



CITY OF NORMAN, OK CITY COUNCIL COMMUNITY PLANNING & TRANSPORTATION COMMITTEE MEETING

Municipal Building, Executive Conference Room, 201 West Gray, Norman,
OK 73069

Thursday, March 27, 2025 at 4:00 PM

AGENDA

It is the policy of the City of Norman that no person or groups of persons shall on the grounds of race, color, religion, ancestry, national origin, age, place of birth, sex, sexual orientation, gender identity or expression, familial status, marital status, including marriage to a person of the same sex, disability, relation, or genetic information, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination in employment activities or in all programs, services, or activities administered by the City, its recipients, sub-recipients, and contractors. In the event of any comments, complaints, modifications, accommodations, alternative formats, and auxiliary aids and services regarding accessibility or inclusion, please call 405-366-5424, Relay Service: 711. To better serve you, five (5) business days' advance notice is preferred.

CALL TO ORDER

AGENDA ITEMS

1. PRESENTATION OF THE FEBRUARY PUBLIC TRANSIT REPORT.
2. DISCUSSION REGARDING A CEDAR LANE ROAD EXTENSION FROM JENKINS AVENUE TO HALF A MILE NORTH.

ADJOURNMENT



MEMO TO: Council Community Planning and Transportation Committee

FROM: Taylor Johnson AICP, Transit and Parking Program Manager

THROUGH: Scott Sturtz P.E., CFM, Director of Public Works

DATE: March 27, 2025

SUBJECT: Public Transportation Monthly Report

Purpose:

The Public Transportation Monthly Report provides updates to City Council on public transit related items. Additionally, the EMBARK Norman Performance Report and the Norman On-Demand Performance Report for the previous month are attached. These reports provide updates on key metrics associated with the operations of each respective transit system.

Updates:

Go Norman Transit Plan

The Go Norman Transit Plan was approved by resolution by Council on June 22nd, 2021. On December 13, 2022 Council approved a resolution to alter transit bus service as recommended in the Plan. The route changes were effective October 16, 2023 after many months of implementation work, including the remodel of 320 E. Comanche into the Norman Transit Center. Staff continue to move forward on the next steps as recommended in the plan. Recent work includes:

Fleet Maintenance & Vehicle Procurement (upgrades and standardization)

- City Fleet Maintenance staff continue to ensure that the transit fleet is in operational condition each morning for line up.
 - Of the City's 27 revenue vehicles in the Transit Fleet, and not accounting for vehicles which already have replacements on order, there are only 3 vehicles remaining which were received from the University and have surpassed their useful life and are eligible to be retired according to FTA standards, all of which are in fixed route service. One additional unit in the paratransit fleet is also eligible to be retired and replaced.
- The City is in the process of purchasing 6 CNG cutaway transit buses for the paratransit fleet. During the week of March 5-7, staff conducted a pre-delivery inspection trip to two manufacturing facilities: the first in Elkhart, IN to inspect the conversion of the fuel system to CNG and the second to Oregon, OH to inspect the construction of the vehicle chassis. At the time of this trip each facility had 3 of our ordered vehicles under construction. Pre-delivery inspections allow staff to ensure any quality control concerns are addressed and order specifications are being met before the vehicles are delivered. Below is background on this purchase:
 - On June 11, 2024, Council adopted resolution R-2324-149 formally accepting an FTA grant and authorizing this purchase. After additional approvals to enhance the vehicles, the revised cost share per bus is \$129,452 federal (72%) and \$51,998 local match (28%), resulting in \$181,450 total per bus. Thus the proposed cost share for 6 cutaway buses is \$776,714 federal (72%) and \$311,986 local (28%), resulting in a \$1,088,700 total cost for 6 units.

Service Expansion Priorities

Following implementation of the new route network in October 2023, and then increasing the frequency of service on Route 112 (West Lindsey) from 60 minutes to 30 minutes (*priority 2*), City Transit staff continue to review the next priorities recommended by the Go Norman Transit Plan:

- **Priority 1: Sunday Service** – Proposed Sunday service span and trip frequencies would match current Saturday service levels. Sunday transit service is currently being offered and evaluated as part of the Norman On-Demand microtransit pilot program.
- **Priority 3: Increased Frequency on Route 110** – This service expansion upgrades the trip frequency of Route 110 (Main St/24th Ave NW) from 60 minutes to 30 minutes. Staff are re-evaluating the timing of this priority in relation to the current ridership, expected development along the route, and other transit needs.
- **Priority 4: Implementation of New Route 113** – This service expansion would add a new route in Southeast Norman operating with a 30-minute frequency. The proposed route, as recommended in the plan, would operate along Classen Blvd, Constitution St, Oak Tree Ave, 12th Ave SE, Cedar Ln and then turnaround near Cedar Ln and Classen Blvd.



Transit Professionals Appreciation Day – March 18, 2025

City Council approved proclamation P-2425-18 on March 11, 2025 proclaiming Tuesday, March 18, 2025 as Public Transit Professional Appreciation Day in the City of Norman. This follows a national trend of recognizing the work of transit professionals and the positive impact transit service provides for the community. As part of the proclamation, staff were recognized from operations, maintenance, and administration including staff from our partner agencies Embark Norman and Norman On-Demand. Among other celebrations, Transit & Parking staff delivered 'thank you' cookies to staff in other departments that assist with accomplishing the goals of the Transit & Parking Division.

