

**RESOLUTION NO. 1620**

**RESOLUTION OF PROJECT SPONSORSHIP  
FOR A  
TRANSPORTATION ALTERNATIVES PROGRAM  
APPLICATION  
AND  
MAINTENANCE COMMITMENT**

A RESOLUTION DECLARING THE ELIGIBILITY OF THE CITY OF BROKEN ARROW TO SUBMIT AN APPLICATION TO THE INDIAN NATIONS COUNCIL OF GOVERNMENTS FOR USE OF TRANSPORTATION ALTERNATIVES PROGRAM FUNDS SET FORTH BY THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) FOR THE NEW ORLEANS STREET SHARED-USE PATH PROJECT IN BROKEN ARROW AND AUTHORIZING THE MAYOR TO SIGN THIS APPLICATION.

WHEREAS, Transportation Alternatives Program and Carbon Reduction Program funds have been made available for transportation improvements within the Tulsa Transportation Management Area; and

WHEREAS, the City of Broken Arrow has selected a project described as follows:

A 10 FEET WIDE SHARED-USE PATH ALONG THE SOUTH SIDE OF NEW ORLEANS STREET FROM APPROXIMATELY 1<sup>ST</sup> PLACE SOUTH TO THE WEST SIDE OF THE INTERSECTION WITH 9<sup>TH</sup> STREET.

WHEREAS, the selected project is consistent with the local comprehensive plan, including applicable Major Street and Highway Plan elements or the Regional GO Plan, as applicable, and the Regional Transportation Plan; and

WHEREAS, the engineer's preliminary estimate of cost is \$2,060,000, and Federal participation under the terms of the federal law, IIJA Act, relating to Transportation Alternatives Program and/or Carbon Reduction Program funds are hereby requested for funding of 78 percent of the project cost; and

WHEREAS, the City of Broken Arrow proposes to use 2018 GO Bond and/or Street Sales Tax funds for the balance of the project costs; and

WHEREAS, the City of Broken Arrow agrees to provide for satisfactory maintenance after completion, and to furnish the necessary right-of-way clear and unobstructed; and

WHEREAS, the City of Broken Arrow has required matching funds available and further agrees to deposit with the Oklahoma Department of Transportation (ODOT) said matching funds within thirty (30) days after authorization for the Federal Highway Administration, prior to project letting by ODOT.

Now, therefore, be it resolved by the governing body of the City of Broken Arrow, Oklahoma:

That the Indian Nations Council of Governments is hereby requested to program this project into the Transportation Improvement Program for the Tulsa Transportation Management Area if this project is selected for funding; and

That upon inclusion in the Transportation Improvement Program, the Oklahoma Transportation Commission is hereby requested to concur in the programming and selection of this project and to submit the same to the Federal Highway Administration for its approval.

---

Debra Wimpee, Mayor

Date

ATTEST:

---

Curtis Green, City Clerk

Date

APPROVED AS TO FORM:

*D. Graham Parker*

1/14/2025

---

Graham Parker, Assistant City Attorney



# **FFY 2025-2026 Transportation Alternatives & FFY 2022-2026 Carbon Reduction Program**

## **Application Questions**

*For projects in the Tulsa Transportation Management Area*

A Grant Program of the  
U.S. Department of Transportation/ Federal Highway Administration  
Authorized by the Infrastructure Investment and Jobs Act (IIJA)



Indian Nations Council of Governments (INCOG)  
Transportation Planning Division  
2 W. 2nd Street, Suite 800  
Tulsa, OK 74103-3116

## Project Application Questions

If more space is needed outside of the text boxes provided, you may attach additional pages.

Completed application packets are not to exceed the 8 page limit.

- 1) Describe your project (location, project type, length).

