Questions & Comments

Public Meeting for 36th Avenue West Project from Tecumseh Road to north of Market Place

- Comments may be provided as follows:
  - In-Person Attendance: Comment forms are provided and should be submitted to the meeting moderator *(please discard your pencil after use)*
  - Email comments to: Paul.Dandrea@normanok.gov
  - YouTube: Post questions to YouTube "LIVE CHAT" window. ***Do not*** post your questions in the "COMMENTS" section as it is not being monitored
  - Printable forms on the 36th Ave. NW project page at www.normanok.gov
  - Mail forms to:

    City of Norman
    Attn: Paul D'Andrea
    201 W. Gray St, Bldg. A
    Norman, OK 73069
  - **Comments due by August 13, 2020**

City of Norman Public Meeting

36th Avenue NW Widening Project
From Tecumseh Road to north of Market Place

Project Team

Public Meeting for 36th Avenue West Project from Tecumseh Road to north of Market Place

CITY OF NORMAN

- Mayor Breea Clark
- Council Member Matthew Peacock, Ward 8
- City Manager, Darrel Pyle

- Shawn O'Leary, Director of Public Works
- Scott Sturtz, City Engineer
- Paul D'Andrea, Capital Projects Engineer

CP&Y

- Michael J. Knapik, Design Consultant
- Scott Stegmann, Environmental Consultant

OKLAHOMA DEPARTMENT OF TRANSPORTATION

- Ron Brown, Division III Engineer
- Brandon Sims, Local Government Division

Project Benefits

Public Meeting for 36th Avenue West Project from Tecumseh Road to north of Market Place

- Reduces traffic congestion
- Improves traffic safety
- ADA accessible sidewalks
- Dedicated bike routes
- Continuation of Legacy Trail from Tecumseh Road to Ruby Grant Park
- Safer intersections: Franklin – Indian Hills
- Improvements to public & private utilities

Project Breakdown

Public Meeting for 36th Avenue West Project from Tecumseh Road to north of Market Place

Phase One

- Begin north of Tecumseh Road Intersection Improvements
- End north of Franklin Road and Franklin Road Intersection Improvements
- Signalized Intersections at:
  - Franklin Road
  - All Saints School

Project Breakdown

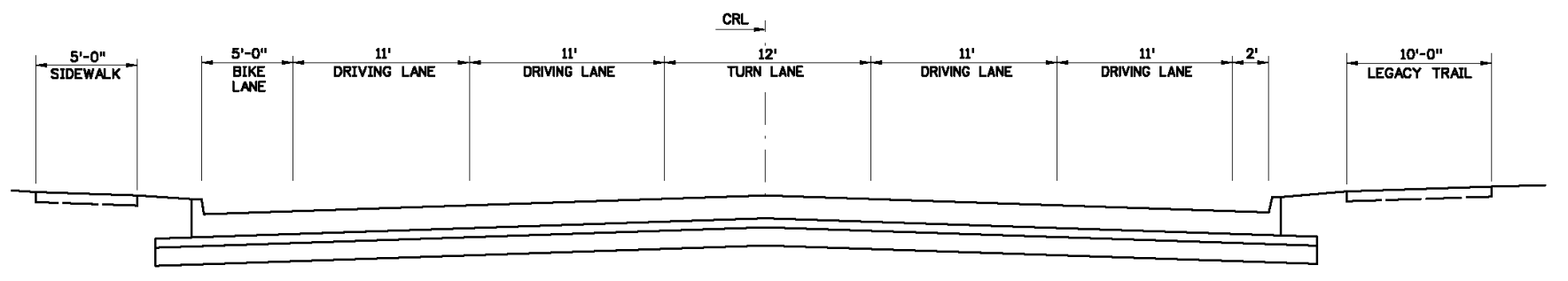
Public Meeting for 36th Avenue West Project from Tecumseh Road to north of Market Place

Phase Two

- Begins at the end of Phase One and Franklin Road Intersection Improvements
- Ends north of Market Place and Indian Hills Intersection Improvements
- Signalized Intersection at Indian Hills Road