Central Oklahoma Long Range Transit Plan

Utilizing a combination of ACOG FTA Planning and OKC MAPS 4 funding, EMBARK and ACOG are leading a project and working with a consultant to create a Central Oklahoma Long Range Transit Plan. This plan will work with all existing transit providers to analyze existing and planned improvements to transit in the region. At a high level, this plan will make recommendations for the regions transit service as a whole. Expected completion date is summer 2025 with public and stakeholder engagement throughout the process. An update from ACOG and EMBARK on the development of the plan was presented to Council during the January 14, 2025 Council Conference and another update is planned for May.

Grants

Staff continue to research eligible grants to support existing operations, vehicle needs, and future improvements.

- On February 15, 2024, the Association of Central Oklahoma Governments (ACOG) awarded The City of Norman \$1,078,880 in Public Fleet Conversion Grant Program funding which will require a local match of \$269,270 (which has been identified in the Public Transportation Fund) to install pantograph EV bus charging infrastructure at the Norman Transit Center. This overhead infrastructure will allow the City's battery electric buses to rapidly recharge while stopped at the Transit Center during operation thereby extending the time before these EV buses need to return to the Transit maintenance facility to fully recharge. The total cost of this project is estimated to be \$1,348,600.

Microtransit Pilot Program with Via Transportation – Norman On-Demand

On July 9, 2024, Council approved contract amendments with both Via Transportation and the University of Oklahoma to extend the expanded service through the end of summer 2025. The service entered its second year of operation on August 20, 2024. Staff are exploring options for this pilot program's future as we near the midpoint of its second year of operation. More details can be found in the attached monthly performance report for this service, named Norman On-Demand.

Conclusion:

Thank you for your review of these updates and attached monthly performance reports. Staff are prepared to answer any questions you may have.

Attached:

1. EMBARK Norman Performance Report for February 2025.
2. Norman On-Demand Performance Report for February 2025.

PERFORMANCE REPORT

Transit System Report

February 2025

Purpose

The Transit System Report provides a summary of both internal indicators and performance measures used to evaluate the performance of the EMBARK transportation system for the City of Norman. The internal indicators are mainly used by staff to compare performance to previous periods whereas, the performance measures having

specific targets are more outcome-based and are included in EMBARK's strategic business plan to help demonstrate accomplishments given the resources that are provided. The internal indicators and performance measures included in this report address ridership, dependability, safety and align with EMBARK's mission.

Total Ridership

Total ridership for EMBARK Norman in February 2025 was 37,386 compared to 35,374 in February 2024. The average total daily ridership was 1,569 for February 2025, a 10.88% increase from 1,415 in February 2024. Fiscal-year-to-date ridership is 329,340 passengers, a 25.96% increase from the February 2024 YTD total of 261,456.*

The fixed-route service totaled 36,008 for February 2025 compared to 33,569 for February 2024. Average fixed-route daily ridership for February 2025 was 1,503 compared to 1,345 for February 2024. Passengers with wheelchairs or other mobility devices totaled 349, compared to 607 for February 2024. Passengers with bikes or other mobility devices totaled 705, compared to 744 for February 2024.

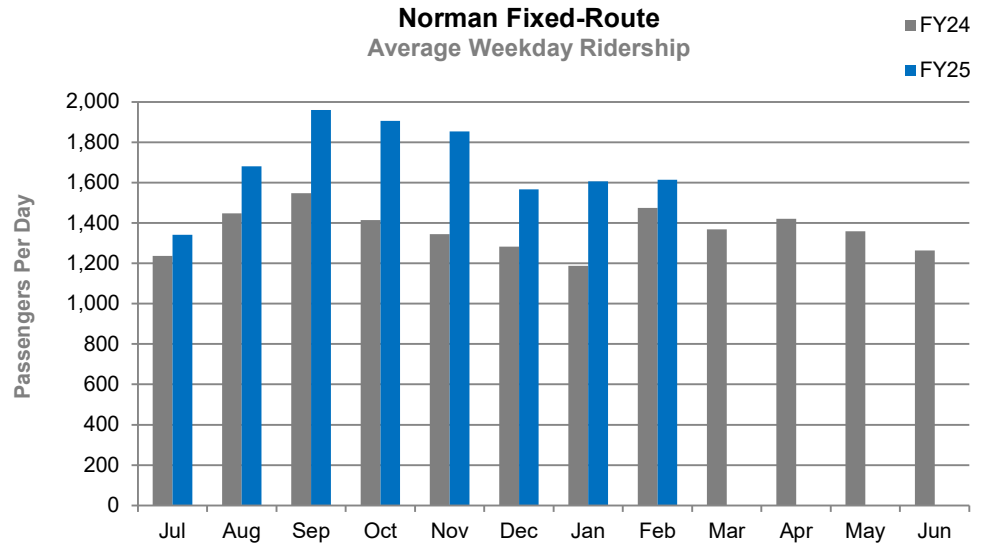
PLUS ridership totaled 1,378 for February 2025, compared to 1,805 for February 2024. The average total PLUS ridership was 66 for February 2025, compared to 72 for February 2024. Passengers with wheelchairs or other mobility devices totaled 251 for February 2025, compared to 302 for February 2024, a 16.89% decrease.*

