

**CITY OF BROKEN ARROW
RESOLUTION NO. 1638**

ATTACHMENT A

**Resolution to Request Programming of
Tulsa Urbanized Area Surface Transportation Funds**

WHEREAS, Surface Transportation Program Urbanized Area 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: Widening of Olive Avenue (129th E. Ave.) for two (2) to four (4) lanes from Kenosha St. to the railroad tracks south of Albany Street, and improvements to the Kenosha Street and Olive Avenue intersection to include additional through and turn lanes on the north and south legs, sidewalks, curb ramps and pedestrian signals. Improvements will include stormwater drainage structures and conveyance; and

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

WHEREAS, the engineer's preliminary estimate of cost is \$12,610,000.00, and Federal participation under the terms of the Surface Transportation Block Grant Program Urbanized Area funds are hereby requested for funding of 31.7 percent of the project cost; and

WHEREAS, the City of Broken Arrow proposes to use 2014 Streets General Obligation Bond 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 said matching funds within the time frame as required by the ODOT.

NOW THEREFORE, BE IT RESOLVED: 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; and should the project be selected for funding; and

BE IT FURTHER RESOLVED: 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.

ATTEST:

Mayor

(SEAL)

Clerk

APPROVED AS TO FORM:

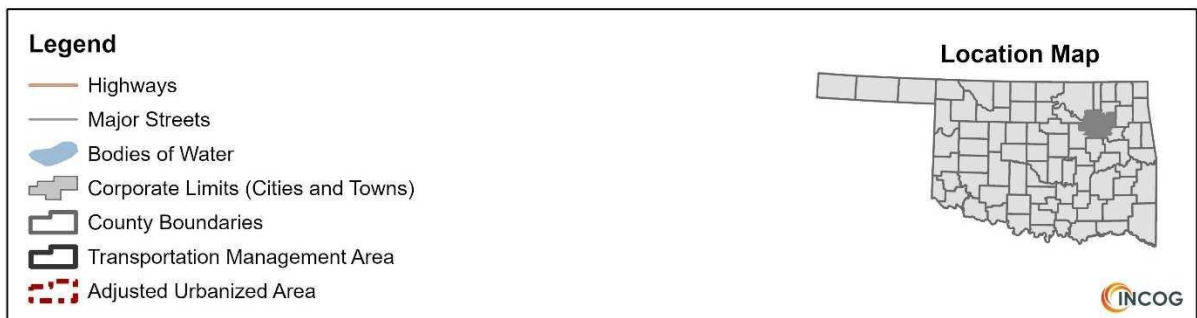
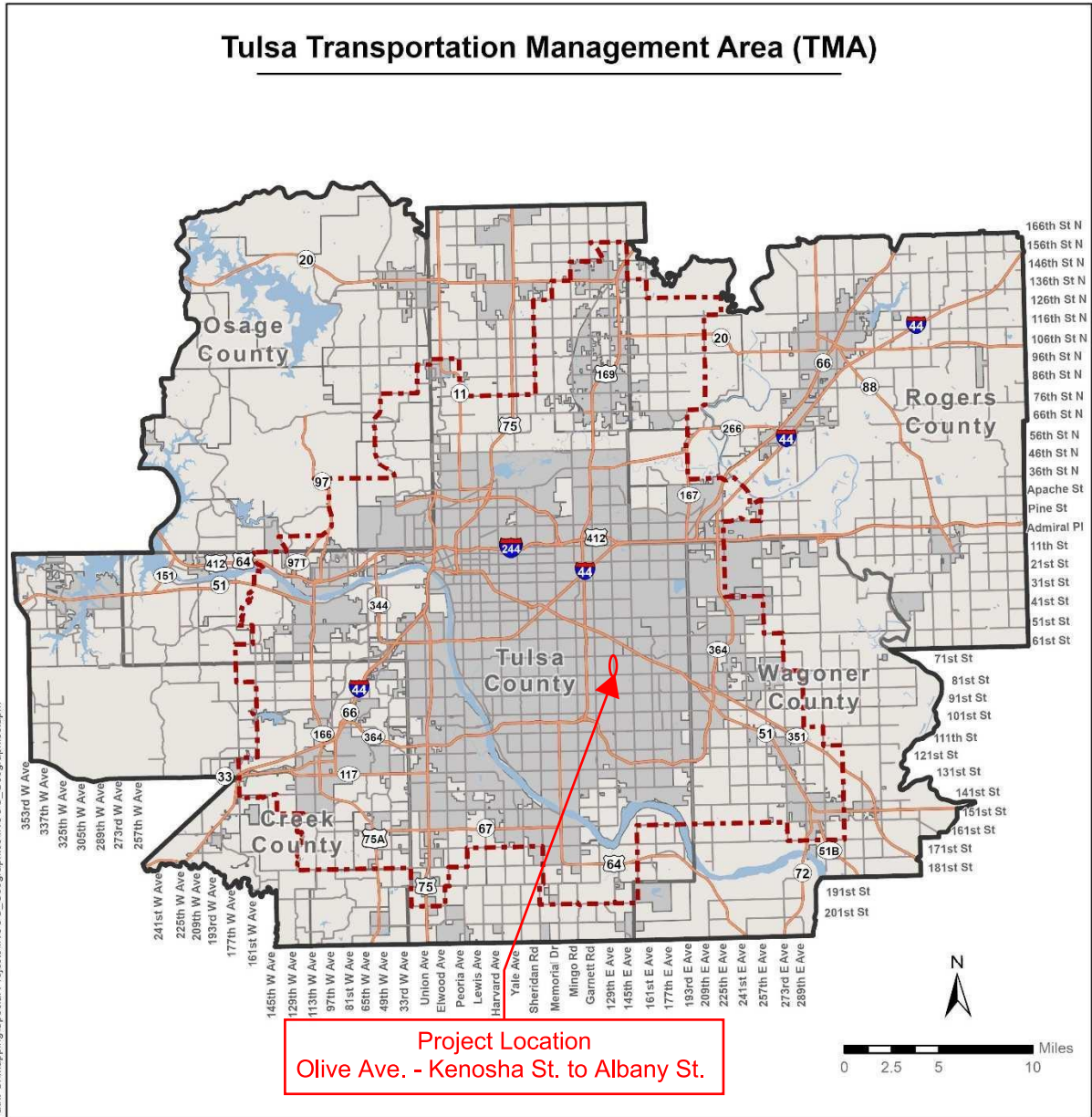
D. Graham Parker