Phase One Roadway Improvements

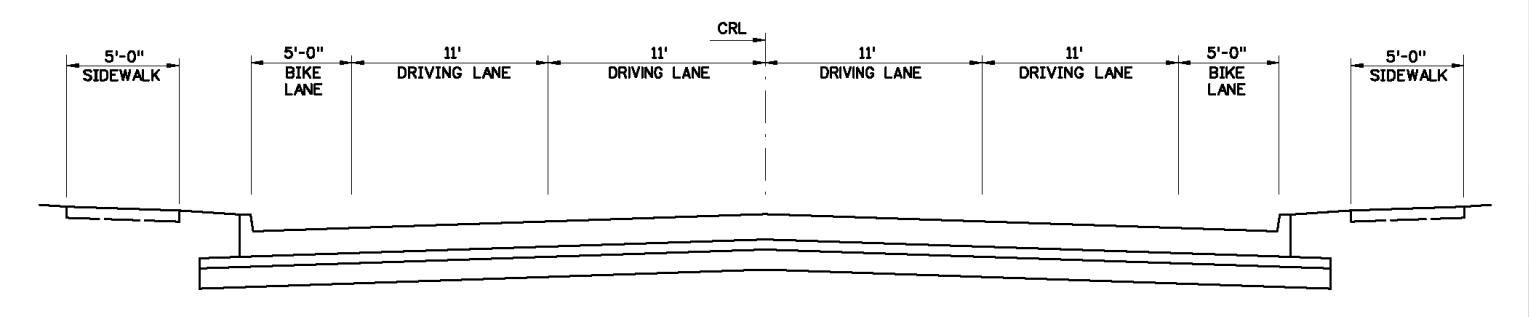
- 5-lane roadway
- 11-foot wide driving lanes
- Improved sight distance through correcting vertical curves
- Addition of a storm water system
- Continuous sidewalks on both sides of the street (Legacy Trail on east side)
- Multimodal improvements including bike lanes



Proposed Roadway Cross Section

Phase Two Roadway Improvements

- 4-lane roadway
- 11-foot wide driving lanes
- Improved sight distance through correcting vertical curves
- Addition of a storm water system
- Continuous sidewalks on both sides of the street
- Multimodal improvements including bike lanes through Indian Hills Road