Norman Transit Services	Feb FY25	Feb FY24	+/- Feb FY24
Fixed Routes (M-F)	32,242	30,903	4.33%
110 - Main Street	2,531	2,849	-11.16%
111 - E Lindsey	17,351	17,723	-2.10%
112 - W Lindsey	6,811	6,649	2.44%
121 - Westheimer	2,778	1,965	41.37%
122 - Rock Creek	2,744	1,687	62.66%
144 - Social Security	27	30	-10.00%
Fixed Routes (Sat)	3,766	2,666	41.26%
110 - Main Street	341	250	36.40%
111 - E Lindsey	1,756	1,351	29.98%
112 - W Lindsey	981	650	50.92%
121 - Westheimer	301	181	66.30%
122 - Rock Creek	387	234	65.38%
PLUS ADA Service	1,378*	1,805	-23.66%*
PLUS (M-F)	1,310*	1,725	-24.06%*
PLUS (Sat)	68*	80	-15.00%*
Bikes	705	744	-5.24%
Wheelchair	349	607	-42.50%
PLUS Wheelchair	251*	302	-16.89%*

*2025 FEB WKD PLUS data is unavailable from 26th-28th due to transition to new software. Average daily ridership is calculated for 17 days instead of 20.

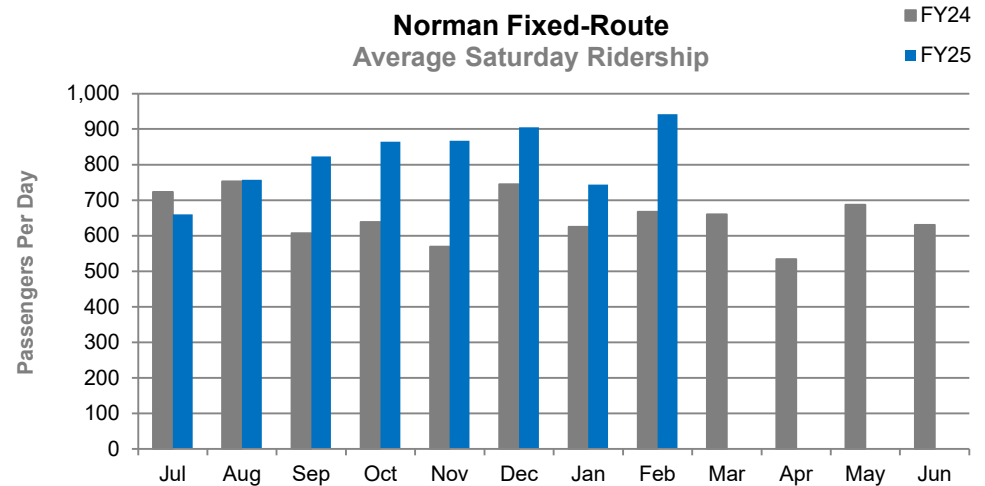
Fixed Route Weekday Ridership

Total fixed-route weekday ridership for February 2025 was 32,242, a 4.33% increase from 30,903 in February 2024. Average weekday passenger ridership totaled 1,614 in February 2025; a 9.50% increase compared to 1,474 for February 2024. The average RPSH was 18.26, an 8.16% decrease from 19.88 in February 2024.



Fixed Route Saturday Ridership

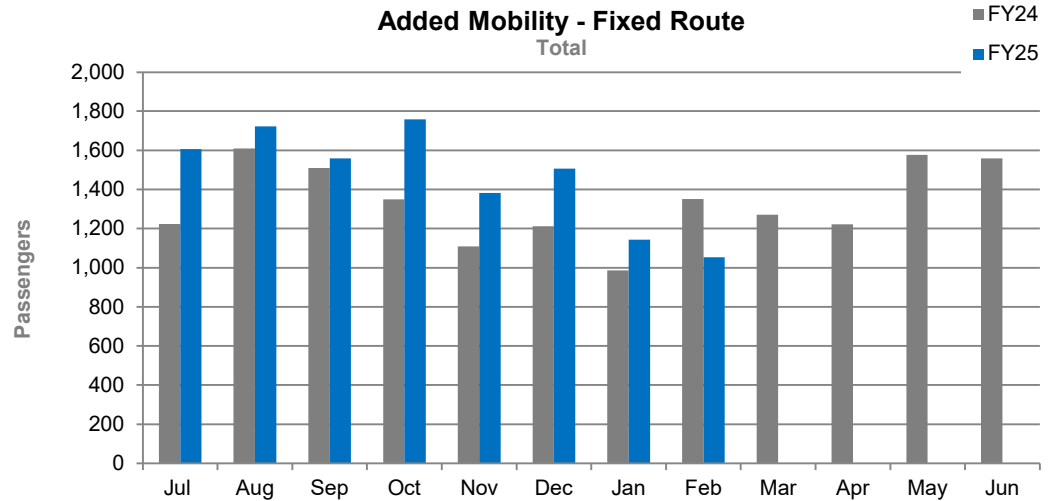
Total fixed-route Saturday ridership for February 2025 was 3,766, a 41.26% increase from 2,666 in February 2024. Average Saturday passenger ridership totaled 942 for February 2025, a 41.23% increase from 667 in February 2024. The average RPSH was 15.50, a 1.76% increase from 15.23 in February 2024.