3/11/2025

Assistant City Attorney

CITY OF BROKEN ARROW - PRIORITY NO. 2 PROJECT

Attachment B – Tulsa Transportation Management Area



Attachment C - Tulsa Urban Area Surface Transportation Program Project Rating Form

A. Application Information

Project Title	Olive Avenue Improvements from Kenosha St to Albany St
Project Location	129th EA (Olive) from 71st St (Kenosha) north to 61st St (Albany)
Sponsor	City of Broken Arrow
Sponsor Contact Name	Brent Stout
Sponsor Contact Title	Transportation Project Manager
Address	485 North Poplar Ave, Broken Arrow, OK 74012
Phone	(918) 259-7000 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
Pre-Construction Costs:						
Planning/Design						
ROW						
Utility Relocation						
Sub-total						
Construction Cost				\$3,110,000	\$6,700,000	\$9,810,000
Contingency Cost (%)			10 %	\$310,000	\$670,000	\$980,000
Sub-total				\$3,420,000	\$7,370,000	\$10,790,000
Escalation	# of yrs <u>2</u>	<u>5</u> % per yr	<u>10.3</u> %	\$350,000	\$760,000	\$1,110,000
Sub-total				\$3,770,000	\$8,130,000	\$11,900,000
Construction Management & Inspection (%)			6%	\$230,000	\$480,000	\$710,000
TOTAL				\$4,000,000	\$8,610,000*	\$12,610,000*

- Only City of Broken Arrow funds used for planning/engineering design, right-of-way acquisition and utility relocation.

* \$3.93 mil of this total amount has already been allocated funding to City of Broken Arrow from a previous STP application award.

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.

\$3.93 million in Surface Transportation Program (STP) funds has previously been awarded and allocated to this project for the City of Broken Arrow. With this application, the City of Broken Arrow hopes to accomplish fully funding this project to construct a 4-lane secondary arterial roadway in accordance with the INCOG Major Street and Highway Plan. The cost estimate of this project is \$12.61 million and with the full award of funding for this application, there should be sufficient funding to construct the project as designed.

- 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 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:  Charlie Bright

Date: 3/12/25

Printed Name: Charlie Bright

Title: Engineering Director

A. Travel Time Improvement – Maximum 30 Points

Projects that seek to improve travel time can receive up to 30 points in this category. Improvements are usually in the form of capacity addition or intersection improvements.

1. What is the most recent average daily traffic count for the proposed project location? (For new alignments the projected volume and number of lanes from the most current computer model of the long-range transportation plan will be used. For intersection improvements, traffic volume of all approaches averaged will be used to determine the V/C ratio.)

Count: 11,162 Date: 3/12/25

Future Forecasted Traffic Volumes (2050): 37,864

Current number of lanes: 2 Count per lane: 5,581

For corridor improvements, INCOG will determine if the proposed project provides relief for an existing/future congested corridor location, using volume to capacity (V/C) ratio where Level of Service C capacity is greater than 0.80.

- V/C Ratio 1.50 or greater (18 points)
- V/C Ratio 1.20 or greater (12 points)
- V/C Ratio 1.00 to 1.19 (8 points)
- V/C Ratio 0.80 to 0.99 (4 points)
- V/C Ratio less than 0.80 (0 points)

2. Cost Points: Max 6 Points INCOG will calculate the STBG dollar cost per daily traffic volume. The projects will be divided into quartiles and the first quartile will receive 6 points, the second quartile 4 points, the third quartile 2 points and the fourth quartile 1 point.
3. If the project is exclusively related to intersection improvements: Additional 6 Points (Example: for Traffic Flow Improvements such as Arterial intersection projects, System Management/Integration, Turning Movement improvements, adding turn lanes to existing roadway or other related corridor traffic improvement projects that include intersection improvements to reduce congestion) –

Please provide any additional comments on congestion improvements:

Although classified as a secondary arterial in the Transportation Plan, the segment of Olive Avenue (129th E. Ave.) from Kenosha (71st St. S.) to Albany (61st St. S.) is a major feeder for the Broken Arrow Expressway (SH-51), during the morning and afternoon rush hours and all day for the industrial areas along Albany north of the project limits. It is identified in INCOG's Regional Transportation Plan 2045 - Update as a "congested arterial" with a Level of Service rating of "C" and is recommended for widening to 4 lanes in that plan as well as in the INCOG 2009 Congestion Management Program. In Broken Arrow's 2014 Transportation System Operational Analysis Update prepared by Traffic Engineering Consultants, the Level of Service is a "D" using 2018 traffic estimates and "E" using projected 2023 estimates. Expansion of the roadway and the Kenosha and Olive intersection would significantly improve congestion in the area.

