

# **71<sup>st</sup> Crossing (Park Place) Broken Arrow**



**BROKEN ARROW**

*Where opportunity lives*

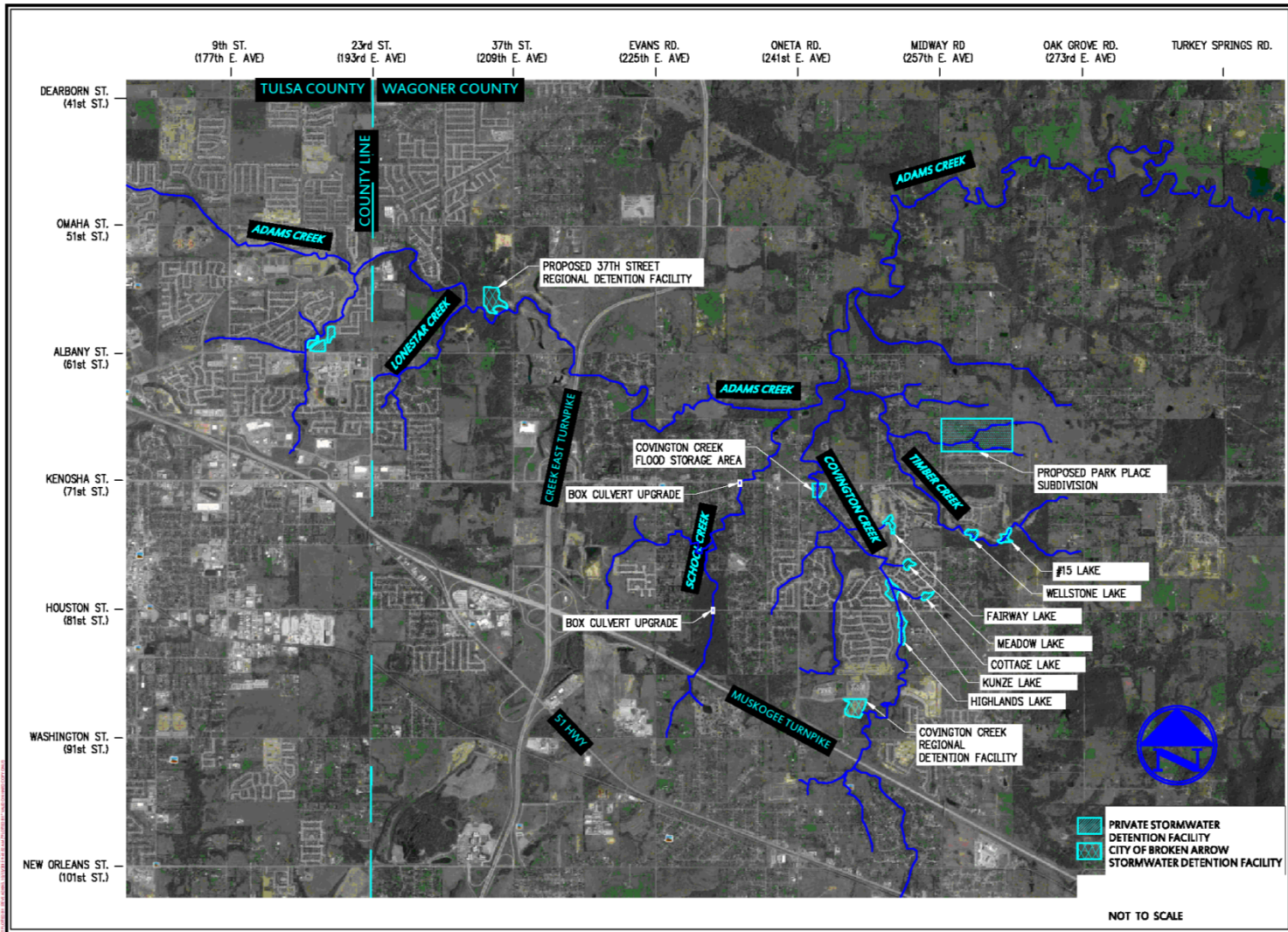
**Michael W. Skates, P.E., CFM  
Development Services Director  
City of Broken Arrow**

# 71<sup>st</sup> Crossing (Park Place)

- *Proposed Residential Subdivision located approximately ¼ mile north of Kenosha Street just East of Midway Road*
- *80 acres, Level 2 Urban Residential*
- *58 acres Developable, 22 Acres Green Space*
- *RS-3 Zoning*
- *7,000 sf minimum lot size, 2.9 lots/acre*
- *Built to City of Broken Arrow Standards*
  
- *Mandatory Homeowners Association*
- *On-Site Detention*
- *2 Entrances*
- *Sidewalk, Landscape Buffer and Articulated Fence/Wall along Midway*
- *Broken Arrow Public Schools*