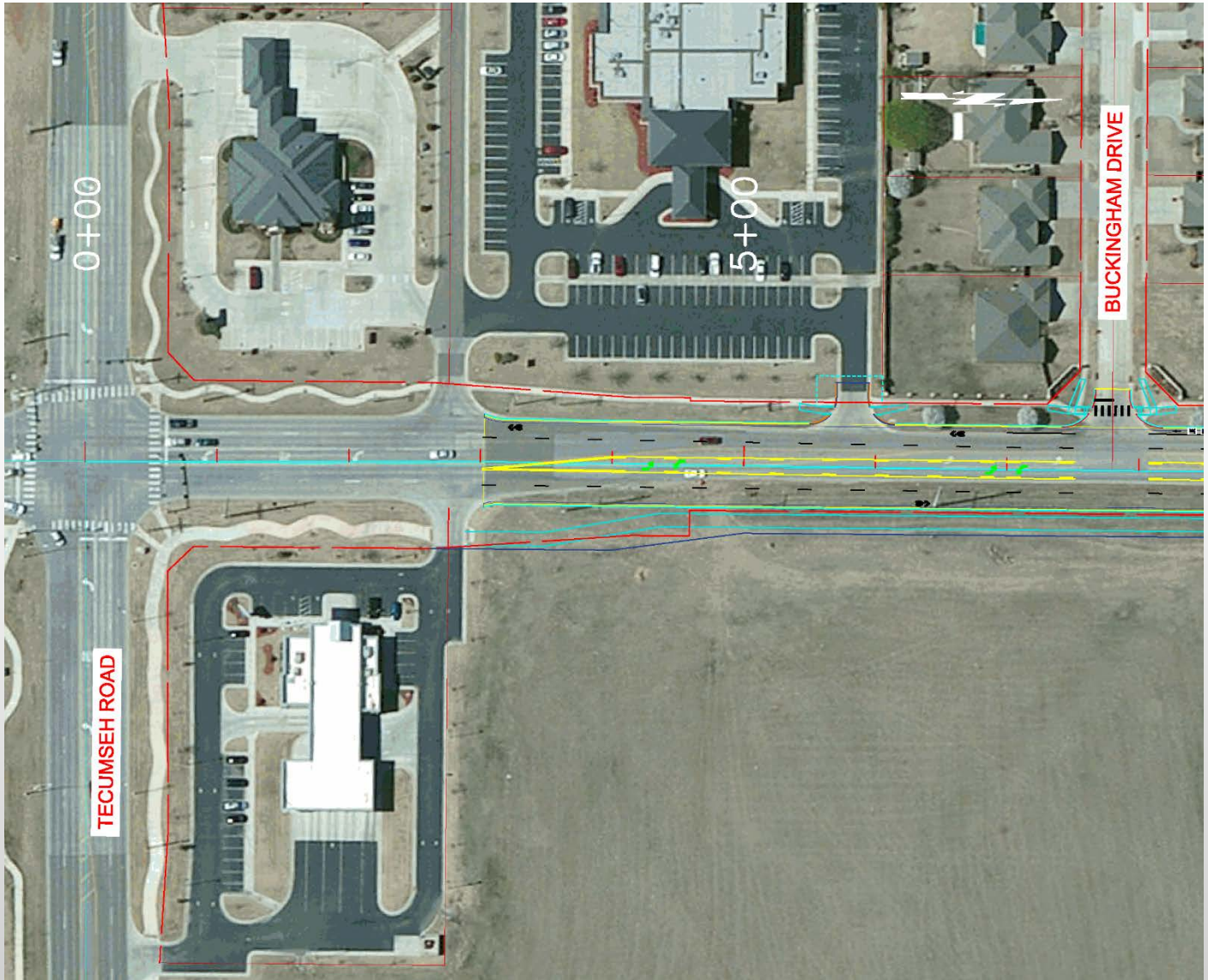
Proposed Roadway Cross Section

Multimodal Enhancements

- 5-foot wide bicycle routes
- Legacy Trail multi-modal path on east side of 36th Ave. NW from Tecumseh Rd. To Franklin Rd.
- Continuous sidewalks throughout the corridor
- ADA Compliance upgrades to existing facilities

Project Breakdown

Public Meeting for 36th Avenue West Project from Tecumseh Road to north of Market Place