This project is for design and construction of the continuation of the New Orleans Street Trail from 1st Place South to 9th Street (177th E. Ave.) in Broken Arrow. This project is for a 10' wide Shared Use Path along the south side of New Orleans Street from the intersection of New Orleans Street and 1st Place South and the Broken Arrow Creek Trail to the intersection of New Orleans Street and 9th Street South. The length of the project is approximately 2,640 linear feet (0.5 miles). There are two pedestrian/bicycle bridge structures on the project.

- 2) Describe how the project fits into existing plans and how the public has been engaged in the project planning. What project planning has taken place prior to this application?

This project is part of a planned connection to the Northeastern State University campus and the Creek Turnpike trail. Eventually, the trail will extend to Sh-51 as shown in the INCOG Regional Bicycle and Pedestrian Master Plan. Project partnerships have been created with Broken Arrow Public Schools and Northeastern State University in Broken Arrow to better connect their educational facilities to residents and businesses in Broken Arrow.

- 3) Describe safety benefits the project will achieve. Is there evidence of a history of crashes of vulnerable road users?

There will be safety improvements for bicyclists and pedestrians using this trail segment. The presence of the trail will encourage more residents to use transportation alternatives to getting to school, work, shopping, dining, and parks in addition to simply using these facilities for going on walks and bike trips for exercise which will improve users health. Improved safety is achieved by creating a separate facility for bicyclists and pedestrians out of the street. The shared-use path will lower the number of vehicle trips necessary for citizens in south Broken Arrow to go to and from school, work, shopping, dining, and recreation areas either along or connected to the new shared-use path. This in turn will reduce the number of automobile accidents in the area. New signage, school zone flashing assemblies, and the separated trail facility will improve safety.

The shared-use pathway provided by this project will improve the connectivity of the surrounding neighborhoods and residences for pedestrians and bicyclists.

- 4) How does the project benefit your community? How are destinations within the community connected by the project? How might people use the project as a transportation alternative to get to work, school, or to make personal trips?

The overall connectivity to parks was assessed when evaluating possible locations for expansion of the Broken Arrow trail network. This route connects 177th E. Ave. and residents along that street corridor to the Broken Arrow Creek Trail to the west that runs north to south along 1st Place. This project will provide additional opportunities for citizens of Broken Arrow to safely walk or bike to their designation in place of driving. The shared-use pathway provided by this project will improve the connectivity of the surrounding neighborhoods and residences for pedestrians and bicyclists. This project will lower the number of vehicle trips necessary for citizens in south Broken Arrow to go to and from school, work, shopping, dining, and recreation areas either along or connected to the new shared-use path.

5) How will this project reduce transportation emissions?

By providing the opportunity for citizens in South Broken Arrow to safely walk or bike to their destination in lieu of driving. The new trail segment will lower the number of vehicle trips necessary for citizens to go to and from school, work, shopping, dining, and recreation areas either along or connected to the new shared-use path. This in turn will reduce automobile-related emissions in the area, improving air quality for residents of Broken Arrow.

6) Does the sponsor have control of the necessary ROW for the project?

Yes, the project will all be within the existing City of Broken Arrow right-of-way.

- 7) Describe the proposed ownership and maintenance responsibilities for the project once it is completed.

Once constructed, the side-path will be owned and maintained by the City of Broken Arrow. The Broken Arrow Streets and Stormwater Department will be the Department that has ownership and maintains the side-path. Maintenance will include the pavement surface and the right-of-way adjacent to the side-path.

- 8) Describe any project-based risks that can be identified that would delay the project and how you plan to mitigate those risks.

Construction of the bicycle/pedestrian bridges needed for this project could substantially delay the project if they were both constructed in-place. At the direction of the City of Broken Arrow project manager, the project design consultant will look at prefabricated pedestrian bridge structures to shorten the construction time and potentially save on construction costs. The City of Broken Arrow can also look at including contract dis-incentives and incentives in the contract to expedite construction and alleviate any potential delays.

- 9) Provide any additional details that relate to the rating criteria that were not addressed in the questions above.