# Adams Creek Basin



2282 3th Street  
Tulsa, Oklahoma 74119  
**Crafton Tull**  
Architecture | Engineering | Surveying  
918.584.2367 | 918.584.2733 | www.craftontull.com

PROPOSED ADDITIONS  
OF THIS PLAN INCLUDE:

**PARK PLACE ADDITION**  
BROKEN ARROW, OK

Revisions

No.	Description	Date

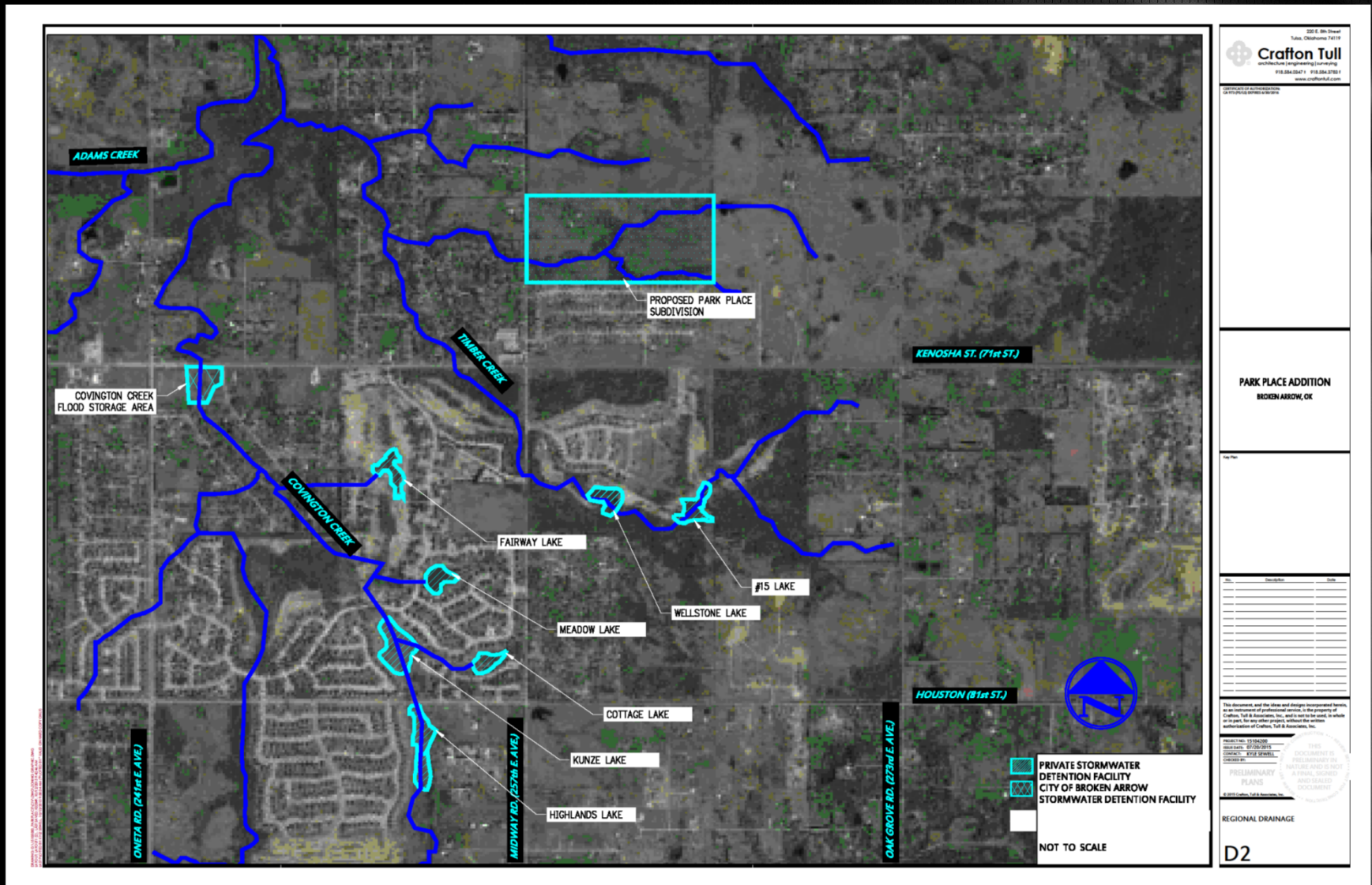
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PROJECT NO. 23124-000  
DATE: 03/29/2023  
DRAWN BY: RYAN SWELL  
CHECKED BY: [blank]  
**PRELIMINARY PLANS**  
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SEALED AND SIGNED DOCUMENT

REGIONAL DRAINAGE

**D1**

# Covington and Timber Creek



228 E. 30th Street  
Tulsa, Oklahoma 74119

**Crafton Tull**  
architect (engineering) landscape

918.584.2247 • 918.584.2701  
www.craftontull.com

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**PARK PLACE ADDITION**  
BROKEN ARROW, OK