Added Mobility – Fixed Route

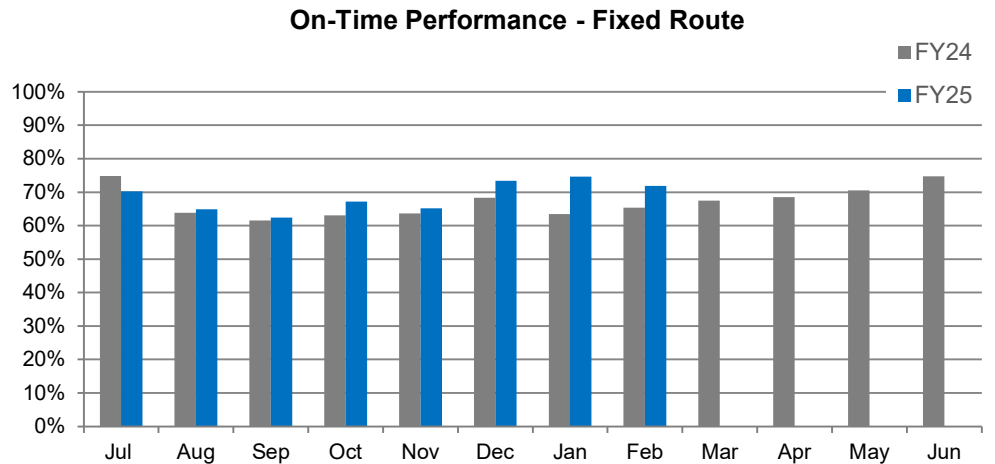
Total passengers with added mobility, such as bikes and wheelchairs, totaled 1,054 for February 2025, a 21.98% decrease from 1,351 in February 2024.

Bike passengers totaled 705, a 5.24% decrease from 744 in February 2024. Passengers with wheelchairs totaled 349, a 42.50% decrease from 607 in February 2024.



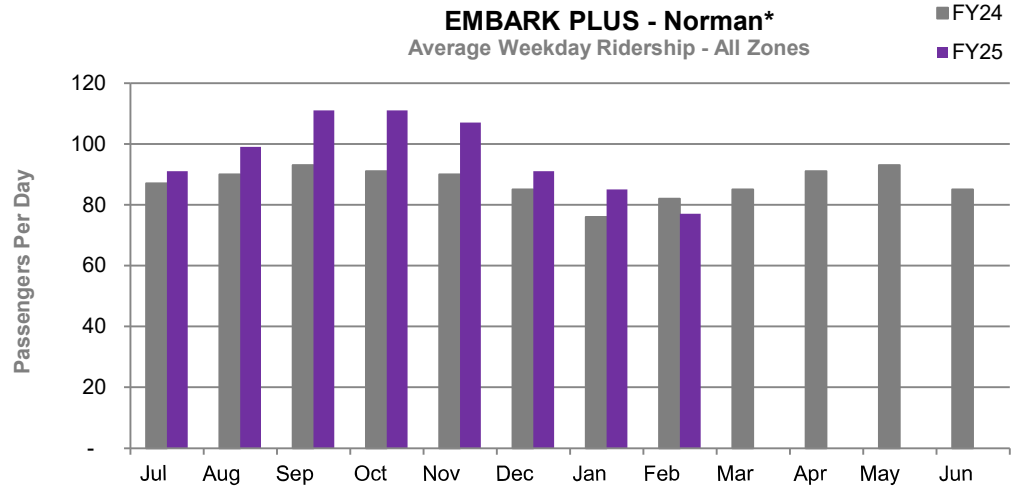
On-Time Performance – Fixed Route

Cumulative on-time performance for fixed-route buses was 71.9% in February 2025, a 6.50% increase from 65.40% in February 2024.



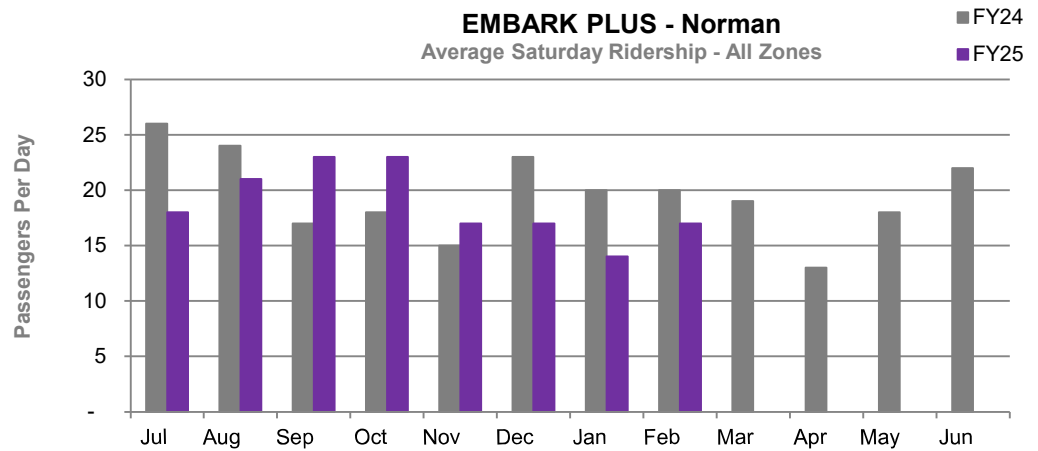
PLUS Weekday*

Total PLUS weekday ridership for February 2025 was 1,310, a 24.06% decrease from 1,725 in February 2024. Average weekday passenger ridership totaled 77 for February 2025, a 6.10% decrease from the February 2024 average of 82. RPSH was 1.25, a 6.14% increase from 1.17 in February 2024.