B. Safety Improvements – Maximum 30 Points

If the project is designed to mitigate identified safety issues, it can receive up to 30 points in this category. Please provide a description in the space provided next to each applicable criterion.

What is the Average Annual Crash Severity Index for the Project? _____
 (INCOG will calculate based on data from DPS/ODOT related to Fatality, Injury & PDO crashes)

- First Quartile of Projects: 18 Points
- Second Quartile of Projects: 12 Points
- Third Quartile of Projects submitted: 8 Points
- Fourth Quartile of Projects submitted: 4 Points

If the project is not an EXCLUSIVE safety project, it may not receive above points, but eligible to receive following points:

Evaluation Criteria	Points	Provide Description
Project includes transit, pedestrian, bicycle & wheelchair traffic safety. Ex: signalized crossings, high visibility markings, signage, crosswalk upgrades, sidewalk extensions, pedestrian ramps, lighting, barriers separating vehicle/person conflicts. (List each item that is a part of the design separately to receive 1 point each, up to 4 points total.)	4	The project will include 1) filling in the pedestrian route gaps identified in the sidewalk along Olive Avenue from Kenosha to Albany in the INCOG "GO" Bicycle and Pedestrian Master Plan, 2) Curb ramps will be included in the sidewalks, and 3) Signalized crossings and crosswalk upgrades will be included at the Olive and Kenosha intersection.
Projects to improve roadway safety and/or address Traffic Incident Management. Ex: pavement markings, lighting, signage, barriers or increase skid resistance, responder safety, equipment, communication systems, design features such as incident detection/synchronized signals, turning lane improvements, super-two-lane configuration with added shoulders (List each item that is a part of the design separately to receive 1 point each, up to 4 points total.)	4	1) Improved pavement markings. 2) New signage. 3) Addition of turning lanes. 4) Barriers at improved drainage structure. 5) Increased skid resistance by use of insoluble asphaltic concrete wearing course. 6) Fiber optic lines to connect signals at Kenosha and Albany for timing and/or synchronization.
Project increases safety through rail crossing improvements.	4	
TOTAL		

Comments:

This project affords opportunities to provide safety improvements along with roadway capacity improvements, as outlined in the INCOG "GO" Regional Bicycle and Pedestrian Master Plan. Providing 4-lanes of travel on this arterial will lessen congestion and the potential for rear-end accidents.

Arterial intersection related safety criteria:

Additional points will be awarded for projects that are proposed to improve unsafe intersections, railroad crossings and/or bridges Using the ODOT Public Safety data from the past three years, INCOG will calculate the most recent average annual crash count at the proposed project location:

Number of Crashes: 23* Date: 2/5/25
Crash Severity Index: _____
Points Awarded: _____

The projects will be divided into quartiles based on the Crash Severity Index and the first quartile will receive 2 points, the second quartile 4 points, the third quartile 6 points and the fourth quartile 8 points. Projects that involve rehabilitation of existing facilities only, with no targeted additional safety features/improvements, are not eligible for “Crash Severity” points.

*(1 with fatality, 10 with minor injuries)

C. System Maintenance and Management – Maximum 30 Points

If the main purpose of the proposed project is to maintain, rehabilitate or rebuild existing facilities, it may receive up to 30 points in this category. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
Project includes either resurfacing or rehabilitation of a majority of the extent, substantial drainage improvements.	15	Existing 2-lane asphaltic concrete roadway will be widened to 4 lanes of traffic. Where the existing pavement is in relatively good condition, a mill and overlay of the top 2" of pavement and placement of fabric reinforcement will be constructed.
Project improves signalization and/or aids in the detection and clearance of non-recurring traffic incidents, the rapid clearing of road obstructions, or otherwise contributes to or utilizes ITS technology or incident management elements.	15	Fiber optic lines to be installed to improve communication with future ITS or incident management elements. New traffic signals will be installed with improved detection and timing.
Project is derived from or related to the INCOG Congestion Management Process and reduces congestion on streets or intersections functionally classified by the FHWA as arterials in incorporated areas or as a major rural collectors in unincorporated areas.	5	The INCOG Congestion Management Process identifies the Olive Avenue corridor from Kenosha to Albany as a Level of Service C roadway and recommends widening to 4 lanes.
TOTAL		

Comments:

Parts of the existing pavement on Olive from Kenosha to Albany are in very poor condition with potholes and areas of erosion causing pavement failures throughout the mile. That pavement is in need of full depth replacement. Where the existing pavement is in relatively good condition, a mill and overlay of the top 2" of pavement and placement of fabric reinforcement will be constructed.