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NO. \_\_\_\_\_ DATE \_\_\_\_\_

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PROJECT NO. 191042000  
DATE: 02/20/2019  
DRAWN BY: KYLA DEWELL  
CHECKED BY: \_\_\_\_\_

**PRELIMINARY PLANS**

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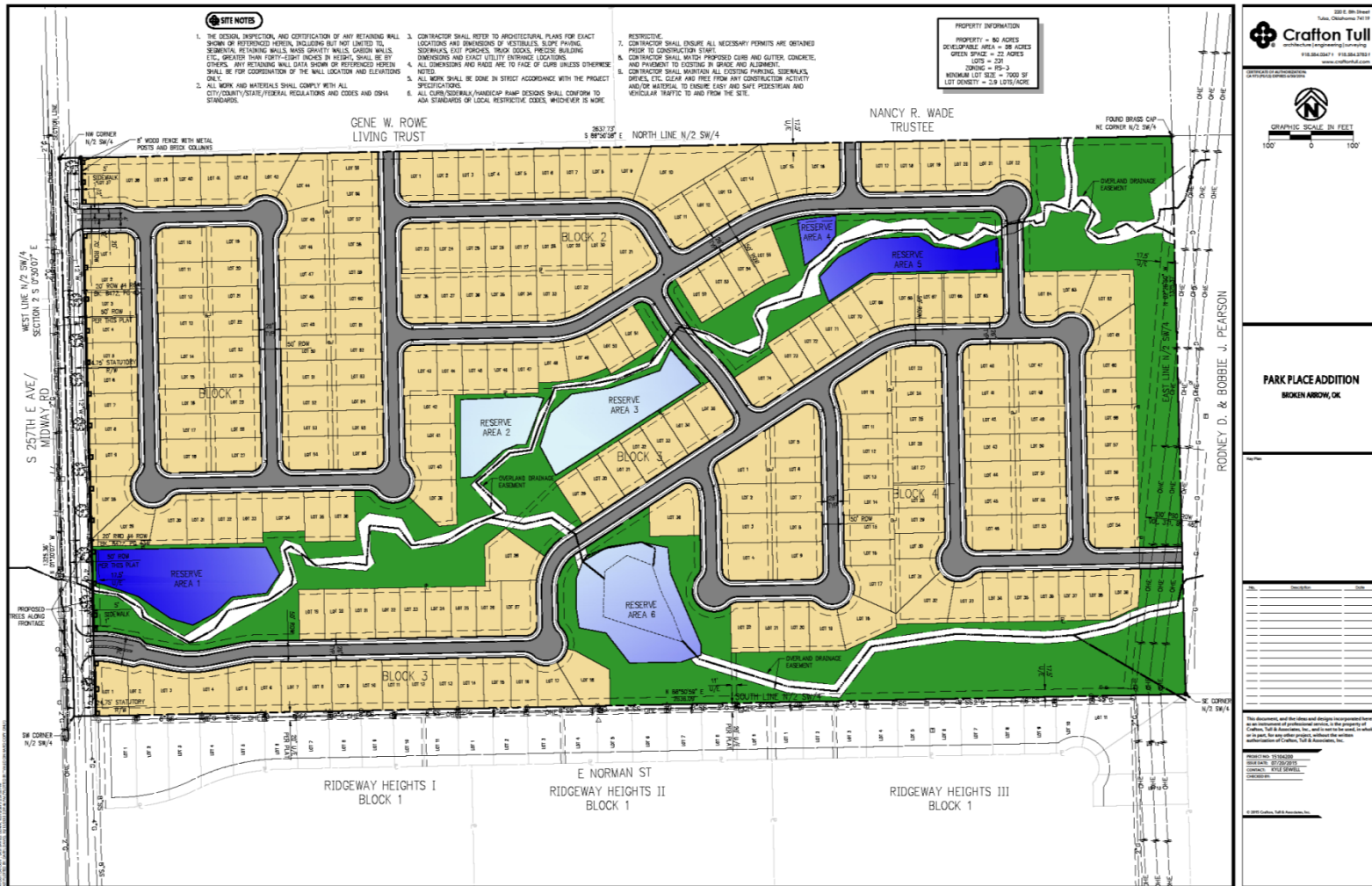
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REGIONAL DRAINAGE