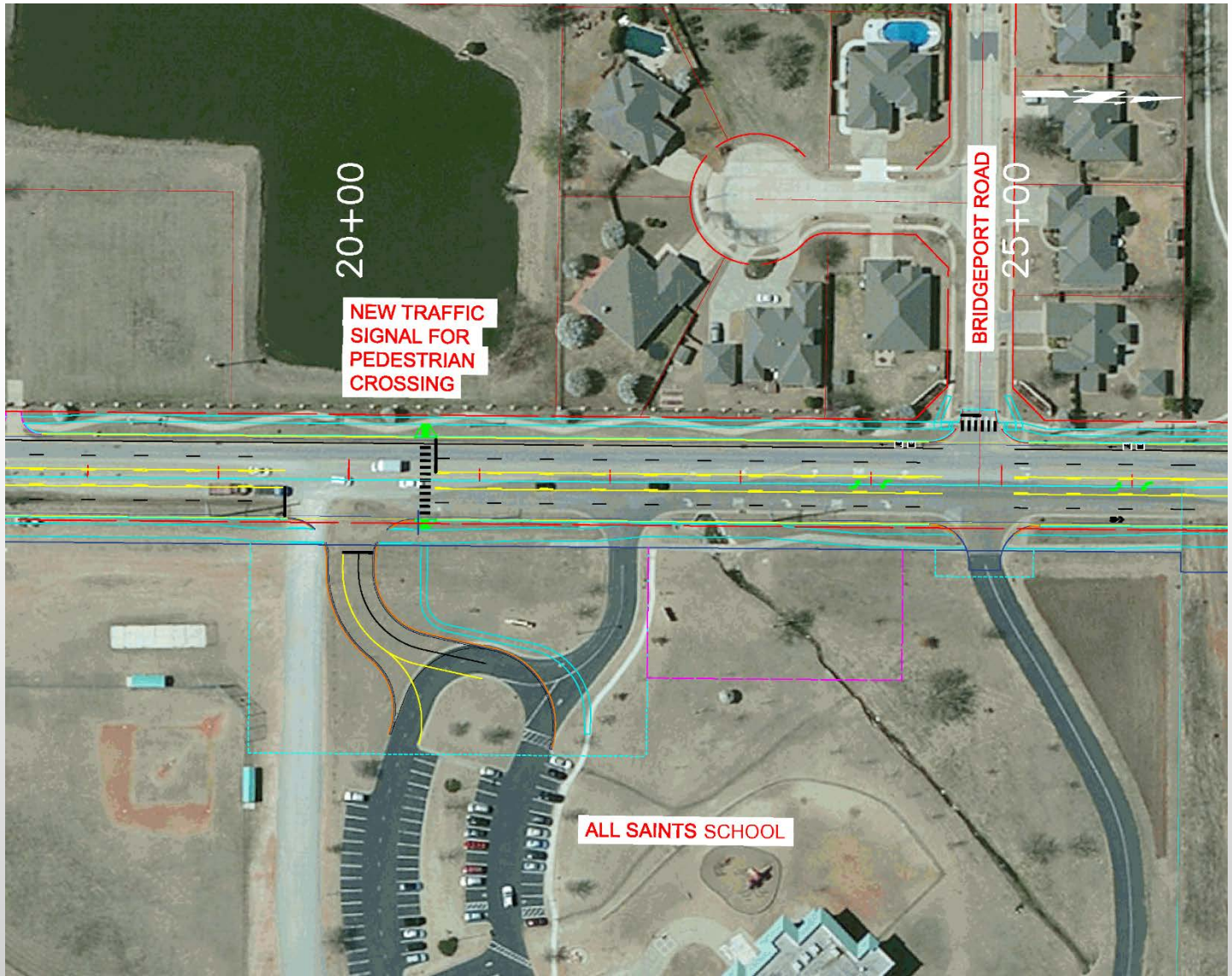


Phase One – Begin Project

- Constructed in 2000
- 5 lane signalized intersection
- This project will tie onto the north leg of the Tecumseh Road intersection
- Begin dedicated bike lane southbound
- Bike to utilize trail for northbound

Project Breakdown

Public Meeting for 36th Avenue West Project from Tecumseh Road to north of Market Place

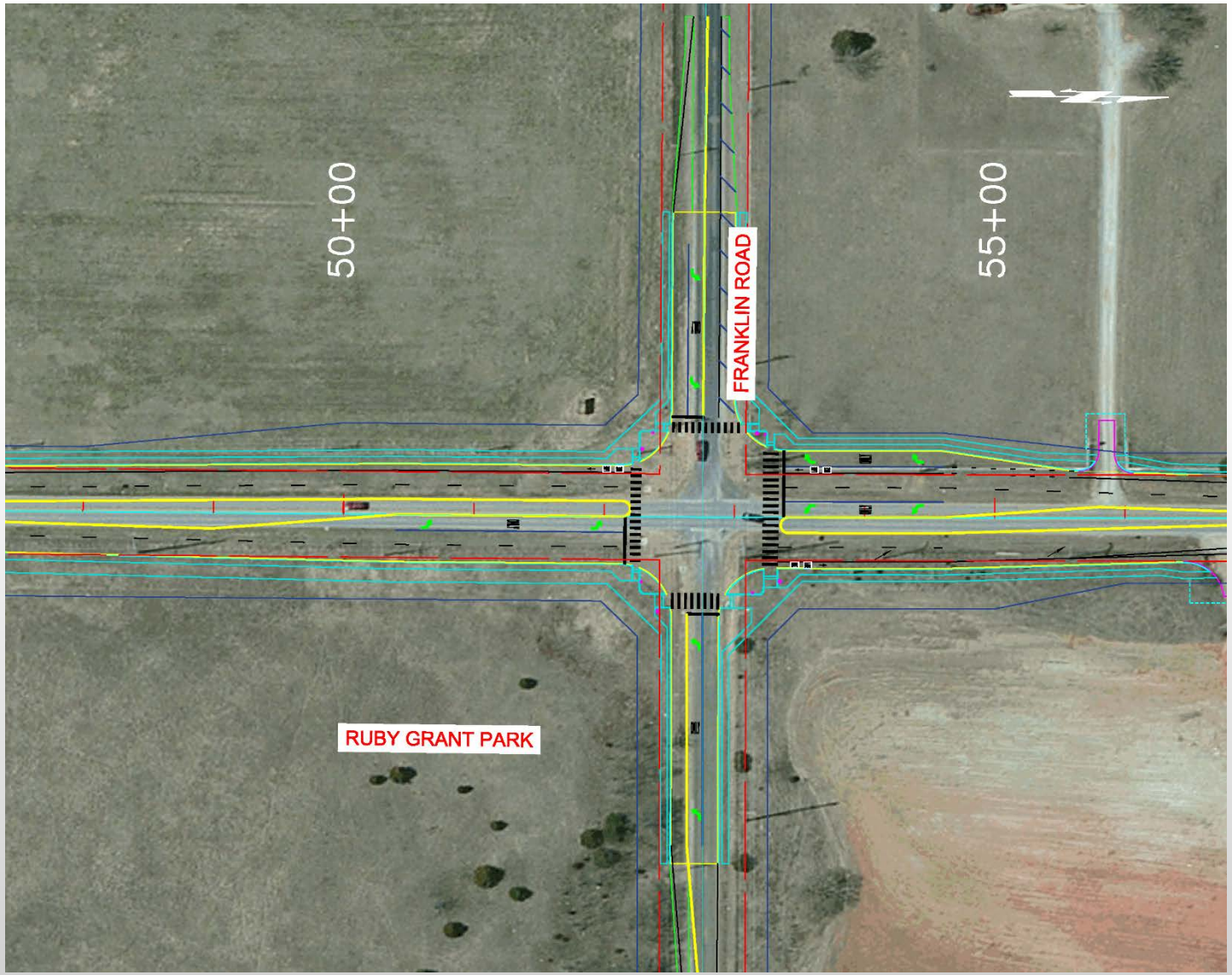


Phase One – Mid-Block Signal

- Signalized intersection with pedestrian crossing
- Realigned entrance to All Saints School