Bicyclists and pedestrians, including those that require ADA accommodation will benefit from the shared use path. The side-path is part of a pathway that will ultimately lead from New Orleans Square, across the front of the Broken Arrow Freshman Academy, east to the Creek Turnpike Trail and SH-51, which runs in front of the Northeastern State University campus. This will enable students and faculty at both campuses to bike or walk to and from the school safely from surrounding neighborhoods. This side-path ties to the Broken Arrow Creek Trail at 1st Place that leads to Arrowhead Park and Main Place Park from Main Street, and eventually to Central Park and other bike and pedestrian routes that lead to downtown Broken Arrow. Shopping centers and restaurants are within 1/2 mile of the bike route at New Orleans and Elm Avenue.

The improvement in safety and connectivity will encourage more residents to use alternative transportation as provided by this shared-use path to access shopping, dining and work opportunities. Improved access to parks and the school will attract and encourage potential home buyers to potentially buy in the area and utilize the facility. This, in turn, will improve the tax-base for Broken Arrow by generating property tax revenue and increased sales tax revenue for the community.

SPONSOR MATCHING FUNDS: \$ 460,000	ESTIMATED TOTAL PROJECT COST:
FEDERAL FUNDS REQUESTED: \$1,600,000	\$2,060,000

Be sure to include the required attachments (Resolution, project budget, project location map, demographic information, letters of support, and any optional elements) in addition to the project application question responses.



FFY 2025-2026 Transportation Alternatives Program  
Application INCOG Urbanized Area

**A) Application Information:**

Project Title	NEW ORLEANS STREET SHARED-USE PATH FROM 1ST PLACE SOUTH TO 9TH STREET - PROJECT A (Priority No. 1)
Project Location	SHARED-USE PATH ALONG THE SOUTH SIDE OF NEW ORLEANS STREET FROM APPROXIMATELY 1ST PLACE SOUTH TO THE WEST SIDE OF THE INTERSECTION WITH 9TH STREET.
Sponsor	CITY OF BROKEN ARROW
Sponsor Contact Name	BRENT STOUT
Sponsor Contact Title	TRANSPORTATION PROJECT MANAGER
Address	485 NORTH POPLAR AVENUE BROKEN ARROW, OK 74012
Phone	918-258-7000 EXT. 7395
Email	BSTOUT@BROKENARROWOK.GOV

**B. Project Financial Information- Include a detailed, complete, realistic cost estimate, and summarize below:**

PROJECT BUDGET						
			Percent	Federal Funds	Sponsor Funds (20% Minimum)	TOTAL
<b>Pre-Construction Costs:</b>						
Planning/Design				\$150,000	\$50,000	\$200,000
ROW				\$0	\$0	\$0
Utility Relocation				\$0	\$0	\$0
<b>Sub-total</b>				\$150,000	\$50,000	\$200,000
Construction Cost				\$1,000,000	\$280,000	\$1,280,000
Contingency Cost (%)			15 %	\$150,000	\$40,000	\$190,000
<b>Sub-total</b>				\$1,300,000	\$370,000	\$1,670,000
Escalation	# of yrs <u>4</u>	<u>4</u> % per yr	16 %	\$210,000	\$60,000	\$270,000
<b>Sub-total</b>				\$1,510,000	\$430,000	\$1,940,000
Construction Management & Inspection (%)			6%	\$90,000	\$30,000	\$120,000
<b>TOTAL</b>				\$1,600,000	\$460,000	\$2,060,000

**Note: In the application, please provide (a) The source of cost estimates and attach the most detailed and complete cost estimate available. Annual cost escalation to year of expenditure percentage and Construction Management & Inspection fee is provided as guidance but you may use the best applicable percentages to your project provided you have a basis. Total Federal Funds are capped for the project once awarded.**

- 1) Applicants are required to include a minimum of **6%** Construction Management & Inspection costs per ODOT's recommendation.
- 2) Projects selected often take two years or more for preconstruction activity before they are ready for letting. The local project sponsor must provide an annual cost escalation to the year of expenditure.
- 3) All federal funds will be capped for awarded projects inclusive of CM&I fees.