D. Livability Criteria – Maximum 30 Points

If the main purpose of the proposed project is transit components, pedestrian components, or bicycle components, it may receive up to 30 points in this category. If the project is NOT an alternative-mode enhancement, but it includes design considerations for the operation thereof, it may obtain up to 15 points. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
The project is a transit facility improvement, pedestrian or bicycle facility per the GO plan	30	Pedestrian and Bicycle components of the project are covered below.
<i>If main purpose of project is not alternative mode, but it does include complementary features, please fill in bellow.</i>		
Project provides for existing or planned bus/transit/school bus operations (i.e., turning radii, bus stop pad, etc....)	5	Project is not on a designated MTTA bus route.
Project provides for pedestrian or bicycle components (bump outs, sidewalks, shelters, wide shoulders, dedicated lanes, paths/trails etc....)	5	Project includes both pedestrian and bicycle components in accordance with the INCOG GO Plan.
Project (<i>not</i> a limited access facility) is primarily located in a district zoned as Commercial, Office, High-Density Single-Family Residential, or Medium-Density Multi-Family.	5	Except for the Floral Haven Cemetery, which is zoned Agricultural, the project is located in a mix of industrial, commercial, and medium-density residential. Approximately 30 percent of the roadway frontage is Light Industrial.
Project displaces one or more homes, businesses, schools, churches or recreational areas.	-10	None of the listed facilities will be displaced.
TOTAL		

Comments:

This project will improve livability in this area by providing sidewalk and a side path for pedestrians and bicyclists using the corridor. ADA accommodations will be made for pedestrians using the facilities including curb ramps, tactile domes, and pedestrian signals with countdown timers.

E. Freight Movement and Intermodal Linkages – Maximum 20 Points

If the project induces the interaction between two or more modes of transportation, it may receive up to 20 points in this category. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
Project facilitates the exchange of passengers and/or goods from private to public modes or between transportation modes.	10	6100 Center on Albany Street (61st St. S.) west of Olive Avenue uses a Union Pacific Railroad spur to transfer shipments from truck to rail. Truck traffic uses Olive for access.
Project improves access to existing or proposed transportation freight or passenger terminal facility	10	
Project improves road component(s) with 5% or more heavy duty trucks by traffic volume substantiated with observed vehicle classification data as an attachment	10	
TOTAL		

Comments:

Industrial parks in the City of Tulsa and Broken Arrow on the east and west sides of Olive Avenue use the roadway for access to various locations in the 6100 Center Industrial Park (west of Olive) and to AG Equipment Company (east of Olive). The addition of continuous sidewalk on this project will encourage the potential use of transit on 71st Street and 61st Street.

F. Project Preparation – Maximum 20 Points

Projects that are prepared for construction may receive up to 20 points in this category. Please provide a description in the space provided next to each applicable criterion. Additionally, INCOG may reduce the project score if previously awarded projects are not advancing to construction in a timely manner unless circumstances are out of the applicant’s control.

Evaluation Criteria	Pt	Provide Description
<i>What is the status of the environmental review process?</i>		
Environmental clearance completed and federal approval obtained.	5	Yes, but needs refreshed. Currently underway.
Safety and/or Active Transportation Projects that are deemed to be a CE projects	3	
Environmental clearance is in process in compliance with federal requirements	1	
Environmental clearance has not been initiated	0	
EIS likely to be required	-4	
<i>What is the status of proposed project design/ engineering/ planning?</i>		
Final Design/ Engineering/ planning completed and approved by ODOT.	10	
Preliminary Design/ Engineering 60% plans completed.	6	Preliminary plans have been submitted for 4-lane design.
Preliminary Design/ Engineering/ Planning design consultant selected.	2	CEC selected for engineering.
<i>What is the status of right-of-way acquisition?</i>		
Right-of-way acquisition completed or not required per ODOT approved plans.	5	ROW acquisition has been completed.
Right-of-way acquisition based on area is 50% complete in compliance with federal requirements	2	
Right-of-way acquisition has not been initiated	0	
<i>What is the status of utility relocation?</i>		
Utility relocation plans are completed or not required per ODOT approved plans.	5	
Utility relocation is 50% complete in compliance with federal requirements	3	Utility relocations are approximately 50% completed.
Utility relocation has not been initiated	0	
<i>What is the amount of matching funds for STBG Funds?</i>		
More than 50% (6pts), 25 – 50% (4pts)	4 or 6	37.1% Local matching funds
TOTAL		

G. Multijurisdictional Projects – Maximum 20 Points

Multijurisdictional transportation projects are transportation projects that can involve multiple jurisdictions, such as cities, counties, states, and/or the federal government. These projects can improve safety, efficiency, and reliability for people and goods. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
Project is multi-jurisdictional and is a part of a regional funding program or economic development or Travel/Tourism strategy that benefits more than one community and/or county involving multiple local public agencies.	10	North boundary of project (61sr St. S.) is City limit of Tulsa, and roadway collects/transport traffic to and from both Tulsa and Broken Arrow.
Project involves multiple partners that participate with substantial local match in funding, greater than 25% of total match required, substantiated with a letter of commitment from the partner(s).	10	
TOTAL		

Comments:

The Olive Avenue corridor serves industrial, commercial, and residential areas in both Tulsa and Broken Arrow. It is a north-south feeder for Interstate 44 and the Broken Arrow Expressway (SH-51), which in turn connects to US-169. This route is also a connector route between the Broken Arrow Expressway and the 71st Street (Kenosha Street in Broken Arrow) commercial corridor.

H. Regional Priorities – Maximum 20 Points

Please describe the extent to which the proposed project offers significant additional benefits to the region in terms of functionally obsolete or structurally deficient bridges and/or projects on boundary roads that are shared between two or more jurisdictions. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
Project includes replacement or rehabilitation of a functionally obsolete or structurally deficient bridge, such that it no longer is a functionally obsolete or structurally deficient.	10	This project replaces a 2-cell 10' x 4' x 8' Reinforced Concrete Box that is Functionally Obsolete, that has a sufficiency rating of 69.7. The current bridge has a scouring problem causing continuing maintenance issues.
Projects involving boundary roads between two or more jurisdictions.	10	This segment of Olive Avenue borders 61st Street (Albany Street) which is the boundary between Broken Arrow and the City of Tulsa.
TOTAL		

Comments:

This segment of Olive Avenue between 61st Street (Albany Street) and 71st Street (Kenosha Street) is a commuter route that serves traffic leaving Broken Arrow in the morning for the Broken Arrow Expressway and other points north, and serves traffic returning to Broken Arrow in the afternoons from Tulsa and other communities from the Broken Arrow Expressway. This project will greatly alleviate congestion at those peak travel times by providing additional travel lanes and expanding the intersection at Kenosha with a right turn lane from southbound Olive to eastbound Kenosha.