PLUS Saturday

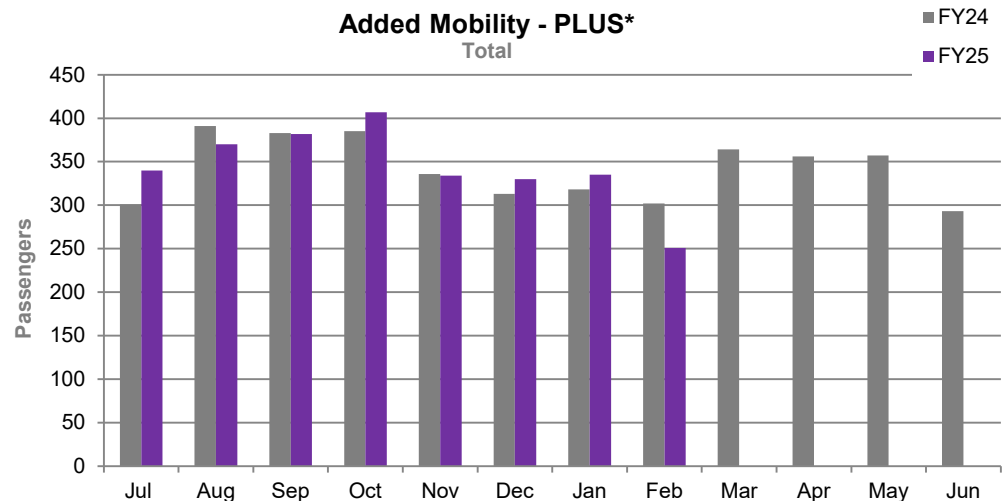
Total PLUS Saturday ridership for February 2025 was 68, a 15.00% decrease from 80 in February 2024. Average Saturday passenger ridership totaled 17 for February 2025, a 15.00% decrease from 20 in February 2024. RPSH was 1.20, an 8.09% decrease from 1.30 in February 2024.



Added Mobility – PLUS*

PLUS passengers with added mobility totaled 251 for February 2025, a 16.89% decrease from 302 in February 2024.

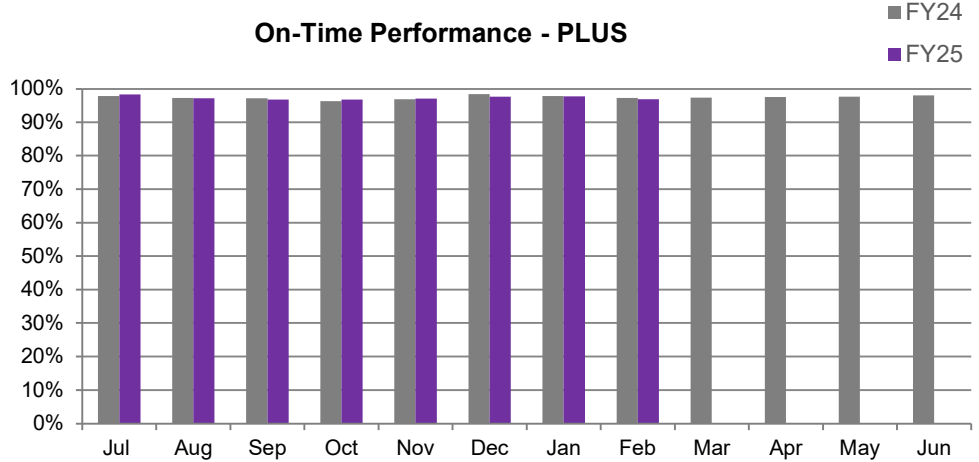
*2025 FEB WKD PLUS data is unavailable from 26th-28th due to transition to New software. Average daily ridership is calculated for 17 days instead of 20.



On-Time Performance - PLUS

Cumulative on-time performance for PLUS buses was 96.90%, a 0.36% decrease from 97.26% in February 2024.

Weekday on-time performance in the primary zone was 96.69%, a 0.55% decrease from 97.24% in February 2024. Weekday on-time performance in the secondary zone was 96.78%, a 0.12% decrease from 96.90% in February 2024. Saturday on-time performance was 100.00%, the same as February 2024.



PLUS Weekday Service Summary	Feb FY25*	Feb FY24	+/- Feb FY24		PLUS Saturday Service Summary	Feb FY25	Feb FY24	+/- Feb FY24
Total Passengers	1,310	1,725	-24.06%		Total Passengers	68	80	-15.00%
Total Trips	1,189	1,681	-29.27%		Total Trips	68	72	-5.56%
Trips Daily Average	70	80	-12.50%		Trips Daily Average	17	18	-5.56%
Trips Requested	1,193	1,721	-30.68%		Trips Requested	68	72	-5.56%
Denied Trips	4	40	-90.00%		Denied Trips	0	0	0.00%
Capacity Denials	4	0	400.00%		Capacity Denials	0	0	0.00%
No Show	30	38	-21.05%		No Show	0	0	0.00%

*2025 FEB WKD PLUS data is unavailable from 26th-28th due to transition to new software. Average daily ridership is calculated for 17 days instead of 20.

PLUS Applications	Feb FY25	Feb FY24	+/- Feb FY24
New Applications	17	9	88.89%
Renewals Received	7	15	-53.33%
Applications Approved	13	29	-55.17%
Applications Denied	2	1	100.00%

Summary of Services Table: February 2025

The table below provides daily averages for the number of passengers carried by many of the services offered by EMBARK Norman. The year-to-date (YTD) figures are cumulative totals.