**Certification:**

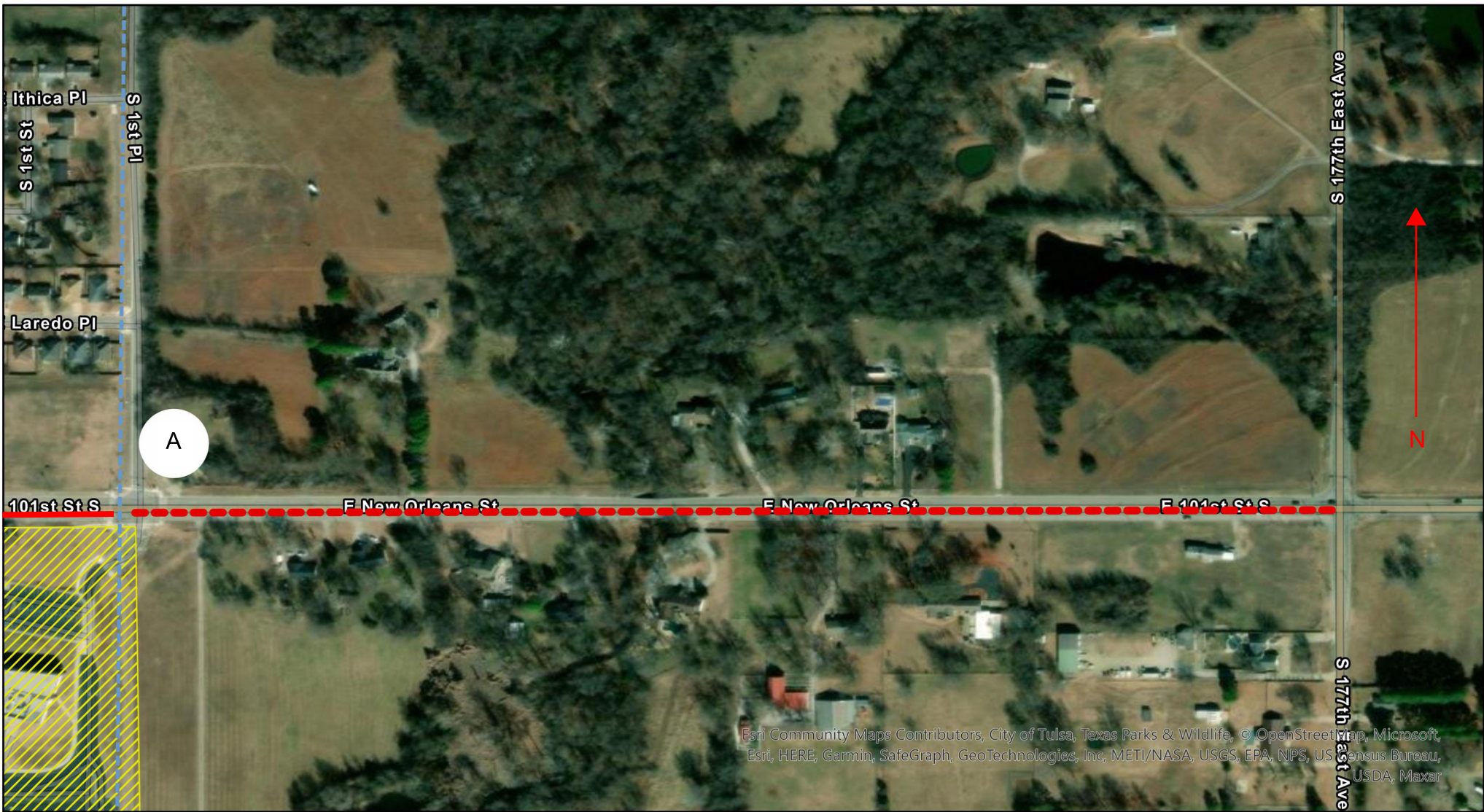
I certify that the City of Broken Arrow (name of sponsor) supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for state or federal funds. I further certify that matching funds are available or will be available for the proposed project.