ENGINEER'S ESTIMATE - 4-LANE

OLIVE AVENUE - KENOSHA STREET TO ALBANY STREET
 PROJECT NO. ST1710
 February 12, 2025

PAY QUANTITIES - BASE BID - ROADWAY						
ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
1	201(A)	CLEARING AND GRUBBING	LSUM	1	\$ 15,000.00	\$ 15,000.00
2	202(A)	UNCLASSIFIED EXCAVATION	CY	10,872	\$ 40.00	\$ 434,895.45
3	205(A)	TYPE A-SALVAGED TOPSOIL	LSUM	1	\$ 30,000.00	\$ 30,000.00
4	221(C)	TEMPORARY SILT FENCE	LF	5,646	\$ 3.00	\$ 16,938.00
5	221(D)	TEMPORARY SEDIMENT FILTER	EA	37	\$ 250.00	\$ 9,250.00
6	221(G)	TEMPORARY ROCK FILTER DAM	CY	154	\$ 300.00	\$ 46,200.00
7	227	(SP) TURF REINFORCEMENT MAT	SY	1,663	\$ 25.00	\$ 41,575.90
8	230(A)	SOLID SLAB SODDING	SY	14,322	\$ 8.00	\$ 114,577.13
9	232(A)	SEEDING METHOD A	AC	3	\$ 3,000.00	\$ 9,000.00
10	303(A)	AGGREGATE BASE TYPE A	CY	7,147	\$ 55.00	\$ 393,060.56
11	307 (D)	LIME	TON	277	\$ 300.00	\$ 83,100.00
12	307 (H)	LIME STABILIZED SUBGRADE	SY	25,162	\$ 10.00	\$ 251,620.00
13	325	SEPARATOR FABRIC	SY	39,446	\$ 3.00	\$ 118,338.00
14	409	FABRIC REINFORCEMENT	SY	14,889	\$ 8.00	\$ 119,112.00
15	411(B)	SUPERPAVE, TYPE S3 (PG 64-22 OK)	TON	9,774	\$ 115.00	\$ 1,124,010.00
16	411(C)	SUPERPAVE, TYPE S4 (PG 64-22 OK)	TON	1,117	\$ 130.00	\$ 145,210.00
17	411(C)	SUPERPAVE, TYPE S4 (PG 70-28 OK)	TON	3,650	\$ 150.00	\$ 547,500.00
18	411(D)	SUPERPAVE, TYPE S5 (PG 70-28)	TON	1,106	\$ 130.00	\$ 143,780.00
19	412	COLD MILL PAVEMENT	SY	9,382	\$ 5.00	\$ 46,910.00
20	609(B)	COMBINED CURB AND GUTTER (6' BARRIER)	LF	9,733	\$ 45.00	\$ 437,985.00
21	610(A)	4" CONCRETE SIDEWALK	SY	1,740	\$ 75.00	\$ 130,500.00
22	610(G)	BITUMINOUS DRIVEWAY	SY	400	\$ 75.00	\$ 30,000.00
23	610(B)	CONCRETE DRIVEWAY	SY	1,081	\$ 90.00	\$ 97,290.00
24	611(A)	MANHOLE (4' DIA.), COMPLETE IN PLACE	EA	2	\$ 5,500.00	\$ 11,000.00
25	611(A)	MANHOLE (5' DIA.), COMPLETE IN PLACE	EA	4	\$ 7,300.00	\$ 29,200.00
26	611(B)	ADD'L DEPTH IN MANHOLE (4' DIA.)	VF	1	\$ 400.00	\$ 400.00
27	611(B)	ADD'L DEPTH IN MANHOLE (5' DIA.)	VF	6	\$ 500.00	\$ 3,000.00
28	611(G)	INLET CI DES. 2, COMPLETE IN PLACE	EA	2	\$ 5,500.00	\$ 11,000.00
29	611(G)	INLET CI DES. 2 (D), COMPLETE IN PLACE	EA	2	\$ 7,800.00	\$ 15,600.00
30	611(G)	INLET CI DES. 4, COMPLETE IN PLACE	EA	2	\$ 8,400.00	\$ 16,800.00
31	611(G)	INLET (SMD-TYPE 1)	EA	2	\$ 4,600.00	\$ 9,200.00
32	611(G)	STANDARD BROKEN ARROW INLET - ST29-4 (4' DEPTH)	EA	11	\$ 5,500.00	\$ 60,500.00
33	611(G)	STANDARD BROKEN ARROW INLET - ST29-4 (6' DEPTH)	EA	14	\$ 6,500.00	\$ 91,000.00
34	611(G)	STANDARD BROKEN ARROW INLET - ST29-4 (8' DEPTH)	EA	3	\$ 7,500.00	\$ 22,500.00
35	611(H)	ADD'L DEPTH IN INLET CI DES. 2	VF	7	\$ 400.00	\$ 2,800.00
36	611(H)	ADD'L DEPTH IN STD. BROKEN ARROW INLET - ST29-4 (4' DEPTH)	VF	9	\$ 350.00	\$ 3,150.00
37	611(H)	ADD'L DEPTH IN STD. BROKEN ARROW INLET - ST29-4 (6' DEPTH)	VF	7	\$ 400.00	\$ 2,800.00
38	613(A)	15" R.C. PIPE CLASS III	LF	930	\$ 140.00	\$ 130,200.00
39	613(A)	18" R.C. PIPE CLASS III	LF	138	\$ 165.00	\$ 22,770.00
40	613(A)	36" R.C. PIPE CLASS III	LF	90	\$ 250.00	\$ 22,500.00
41	616(P)	15" HDPE PIPE	LF	830	\$ 70.00	\$ 58,100.00
42	616(P)	18" HDPE PIPE	LF	1,365	\$ 80.00	\$ 109,200.00
43	616(P)	24" HDPE PIPE	LF	796	\$ 90.00	\$ 71,640.00
44	616(P)	30" HDPE PIPE	LF	87	\$ 100.00	\$ 8,700.00
45	619(A)	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	\$ 30,000.00	\$ 30,000.00
46	619(B)	REMOVAL OF ASPHALT PAVEMENT	SY	7,399	\$ 10.00	\$ 73,990.00
47	619(B)	REMOVAL OF CONCRETE DRIVEWAY	SY	2,043	\$ 15.00	\$ 30,645.00
48	619(B)	REMOVAL OF ASPHALT DRIVEWAY	SY	823	\$ 12.00	\$ 9,876.00
49	619(B)	REMOVAL OF CURB AND GUTTER	LF	2,149	\$ 15.00	\$ 32,235.00
50	619(B)	REMOVAL OF FENCE	LF	325	\$ 5.00	\$ 1,625.00
51	619(B)	REMOVAL OF SIDEWALK	SY	384	\$ 13.00	\$ 4,992.00
52	619(B)	REMOVAL OF SIGNS	LSUM	1	\$ 500.00	\$ 500.00
53	619(C)	SAWING PAVEMENT	LF	520	\$ 6.00	\$ 3,120.00
54	624	FENCE-6' WOOD PRIVACY	LF	325	\$ 50.00	\$ 16,250.00
55	641	MOBILIZATION	LSUM	1	\$ 500,000.00	\$ 500,000.00
56	642	CONSTRUCTION STAKING	LSUM	1	\$ 25,000.00	\$ 25,000.00
57	855(A)	TRAFFIC STRIPE (MULTI-POLY.) (4" WIDE)	LF	18,704	\$ 1.50	\$ 28,056.00
58	855(A)	TRAFFIC STRIPE (MULTI-POLY.) (8" WIDE)	LF	436	\$ 5.00	\$ 2,180.00
59	855(A)	TRAFFIC STRIPE (MULTI-POLY.) (24" WIDE)	LF	657	\$ 11.00	\$ 7,227.00
60	855(B)	TRAFFIC STRIPE (MULTI-POLY.) (ARROWS)	EA	40	\$ 300.00	\$ 12,000.00
61	857(A)	CONSTRUCTION TRAFFIC STRIP (PAINT) (4" WIDE)	LF	21,400	\$ 0.50	\$ 10,700.00
62	800(J)	CONSTRUCTION TRAFFIC CONTROL	LS	1	\$ 150,000.00	\$ 150,000.00
63	SPECIAL	AC PATCH	SY	2,184	\$ 250.00	\$ 546,000.00
					SUBTOTAL - ROADWAY =	\$ 6,572,308.03