EMBARK Norman Service Summary	ADP Feb FY25	FY25 YTD	FY24 YTD		Service Profile	Feb FY25	Feb FY24
Fixed Routes (M-F)	1,614	284,781	230,410		Weekdays	20	21
Fixed Routes (Sat)	942	27,867	23,375		Saturdays	4	4
PLUS (M-F)	77	16,055	14,761		Gamedays	0	0
-Zone 1*	53	11,482	10,846		Holidays	0	0
-Zone 2**	25	4,573	3,825		Weather	5	1
PLUS (Sat)***	17	637	711		Fiscal YTD Days	203	204
					Cal. YTD Days	50	51

*Requires ¾ mile

**Operates only on Weekdays until 7:00 pm

***Operates only in Zone 1

Note: 2025 FEB WKD PLUS data is unavailable from 26th-28th due to transition to new software. Average daily ridership is calculated for 17 days instead of 20.

Strategic Performance Measures

MEASURE	FY 25 YTD	FY 25 Targets	
# of Norman fixed-route passenger trips provided	312,648	400,000	■
# of Norman paratransit trips provided	16,692	23,800	●
% of on-time Norman paratransit pick-ups	97.30%	98.58%	●
# of Norman bus passengers per service hour, cumulative	20.01	21.14	▲
# of Norman bus passengers per day, average	1,545*	800*	●
% of Norman required paratransit pick-ups denied due to capacity	0.85%*	0.00%	●
% of on-time fixed-route arrivals	68.73%	75.00%	▲

*These targets are not being tracked in LFR but can be found in the KPI spreadsheet.

Glossary

- **Added Mobility** – Wheelchairs, bicycles, scooters, and other devices used by passengers in conjunction with transit
- **ADP** – Average Daily Passengers
- **ADR** – Average Daily Ridership
- **AVG** – Average
- **Fixed Route** – Regular bus service
- **FY24** – The fiscal year 2024. Lasted from 7/1/2023 to 6/30/2024
- **FY25** – The fiscal year 2025. Lasting from 7/1/2024 to 6/30/2025
- **FY YTD** – Fiscal Year, Year to Date
- **KPI** – Spreadsheet used to record and compare all data used in the monthly report
- **LFR** – "Leading for Results," EMBARK's internal performance measurements and targets
- **OTP** – On-time performance
- **Paratransit** – ADA vehicle service for seniors and other clients with special needs
- **PAX** – Passenger
- **PLUS** – Brand name for EMBARK Paratransit service
- **RPSH** – Riders per service hour
- **SAT** – Saturday
- **WKD** – Weekday
- **YOY** – Year-over-year, used to compare the previous year's performance when available
- **ZONE 1** – Primary zone for PLUS operation
- **ZONE 2** – Secondary zone for PLUS operation



Performance Report



Microtransit Pilot Program Performance Report

February 2025

Purpose

This report provides a summary of service performance measures used to evaluate the performance of the Norman On-Demand microtransit transportation system for the City of Norman. The key performance indicator goals were outlined in the request for proposals (RFP) and include average walking distance, maximum walking distance, average rider wait time, maximum rider wait time, and the percentage of ride requests picked up within 20 minutes.

Service Profile, Hours, and Pricing

Norman On-Demand is a pilot microtransit service which launched for late night and Sunday service in core Norman on August 21, 2023. Norman On-Demand is a turnkey service provided by TransitTech provider Via. The Norman On-Demand app is available on the Apple App Store and the Google Play Store. This service provides access to safe and affordable public transportation through technology, particularly during evening hours and on Sundays when other public transit options are limited. Through a collaboration with the University of Oklahoma, the Norman On-Demand Program also operates the University's SafeRide Program, which is designed to provide safe and free late night transportation to OU students. Because this is a pilot program, there may be changes to service area, hours of operations, or other aspects of the service while the City focuses the program to efficiently serve the needs and desires of our community.

Service Hours		Pricing	
Monday-Wednesday	7pm – 1am	First Passenger	\$2.00
Thursday-Saturday	7pm – 3am*	Each Additional Passenger	\$1.00
OU SafeRide: Thursday-Saturday	10pm – 3am*	OU SafeRide (OU Students using OU email address during SafeRide hours)	Free
Sunday	10am – 6pm		
ADA/Wheelchair Accessible Vehicles available upon request.			
*Outside of the OU fall and spring semesters, Thursday-Saturday service ends at 1am			

Key Performance Indicator Measures

Measure	Target	Fiscal Year to Date (7/01/24 – 2/28/25)	February		Year Over Year Service
			2025	2024	
Average Walking Distance	<0.10 miles	0.06 miles	0.06 miles	0.06 miles	0% (no change)
Maximum Walking Distance	0.25 miles	0.37 miles	0.37 miles	0.32 miles	+13.51%
Average Rider Wait Time*	<15 min	23.5 min	29.4 min	28.7 min	+2.05%
Maximum Rider Wait Time*	20 min	79.8 min*	47.0 min*	70.8 min*	-33.62%
Percent of Ride Requests Picked Up in 20min	>80%	44.31%**	30.07%**	33.93%**	-11.38%
*OU has requested longer available wait times for OU students during SafeRide hours (up to a 2 hour max). This affects the original goal of 20 minutes that was identified in the original Request for Proposals.					
**Number of ride requests with 'Completed' status that have a wait time of 20 minutes or less as a percentage of the total number of ride requests with 'Completed' status. This data is skewed by longer available wait times for OU students during SafeRide hours.					