Signature *Brent Stout*

Date: 1-13-25

Printed Name: Brent Stout

Title: Transportation Project Manager



## Bicycle and Pedestrian Improvements Project A

# OVERALL PLAN



- - - Proposed Trail
- Previously Approved Sidepath
- HAWK Pedestrian Signal Crossing
- - - Existing Trails

### Places of Interest

- Commercial
- Park
- School

**Bicycle and Pedestrian Safety Improvements**  
**New Orleans Street Trail/Sidepath - Broken Arrow Creek Trail to 9th Street - Project A**  
**Estimate of Probable Cost**  
**December 11, 2024**

New Orleans Street Trail					
Item No.	Description	Unit	Quantity	Unit Price	Extended
201 (A)	CLEARING AND GRUBBING	LSUM	1	\$30,000.00	\$30,000.00
202(A)	UNCLASSIFIED EXCAVATION	CY	1,207	\$17.00	\$20,510.50
202(D)	UNCLASSIFIED BORROW	CY	150	\$20.00	\$3,000.00
221(B)	TEMPORARY SILT FENCE	LF	2,250	\$2.75	\$6,187.50
230(A)	SOLID SLAB SODDING	SY	1,810	\$3.50	\$6,335.00
303(A)	AGGREGATE BASE TYPE A	CY	460	\$65.00	\$29,900.00
310(B)	SUBGRADE, METHOD B	SY	2,715	\$1.75	\$4,751.25
325	SEPARATOR FABRIC	SY	250	\$2.75	\$687.50
326(B)	GEOGRID REINFORCEMENT	SY	250	\$7.00	\$1,750.00
411(H)	SUPERPAVE, TYPE S3 (PG64-22OK)	TON	50	\$200.00	\$10,000.00
411(H)	SUPERPAVE, TYPE S4 (PG64-22OK)	TON	335	\$230.00	\$77,050.00
509(B)	CLASS 'A' CONC (DRAINAGE STRUCTURE)	CY	10	\$750.00	\$7,125.00
509 €	CLASS 'C' CONC. FLUME	CY	1	\$600.00	\$600.00
609(B)	COMBINED CURB & GUTTER (6" BARRIER)	LF	100	\$29.00	\$2,900.00
610(A)	5" CONCRETE SIDEWALK AND TRAIL	SY	2,300	\$75.00	\$172,500.00
610(B)	6" CONCRETE DRIVEWAY (HES)	SY	100	\$85.00	\$8,500.00
610(I)	TACTILE WARNING DEVICE	SF	40	\$100.00	\$4,000.00
613(A)	18" R.C. PIPE CLASS III	LF	180	\$80.00	\$14,400.00
613(C)	SP. END SECTION 18" RCP ROUND	EA.	2	\$800.00	\$1,600.00
619(A)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LSUM	1	\$8,000.00	\$8,000.00
619(B)	REMOVAL OF ASPHALT DRIVEWAY	SY	160	\$12.00	\$1,920.00
619(B)	REMOVAL OF FENCE	LF	320	\$10.00	\$3,200.00
631(A)	(SP)REMOVABLE BOLLARD	EA	2	\$1,400.00	\$2,800.00
850(A)	SHEET ALUMINUM SIGNS	SF	200	\$26.00	\$5,200.00
851(C)	2' SQUARE TUBE POST	LF	320	\$16.00	\$5,120.00
855(A)	TRAFFIC STRIPE (PLASTIC)(4" WIDE)	LF	550	\$2.85	\$1,567.50
	PREFABRICATED PEDESTRIAN BRIDGE (200')	EA	1	\$757,640.00	\$757,640.00
880	CONSTRUCTION TRAFFIC CONTROL	LSUM	1	\$10,000.00	\$10,000.00
641	MOBILIZATION	LSUM	1	\$10,000.00	\$10,000.00
					\$1,207,244.25