PAY QUANTITIES - WATERLINE RELOCATION						
ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
64	BA 311A	COMMON EXCAVATION	CY	555	\$ 16.00	\$ 8,880.00
65	BA 312	COMMON BACKFILL AND COMPACTION	CY	555	\$ 10.00	\$ 5,550.00
66	BA 402	8 INCH DUCTILE IRON PIPE INSTALLATION (WATER)	LF	60	\$ 120.00	\$ 7,200.00
67	BA 402	24 INCH DUCTILE IRON PIPE INSTALLATION (WATER)	LF	580	\$ 350.00	\$ 203,000.00
68	BA 410A1	8 INCH 45° DIP BEND (RESTRAINED JOINT)	EA	4	\$ 600.00	\$ 2,400.00
69	BA 410A2	24 INCH 45° DIP BEND (RESTRAINED JOINT)	EA	12	\$ 4,500.00	\$ 54,000.00
70	BA 410B1	24 INCH X 6 INCH TEE (RESTRAINED JOINT)	EA	1	\$ 5,000.00	\$ 5,000.00
71	BA 410D1	8 INCH DIP SOLID SLEEVE (RESTRAINED JOINT)	EA	2	\$ 600.00	\$ 1,200.00
72	BA 410D2	24 INCH DIP SOLID SLEEVE (RESTRAINED JOINT)	EA	8	\$ 5,000.00	\$ 40,000.00
73	BA 412B	SERVICE LINE 1 INCH	EA	2	\$ 1,000.00	\$ 2,000.00
74	BA 420A2	24 INCH DIP GATE VALVE (RESTRAINED JOINT)	EA	4	\$ 32,000.00	\$ 128,000.00
75	BA 423A	FIRE HYDRANT ASSEMBLY	EA	1	\$ 5,500.00	\$ 5,500.00
76	BA 430B	TYPE 2 VALVE BOX	EA	1	\$ 215.00	\$ 215.00
77	BA 430C	VALVE BOX EXTENSION 6 INCH PVC	LF	7	\$ 200.00	\$ 1,400.00
78	BA 432	WATER METER BOX	EA	2	\$ 1,300.00	\$ 2,600.00
79	BA 433A1	VALVE VAULT	EA	2	\$ 34,000.00	\$ 68,000.00
SUBTOTAL - WATERLINE =						\$ 534,945.00