Project Breakdown

Public Meeting for 36th Avenue West Project from Tecumseh Road to north of Market Place

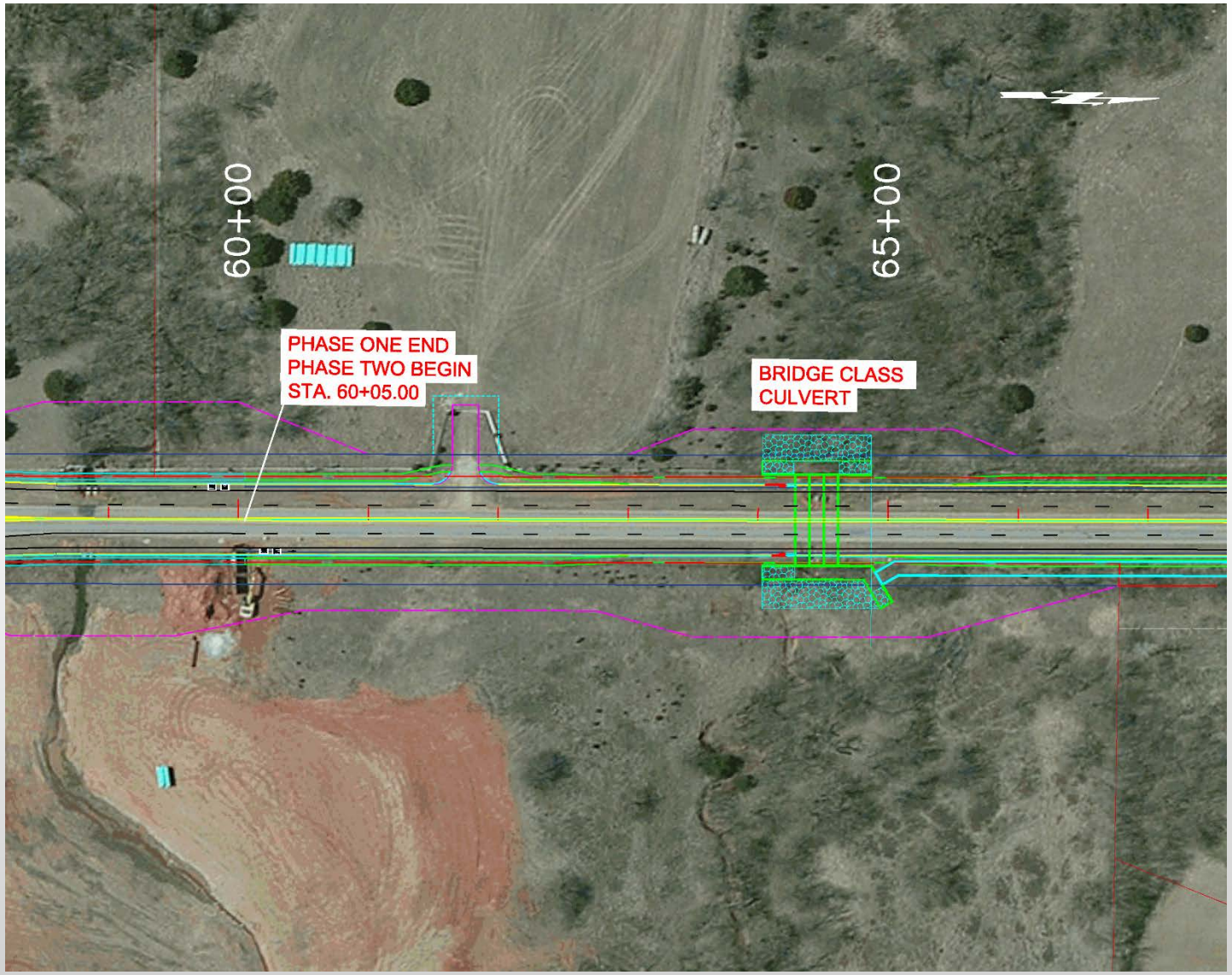


Phase One – Franklin Road Intersection

- Signalized intersection with pedestrian crossings
- Dedicated left and right turn lanes for all 4 Legs
- Begin dedicated bike route northbound