Additional Performance Measures

Ridership

Norman On-Demand completed 2,551 rides in February 2025, which is a 22.04% decrease from the January 2025 total of 3,272. There were a total of 38 completed trips requesting a WAV or wheelchair accessible vehicle in February 2025. Ridership per service hour (RPSH) is a ratio of the number of riders making use of the service in relation to how much service is being provided (i.e. one vehicle providing one hour of service would be one 'service hour').

Ridership	Fiscal Year to Date (7/01/24 – 2/28/25)	February		Year Over Year Service
		2025	2024	
Total Number of Riders	31,159	4,012	2,619	+34.72%
Total # of Completed Trips	20,423	2,551	1,721	+32.54%
# of Completed Trips Requesting WAV	255	38	19	+50.00%
Ridership Per Service Hour (RPSH)	6.1	6.7	N/A	N/A

Rider Experience

Approximately 12.7% of all completed rides during FYE25 received a rating, of which 96.6% were rated five out of five stars. The system includes an automated feed-back process where all ride ratings with four stars or fewer that have actual written feedback attached are reviewed by customer support agents. Poor ride ratings alone are not categorized as complaints. Seven complaints were reported to Via in the month of February, representing 1.7 complaints per 1000 rides provided. Six complaints were regarding routing or pick-up/drop-off issues and one complaint was regarding the cleanliness/smell of the vehicle/driver.

Rider Experience	Fiscal Year to Date (7/01/24 – 2/28/25)	February		Year Over Year Service
		2025	2024	
Average Ride Duration (in minutes)	11.2 minutes	10.4	8.9	+14.42%
Average Ride Distance (in miles)	3.3 miles	3.0	2.9	+3.34%
Average Ride Rating (5 stars scale)	4.9 stars	4.8	4.9	-2.04%

Program Engagement and Rider Growth

Since the Norman On-Demand App launched on August 16, 2023, a total of 10,594 individual accounts have been created, which is a 4.71% increase over the January 2025 service to date total of 10,095 and a 61.04% increase over the February 2024 service to date total of 4,268. Of these accounts more than half of them (52.29%) have utilized the service at least once and more than a quarter of active accounts (3,120 accounts or 29.45%) have completed more than five rides. Riders are also able to call 405-643-8638 to schedule rides without using the App.

Engagement – Service to Date (8/16/23 – 2/28/2025)		
App Accounts Created Since Launch	10,594	
OU Accounts	N/A	N/A
Active Accounts*	7,425	70.09%
Rider Accounts**	5,540	52.29%
Repeat Rider Accounts***	4,491	42.39%
*accounts with user engaging w/ ride requests at least once **accounts with at least 1 completed ride ***accounts with at least 2 completed rides		

Accidents and Vehicles

No accidents or incidents were reported in the month of February. Five of seven vehicles were in active service during the month of February, which still meets the target fleet availability. Due to the lease cycle of the vehicles, four of the vehicles will be replaced with new vehicles on the lease during the month of March.

Cedar Lane Road Extension from Jenkins Avenue to ½ mile east

Community Planning & Transportation
Committee

March 27, 2025





Cedar Lane Road Existing Conditions

- Classified as Minor Arterial, Urban in Comprehensive Transportation Plan (CPT)
- Requires a bridge to cross Bishop Creek
- Existing Right of Way (ROW)
 - From Jenkins Avenue to end of improved section (approx. ½ mile) - 66 foot statutory right of way (ROW)
 - North half from end of improved section to 12th Avenue SE - 33 foot statutory ROW
 - South half from end of improved section to 12th Avenue SE - 50 foot ROW
 - Fences in Eaglecliff Addition are placed approx. 20' north of the property lines in the 50 foot ROW
- Existing Paving
 - From Jenkins Avenue to end of improved section (approx. ½ mile) - no paving
 - North half from end of improved section to 12th Avenue SE – one lane no curb
 - South half from end of improved section to 12th Avenue SE – one lane with curb and sidewalk

Jenkins Avenue Existing Conditions

- Classified as Minor Arterial, Urban in Comprehensive Transportation Plan (CPT)
- Existing Right of Way (ROW)
 - 66 foot statutory right of way (ROW)
- Existing Paving
 - 2 lane rural road

Highway 9 and Jenkins Avenue Intersection Existing Conditions

Item 2.

- South leg lanes
 - 1 lane southbound
 - 1 lane northbound and left turn
 - 1 dedicated right turn
- Signalization
 - 2 heads for northbound traffic
- All work will require coordination and approval with ODOT



Jenkins Avenue and Cedar Lane Road

Item 2.

Intersection Existing Conditions

- Alignment of Cedar Lane Road intersects Bratcher Miner Road and a private road
 - Bratcher Miner Road enters at odd angle
 - Private road enters at odd angle
 - The oil field equipment will need to be relocated
 - Potential site distance issues to be resolved



Jenkins Avenue and Cedar Lane Road Intersection Photos

Item 2.



Photo of the intersection
looking south



Photo of the intersection
looking east showing the
oil field equipment

Jenkins Avenue and Cedar Lane Road Intersection Photos

Item 2.