PAY QUANTITIES - TRAFFIC						
PAY ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
80	802(B)	2" PVC SCH. 40 PLASTIC CONDUIT TRENCHED	LF	16	\$ 20.00	\$ 320.00
81	802(B)	3" PVC SCH. 40 PLASTIC CONDUIT BORED	LF	385	\$ 55.00	\$ 21,175.00
82	802(B)	3" PVC SCH. 40 PLASTIC CONDUIT TRENCHED	LF	82	\$ 50.00	\$ 4,100.00
83	803(A)	PULL BOX (SIZE I)	EA	3	\$ 2,000.00	\$ 6,000.00
84	803(A)	PULL BOX (SIZE II)	EA	1	\$ 2,500.00	\$ 2,500.00
85	804(A)	STRUCTURAL CONCRETE	CY	26	\$ 1,000.00	\$ 26,400.00
86	804(B)	REINFORCING STEEL	LB	3829	\$ 3.00	\$ 11,485.80
87	805(A)	(PL) REMOVAL OF TRAFFIC SIGNAL EQUIPMENT	LSUM	1	\$ 8,000.00	\$ 8,000.00
88	806(A)	32' MH POLE, 40' TS & 10' LMA (G.STL.)	EA	1	\$ 25,000.00	\$ 25,000.00
89	806(A)	POLE & 45' TS MST.ARM (G.STL.)	EA	2	\$ 36,000.00	\$ 72,000.00
90	806(A)	POLE & 50' TS MST.ARM (G.STL.)	EA	1	\$ 50,000.00	\$ 50,000.00
91	806(B)	6' MTG. HT. TS PED. POLE (G.STL.)	EA	2	\$ 1,000.00	\$ 2,000.00
92	809(A)	ROADWAY LUMINAIRE	EA	2	\$ 1,500.00	\$ 3,000.00
93	811	1/C NO. 6 ELECTRICAL CONDUCTOR	LF	504	\$ 4.00	\$ 2,016.00
94	811	1/C NO. 10 ELECTRICAL CONDUCTOR	LF	894	\$ 2.50	\$ 2,235.00
95	825	TRAFFIC SIGNAL CONTROLLER ASSEMBLY	EA	1	\$ 35,000.00	\$ 35,000.00
96	828	(PL) DETECTION SYSTEM (VIDEO)	LSUM	1	\$ 60,000.00	\$ 60,000.00
97	830	PEDESTRIAN PUSH BUTTON	EA	8	\$ 1,800.00	\$ 14,400.00
98	831	1WAY 3SEC. ADJ. SIG. HD. S-6	EA	8	\$ 1,200.00	\$ 9,600.00
99	831	1WAY 2SEC. ADJ. PED. SIG. HD. S-20	EA	8	\$ 1,000.00	\$ 8,000.00
100	831	1WAY 4SEC. ADJ. SIG. HD.S-13L	EA	4	\$ 1,550.00	\$ 6,200.00
101	833	BACKPLATE	EA	12	\$ 450.00	\$ 5,400.00
102	834(A)	5/C TRAFFIC SIGNAL ELECTRICAL CABLE	LF	412	\$ 5.00	\$ 2,060.00
103	834(A)	7/C TRAFFIC SIGNAL ELECTRICAL CABLE	LF	257	\$ 6.00	\$ 1,542.00
104	834(A)	15/C TRAFFIC SIGNAL ELECTRICAL CABLE	LF	771	\$ 8.00	\$ 6,168.00
105	834(B)	2/C SHIELDED LOOP DETECTOR LEAD-IN CABLE	LF	1276	\$ 5.00	\$ 6,380.00
106	838(A)	(SP) DETECTION SYSTEM (OVER-HEIGHT)	EA	4	\$ 1,200.00	\$ 4,800.00
107	850(C)	MAST ARM MOUNTED SIGNS (ALUM.)	SF	96	\$ 100.00	\$ 9,600.00
SUBTOTAL - TRAFFIC SIGNAL=						\$ 405,381.80

PAY QUANTITIES - BRIDGE						
PAY ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
108	202(A)	UNCLASSIFIED EXCAVATION	CY	4490	\$ 20.00	\$ 89,800.00
109	303(A)	AGGREGATE BASE TYPE A	CY	1205	\$ 55.00	\$ 66,275.00
110	501(A)	STRUCTURAL EXCAVATION UNCLASSIFIED	CY	705	\$ 35.00	\$ 24,675.00
111	502	TEMPORARY EARTH RETAINAGE	LSUM	1	\$ 17,000.00	\$ 17,000.00
112	509(A)	CLASS AA CONCRETE	CY	1525.2	\$ 800.00	\$ 1,220,160.00
113	510(C)	SLOPE WALL (5")	SY	48.3	\$ 150.00	\$ 7,245.00
114	511(A)	REINFORCING STEEL	LB	256730	\$ 1.50	\$ 385,095.00
115	601(G)	TYPE III LAID UP RIPRAP	SY	3,275	\$ 70.00	\$ 229,250.00
116	601(I)	FILTER FABRIC (RIPRAP)	SY	3,603	\$ 5.00	\$ 18,015.00
117	619(D)	REMOVAL OF EXISTING BRIDGE STRUCTURE (10'X4' RCB)	LSUM	1	\$ 25,000.00	\$ 25,000.00
118	619(D)	REMOVAL OF EXISTING BRIDGE STRUCTURE (2-10'X4' RCB)	LSUM	1	\$ 45,000.00	\$ 45,000.00
119	622(A)	2" PIPE RAILING	LF	182	\$ 150.00	\$ 27,300.00
120		2-10'x7' RCB REVISED LENGTH	LSUM	1	\$ 135,000.00	\$ 135,000.00
SUBTOTAL - BRIDGE=						\$ 2,289,815.00