Project Breakdown

Public Meeting for 36th Avenue West Project from Tecumseh Road to north of Market Place

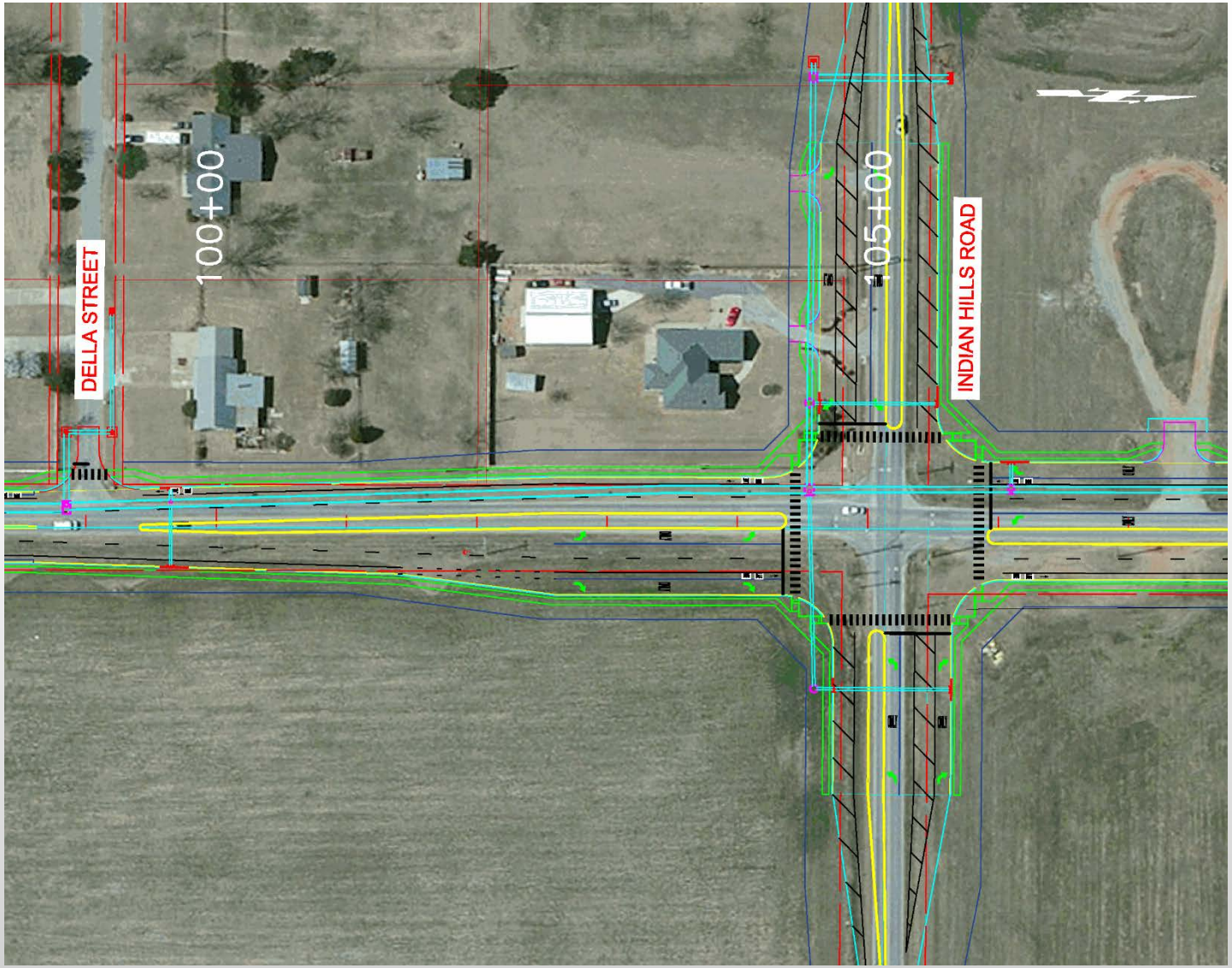


Phase One/Phase Two – Project End/Begin

- Phase Two of project scheduled to begin one year from Phase One
- Bridge class culvert to replace 2-48 inch pipes

Project Breakdown

Public Meeting for 36th Avenue West Project from Tecumseh Road to north of Market Place



Phase Two – Indian Hills Road Intersection

- Signalized intersection with pedestrian crossings
- Dedicated left and right turn lanes for all 4 Legs

