective benefits of the eight projects include:

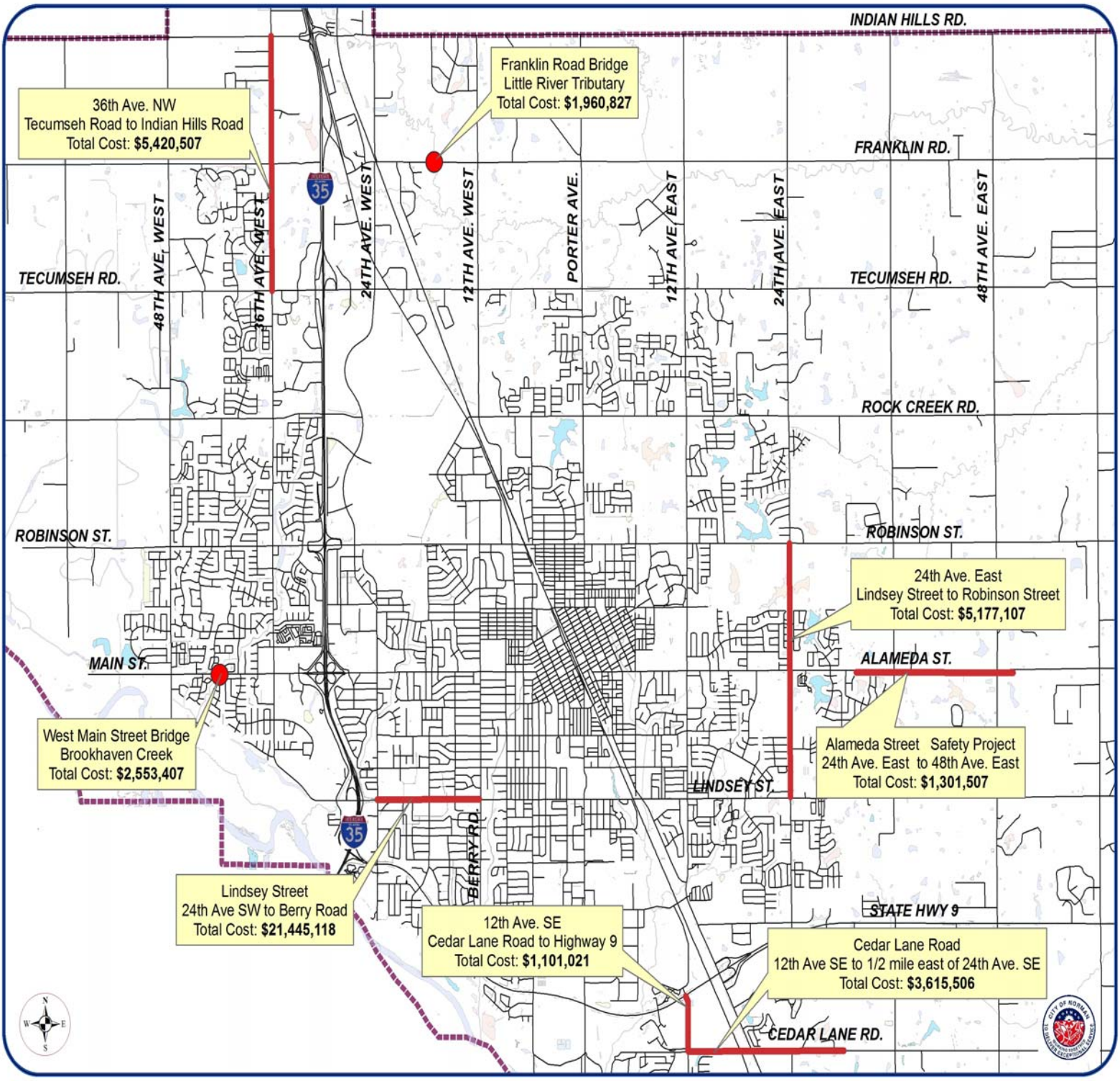
* Reduced traffic congestion
* Safer streets
* Less flooding
* Better access for pedestrians, bicyclists and people with disabilities
* Leveraging of outside funding
* Proactive transportation planning

For additional information, please contact: The City of Norman Action Center by phone at 366-5396, by emailing the Action.Center@normanok.gov or the City's website www.normanok.gov

In 2005, Norman voters approved a 5-year bond program to fund nine major transportation improvement projects. All of those bond funded projects will be complete by the fall of 2012. Those projects include:

- Robinson Street Railroad Underpass
- East Rock Creek Road Widening—Porter Ave to 12 Ave East
- 24th Ave East Widening—Lindsey Street to Imhoff Road
- East Lindsey Street from Jenkins Ave to Classen Boulevard
- Duffy Street Railroad Crossing
- East Lindsey Street Widening—Oakhurst Ave to 24th Ave East
- Jenkins Ave/Imhoff Road Intersection Improvements
- West Main Street and 36th Ave NW Intersection
- East Main Street from Carter Avenue to 12th Avenue East

The Eight Major Transportation Projects included in the August 28, 2012 Bond Proposal are depicted in the map below.



City of Norman

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AUGUST 28TH
SPECIAL ELECTION
TRANSPORTATION
PROJECTS
BOND ELECTION

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2012 TRANSPORTATION PROJECTS BOND ELECTION BALLOT LANGUAGE

PROPOSITION I

"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 SERIALLY WITHIN TWENTY (20) YEARS FROM THEIR DATE?"