Photo of the intersection looking north showing the possible site distance issue

Typical Roadway Section

Minor Arterials, Urban

- Both roadways are minor arterial roadways in the CTP
- Three lane section meets traffic projections for Cedar Lane Road
 - Section from Jenkins Avenue to 12th Avenue SE needs to be improved for extension to function properly
- Four lane section needed on Jenkins Avenue for additional truck movements

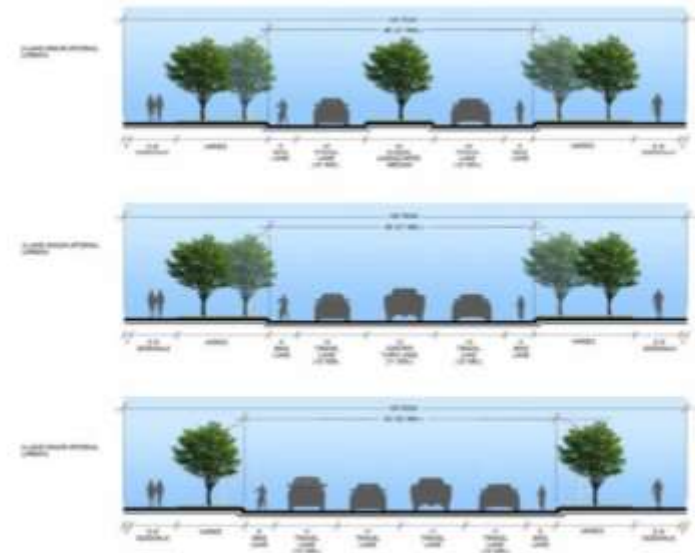


Figure 3.3 Typical Sections of Minor Urban Arterial Roadways

Bridge Requirements

- Will cross Bishop Creek
- Deep channel
- Requires Flood Plain Permit
 - Must cause no rise in base flood elevation (BFE)
- Must pass 100 YR flood event
- May require USACE 404 permitting
- Estimated size 170' long by 50' wide



Constitution Street Bridge Photos



Bridge over Bishop Creek



Bridge over Tributary of Bishop

Bridges at the OU Golf Course

Highway 9 Bridge Photo

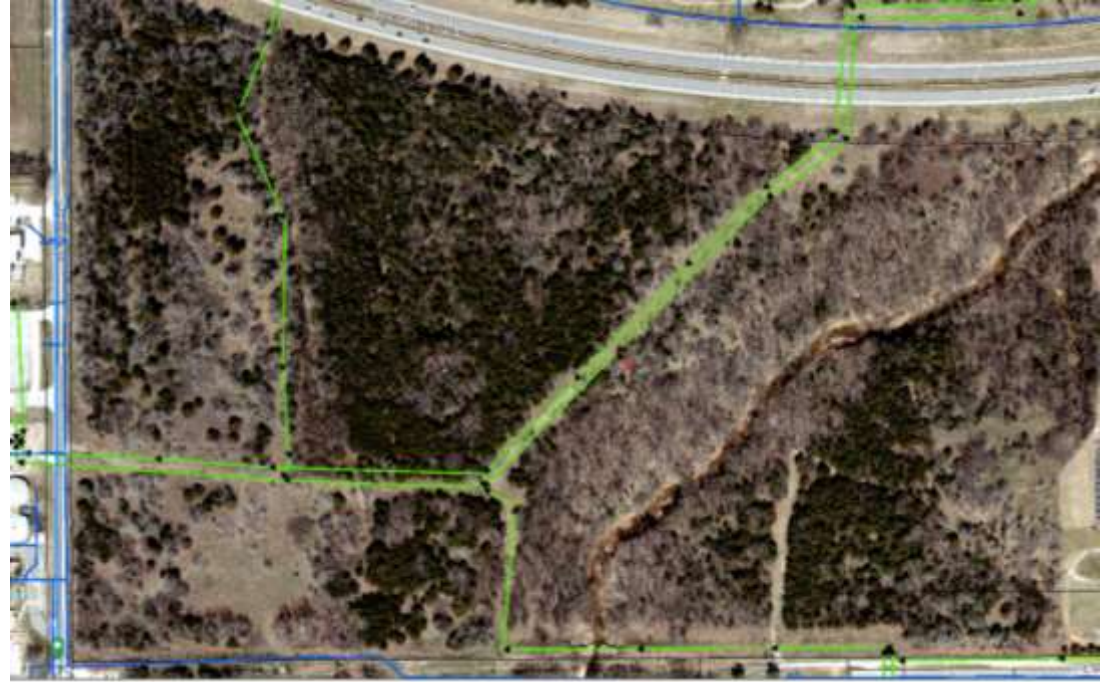


Bridge over Bishop Creek

Approximately 165 foot span bridge

Utilities

- Sanitary sewer force main along Jenkins Avenue
- Sanitary sewer gravity main along Cedar Lane Avenue
- Water mains along Jenkins Avenue and Cedar Lane Road
- Electric lines near right of way on both roads



Estimated Costs

Highway 9 intersection	\$1,300,000
Jenkins Avenue widening	\$2,800,000
Jenkins and Cedar Lane Intersection	\$400,000
Cedar Lane Road Widening	\$7,400,000
Bridge	\$5,100,000
Utilities	\$2,500,000
Engineering	\$2,000,000
ROW	<u>\$2,900,000</u>
Total	\$24,400,000

QUESTIONS COMMENTS