Project Breakdown

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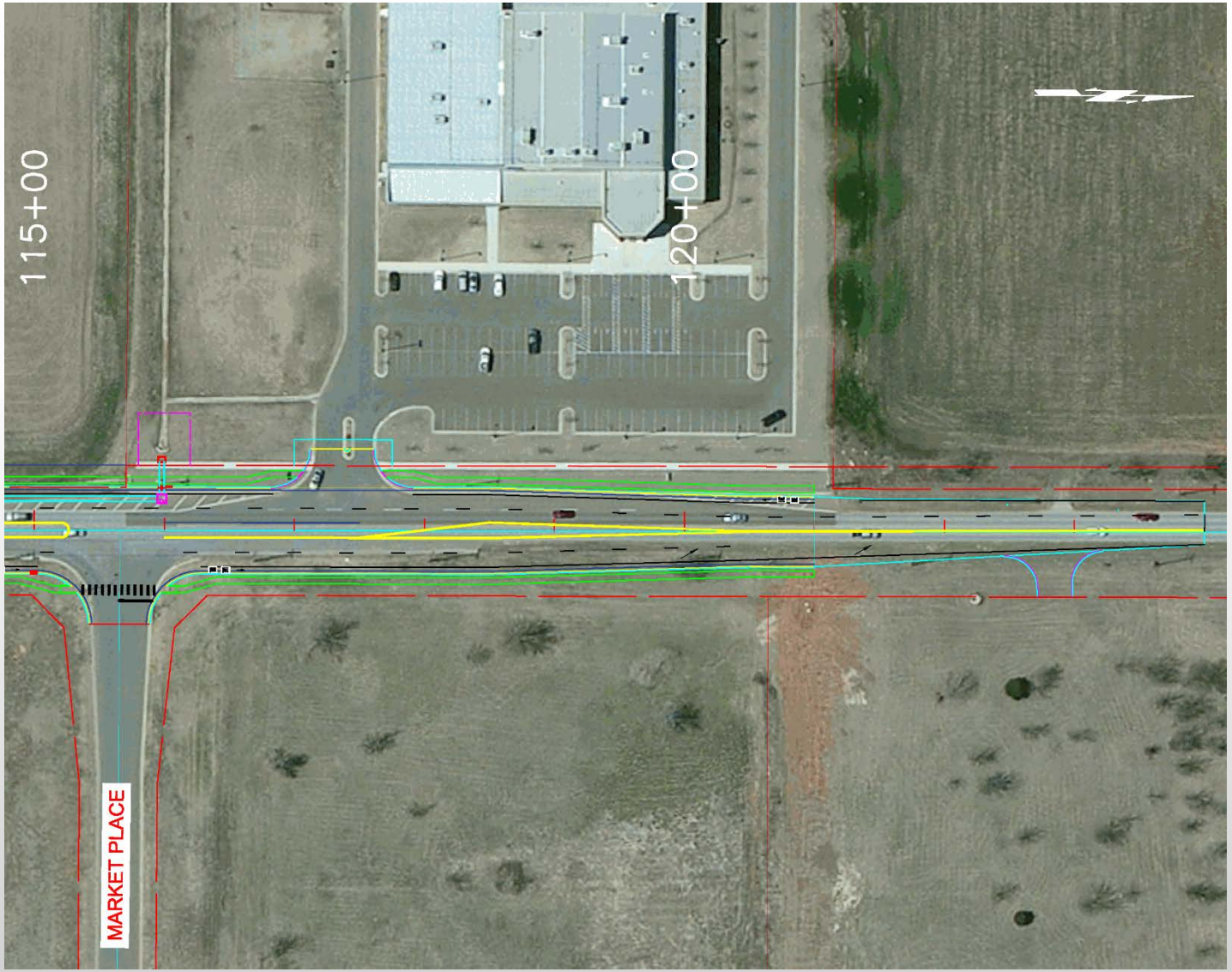


Phase Two – End of Project

- Dedicated southbound turn lane for Market Place
- End dedicated bike route northbound

Utility Relocations

Public Meeting for 36th Avenue West Project from Tecumseh Road to north of Market Place

City Utilities

- Water Line (Norman and OKC)
- Sanitary Sewer

Privately Owned Utilities

- OG&E Distribution Line
- OEC Distribution Line
- Western Farmers Transmission Line
- ONG Gas Line
- Phone and communications