**CONSTRUCTION SUB-TOTAL = \$1,207,244.25**

CONSTRUCTION INFLATION @4% = **\$48,289.77**

**SUB-TOTAL = \$1,255,534.02**

CONTINGENCY @ 15% = \$188,330.10

**CONSTRUCTION TOTAL = \$1,443,864.12**

SURVEY (@2%) = \$28,877.28

DESIGN (@12%) = \$173,263.69 \$202,140.98

**SUB-TOTAL = \$1,646,005.10**

ANNUAL COST ESCALATION TO YEAR OF EXPENDITURE (4 Yrs. @ 4%/YR.) @16% = \$263,360.82

**SUB-TOTAL = \$1,909,365.92**

CONSTRUCTION MANAGEMENT & INSPECTION (@ 8%) = \$152,749.27

**TOTAL PROJECT COST = \$2,062,115.19**

SPONSOR MATCH = \$462,115.19

MAX. FEDERAL SHARE = \$1,600,000.00

USE \$2,060,000.00

USE \$460,000.00 = Local Share 22%

USE \$1,600,000.00 = Max. Federal Share 78%

January 6, 2025

Braden Cale  
INCOG  
2 W. 2nd Street, Suite 800  
Tulsa, OK 74103-3116

**RE: LETTER OF SUPPORT FOR THE CITY OF BROKEN ARROW'S APPLICATION FOR  
THE INCOG 2025 TRANSPORTATION ALTERNATIVES PROGRAM**

Dear Mr. Cale:

This letter is to offer the strong support of Broken Arrow Public Schools for the subject application from the City of Broken Arrow. The application is for funding to support the Bicycle and Pedestrian Improvements in South Broken Arrow which are described as:

- A 10 feet wide shared-use path along the south side of New Orleans Street from approximately 1<sup>st</sup> Place S. to the west side of the intersection with 9<sup>th</sup> Street

This project, if selected for funding, will help complete connections of the regional trail system included in the INCOG GO Plan to trail systems within the City of Broken Arrow and ultimately connect with continuous routes into the Rose District located in downtown Broken Arrow and east to Events Park and the new amphitheater now under construction. This project will also provide safe crossings for pedestrians and bike-route users alike which enhance connectivity and promote a more active and healthy lifestyle.

Over the years, Broken Arrow Public Schools and the City of Broken Arrow have successfully partnered on various enhancement projects. We fully support their INCOG 2025 TAP grant application to fund the bicycle and pedestrian improvements outlined above. Thank you in advance for your consideration of the application. Please let me know if you have any questions regarding this letter of support.

Sincerely,



Chuck Perry  
Superintendent of Schools  
Broken Arrow Public Schools

January 2, 2025

Braden Cale  
Transportation Programs Coordinator  
Indian Nations Council of Governments  
2 West 2nd Street, Suite 800  
Tulsa, OK 74103-3116

**RE: LETTER OF SUPPORT FOR THE CITY OF BROKEN ARROW'S APPLICATION FOR  
THE INCOG 2025 TRANSPORTATION ALTERNATIVES PROGRAM**

Dear Mr. Cale:

I am writing to express the Broken Arrow Chamber of Commerce & Economic Development Corporation's strongest support for the subject application. The application is for funding to support Bicycle and Pedestrian Improvements in South Broken Arrow, described as:

- A 10-foot-wide shared-use path along the south side of New Orleans Street from approximately 1<sup>st</sup> Place South to the west side of the intersection with 9<sup>th</sup> Street.