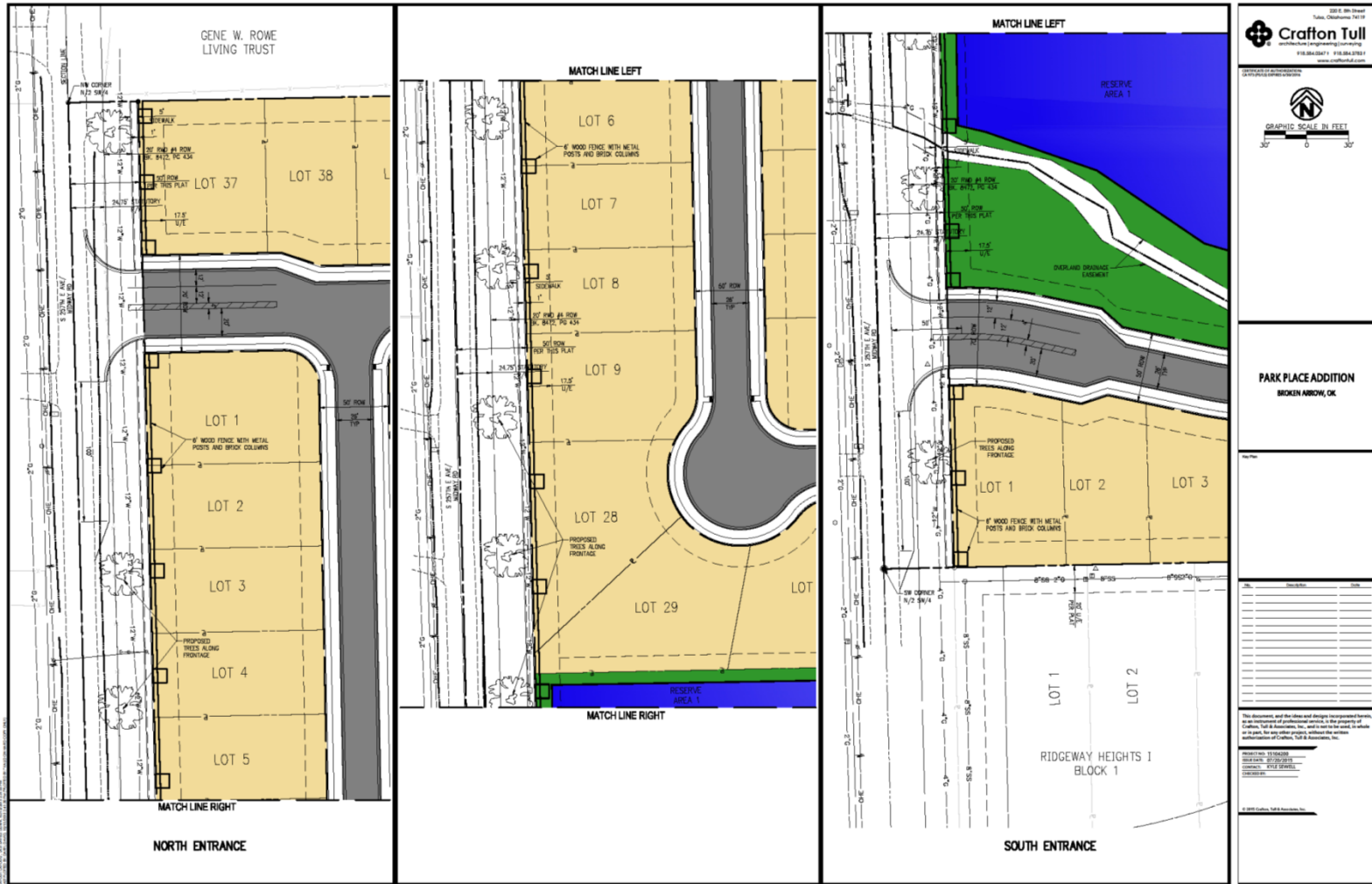
**D2**



# Proposed Subdivision



# Subdivision Entrance with Taper Sidewalk and Landscape Buffer





# Kenosha Street and Midway Road Intersection

Intersection Levels-of-Service for 2013, 2018 and 2023

Intersection	Type of Traffic Control	AM Peak hour					PM Peak hour					
		Critical Approach		Intersection			Critical Approach			Intersection		
		Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Approach	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	
<b>2013 Existing Conditions</b>												
66	Cheta and Kenosha	Signal	NB	25.3	C	21.3	C	SB	70.7	F	26.2	C
67	Cheta and Houston	4-way Stop	WB	13.4	B	11.1	B	EB	10.1	B	9.1	A
68	Midway and Kenosha	2-way Stop	NB	55.6	F	15.3	C	NB	29.5	D	5.3	A
69	Midway and Houston	4-way Stop	NB	8.9	A	8.6	A	SB	8.7	A	8.5	A
70	Oak Grove and Kenosha	2-way Stop	NB	17.7	C	5.1	A	NB	15.6	C	3.5	A

- AM Peak, LOS F
- PM Peak, LOS D
- Install Signal with 2016 Capital Improvement Program
- Coincide with Proposed Development Schedule



QUESTIONS??