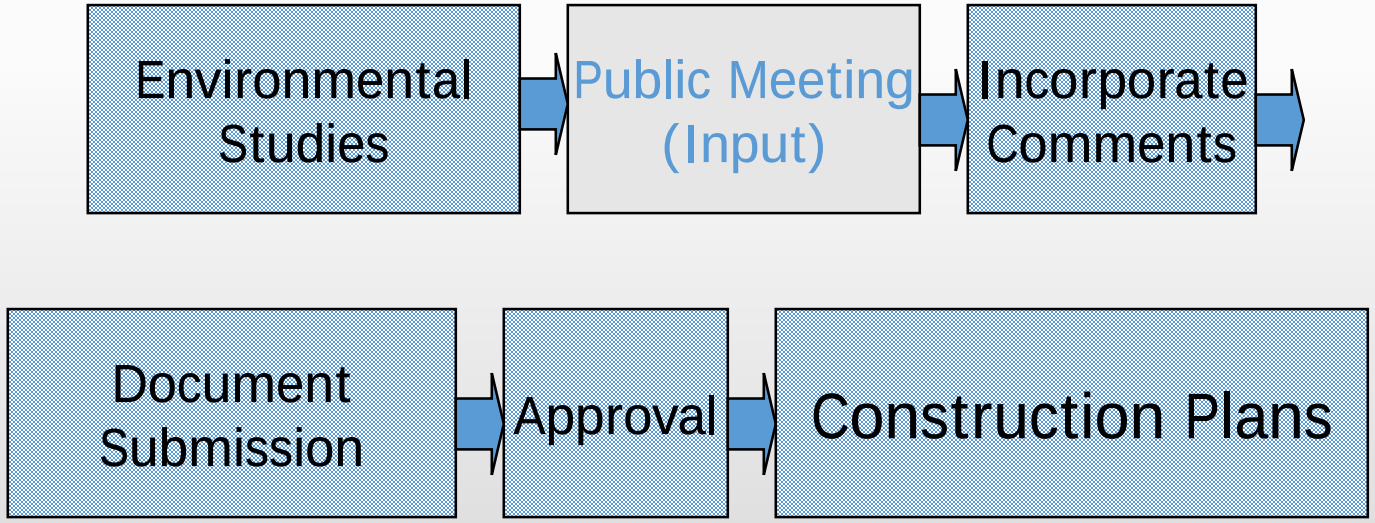
Utility construction has begun

Environmental Review

Public Meeting for 36th Avenue West Project from Tecumseh Road to north of Market Place

- National Environmental Policy Act (NEPA)
- Decision Making Process
- NEPA is required when federal funding is provided for transportation projects

Environmental Process



Environmental Issues Considered, Studied, & Evaluated

- Right-of-Way Impacts
- Wetland Impacts
- Stream Impacts
- Floodplain Impacts
- Farmland Impacts
- Threatened & Endangered Species
- Tribal Concerns
- Cultural Issues
- Archeological Sites
- Hazardous Waste Sites
- Park Impacts
- Traffic Noise Impacts

Right-of-Way Impacts

- Some right-of-way required, no displacements
- Ruby Grant park land will not be affected

Stream & Wetland Impacts

- Impacts to waters anticipated, requires Corps of Engineers review

Cultural Issues & Archeological Sites

- No cultural or archeological impacts

Noise Study

- Completed in accordance with FHWA regulations and ODOT noise policy
- Utilized the FHWA Traffic Noise Model in predicting existing and future noise levels based on roadway geometry, traffic data, receiver location, and general terrain features
- Modeled receiver input being a location where frequent exterior human activity occurs such as a patio, playground, or pool area
- For residential dwellings, an exterior impact occurs when future noise levels meet or exceed 66 dBA or when there is a substantial increase in future noise levels that exceed existing levels by 15 decibels

Noise Study – Results of the Analysis

- For the existing condition, no residential receivers are impacted with noise levels meeting or exceeding 66 dBA.
- Based on the proposed project and future traffic, 8 residential receivers will be impacted with future noise levels ranging from 66.7 to 69.4 dBA. The highest increase over existing sound levels is 5.3 dBA.
- Future impacts occur to the near receivers in Castlerock and the residential area located just south of Indian Hills Road

Noise Study – Noise Mitigation Considerations

- Noise mitigation in the form of a free standing noise wall within the existing right-of-way was considered for the impacted residential dwellings.
- For those impacted receivers within Castlerock, noise mitigation was determined not feasible because the modeled noise barrier did not achieve the required noise reduction of 7 dBA.
- For the impacted receiver identified south of Indian Hills Road, noise mitigation was determined not reasonable due to the high construction cost for the benefitted receiver.

Schedule

- Receive comments from public — thru August 13, 2020
- Complete environmental documents — Fall 2020
- Right-of-way acquisition & utility relocations — Ongoing
- Construct project
  - Phase One — ASAP Pending Federal Transportation Grant Funding
  - Phase Two — ASAP Pending Federal Transportation Grant Funding

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