This project, if funded, will help complete connections of the regional trail system included in the INCOG GO Plan to trail systems within the City of Broken Arrow and ultimately provide continuous routes into the Rose District located in downtown Broken Arrow and east to Events Park and the new amphitheater now under construction. This project will also provide safe crossings for pedestrians and bike-route users, enhancing connectivity and promoting active and healthy lifestyles.

Over the years, the Broken Arrow Chamber of Commerce, Broken Arrow Economic Development Corporation, and the City of Broken Arrow have successfully partnered on various enhancement projects. We fully support the City's INCOG 2025 TAP grant application to fund the bicycle and pedestrian improvements included in this project. Thank you for your consideration of this application. Please let me know if you have any questions regarding this letter of support.

Sincerely,



James Bell  
President & CEO  
Broken Arrow Chamber of Commerce  
& Economic Development Corporation



**NORTHEASTERN STATE UNIVERSITY**  
*OFFICE of the PRESIDENT*

January 8, 2025

Braden Cale  
INCOG  
2 W. 2nd Street, Suite 800  
Tulsa, OK 74103-3116

**RE: LETTER OF SUPPORT FOR THE CITY OF BROKEN ARROW'S  
APPLICATION FOR THE INCOG 2025 TRANSPORTATION ALTERNATIVES  
PROGRAM**

Dear Mr. Cale:

This letter is to offer the strong support of Northeastern State University for the subject application. The application is for funding to support the Bicycle and Pedestrian Improvements in South Broken Arrow which are described as:

- A 10 feet wide shared-use path along the south side of New Orleans Street from approximately 1<sup>st</sup> Place S. to the west side of the intersection with 9<sup>th</sup> Street

This project, if funded, will help complete connections of the regional trail system included in the INCOG GO Plan to trail systems within the City of Broken Arrow and ultimately provide continuous routes into the Rose District located in downtown Broken Arrow and east to Events Park and the new amphitheater now under construction. This project will also provide safe crossings for pedestrians and bike-route users alike which enhance connectivity and promote a more active and healthy lifestyle.

Over the years, the Northeastern State University Broken Arrow Campus and the City of Broken Arrow have successfully partnered on various enhancement projects. We fully support their INCOG 2025 TAP grant application to fund the bicycle and pedestrian improvements included in this project. Thank you in advance for your consideration of this application. Please let me know if you have any questions regarding this letter of support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rodney S. Hanley".

Rodney S. Hanley, Ph.D.  
President  
Northeastern State University



December 20, 2024

Braden Cale  
INCOG  
2 W. 2nd Street, Suite 800  
Tulsa, OK 74103-3116

**RE: LETTER OF SUPPORT FOR THE CITY OF BROKEN ARROW'S  
APPLICATION FOR THE INCOG 2025 TRANSPORTATION ALTERNATIVES  
PROGRAM**

Dear Mr. Cale:

This letter is to offer the strong support of the Tulsa Bicycle Club for the subject application. The application is for funding to support the Bicycle and Pedestrian Improvements in South Broken Arrow which is described as:

- A 10 feet wide shared-use path along the south side of New Orleans Street from approximately 1<sup>st</sup> Place S. to the west side of the intersection with 9<sup>th</sup> Street.

This project, if funded, will help complete connections of the regional trail system included in the INCOG GO Plan to trail systems within the City of Broken Arrow and ultimately provide continuous routes into the Rose District located in downtown Broken Arrow and east to Events Park and the new amphitheater now under construction. This project will also provide safe mid-block crossings for pedestrians and bike-route users alike which enhance connectivity and promote a more active and healthy lifestyle.

Over the years, the Tulsa Bicycle Club and the City of Broken Arrow have successfully partnered on various enhancement projects. We fully support their 2025 INCOG TAP grant application to fund the bicycle and pedestrian improvements included in this project. Thank you in advance for your consideration of this application. Please let me know if you have any questions regarding this letter of support.

Sincerely,



Wayne Mark  
President  
Tulsa Bicycle Club