\$ 9,810,000	PROJECT TOTAL =	\$ 9,802,449.83
\$ 980,000	10% CONTINGENCY =	\$ 980,244.98
\$10,790,000	PROJECT SUBTOTAL =	\$ 10,782,694.82
(10.25% actual cumulative)	ESCALATION FACTOR PER YEAR =	5%
\$ 1,110,000 (total escalation)	PROJECT TOTAL + CONTINGENCY + CONSTRUCTION MANAGEMENT + ESCALATION YEAR 1 =	\$ 11,321,829.56
\$11,900,000 (subtotal)	PROJECT TOTAL + CONTINGENCY + CONSTRUCTION MANAGEMENT + ESCALATION YEAR 2 =	\$ 11,887,921.03
\$ 710,000	6% CONSTRUCTION MANAGEMENT =	\$ 713,275.26
\$12,610,000	PROJECT TOTAL + CONTINGENCY + CONSTRUCTION MANAGEMENT =	\$ 12,601,196.30

STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED
WIDEN, RESURFACE, & BRIDGE
FEDERAL AID PROJ. NO. J3-3310(004)1G
OLIVE AVENUE IMPROVEMENTS
KENOSHA ST. TO ALBANY ST.
TULSA COUNTY

STATE JOB NO. 33310(04)
CONTROL SECTION NO. 34-77-16
BRIDGE "A" LOCATION NO. XXX
NEW NBI NO. 33160
BRIDGE "B" LOCATION NO. XXX
EXISTING NBI NO. 6638
NEW NBI NO. 33159

DESIGN DATA

ADT 2019 = 13,540
ADT 2039 = 20,120
DHV (2-WAY) = 1515
K (DHV/ADT) = 9%
D = 60%
T (% DHV) = 2%
T (% ADT) = 2%
V = 45 MPH
(20YR)FLEX ESAL'S = 2.5M

SCALES

PLAN 1"=30'
PROFILE HOR. 1"=30'
PROFILE VERT. 1"=3'
LAYOUT MAP N.T.S.

CONVENTIONAL SYMBOLS

PROPOSED ROADS	—————
SECTION LINES	.....
QUARTER SECTION LINES	.....
FENCES (EXISTING)	———
EXISTING GRADE	———
EXISTING ROADS	———
EXISTING INDEX CONTOURS	———
EXISTING INTERMEDIATE CONTOURS	———
BASE LINE	.....
PROPOSED GRADE	———
COMMUNICATION LINES (EXISTING)	.....
POWER LINES (EXISTING)	.....
GAS LINE (EXISTING)	.....
SANITARY SEWER LINES (EXISTING)	.....
WATER LINES (EXISTING)	.....
COMMUNICATION LINES (PROPOSED)	.....
POWER LINES (PROPOSED)	.....
GAS LINE (PROPOSED)	.....
SANITARY SEWER LINES (PROPOSED)	.....
WATER LINES (PROPOSED)	.....
BUILDINGS (EXISTING)	|||||
DRAINAGE STRUCTURES (EXISTING)	|||||



BRIDGE B

BRIDGE A

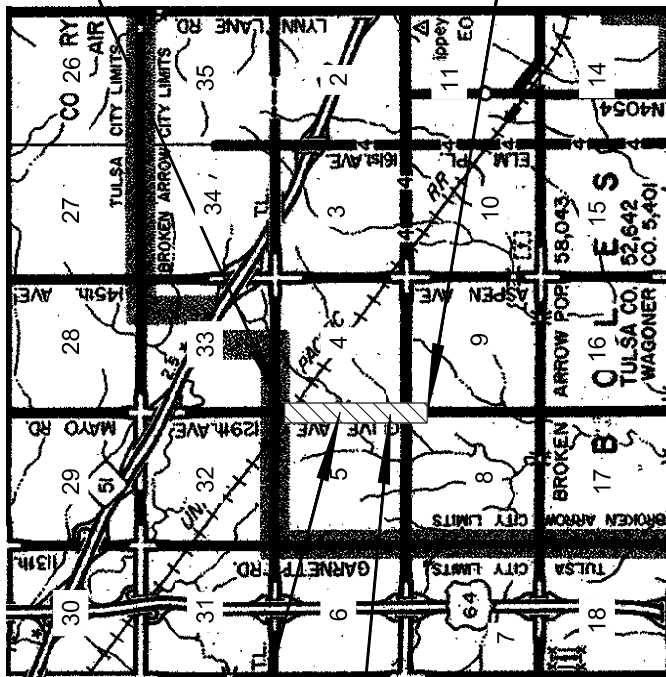
S. GARNETT RD
S. 129TH E AVE
S. 145TH E AVE
S. 161ST E AVE

E 51ST ST S

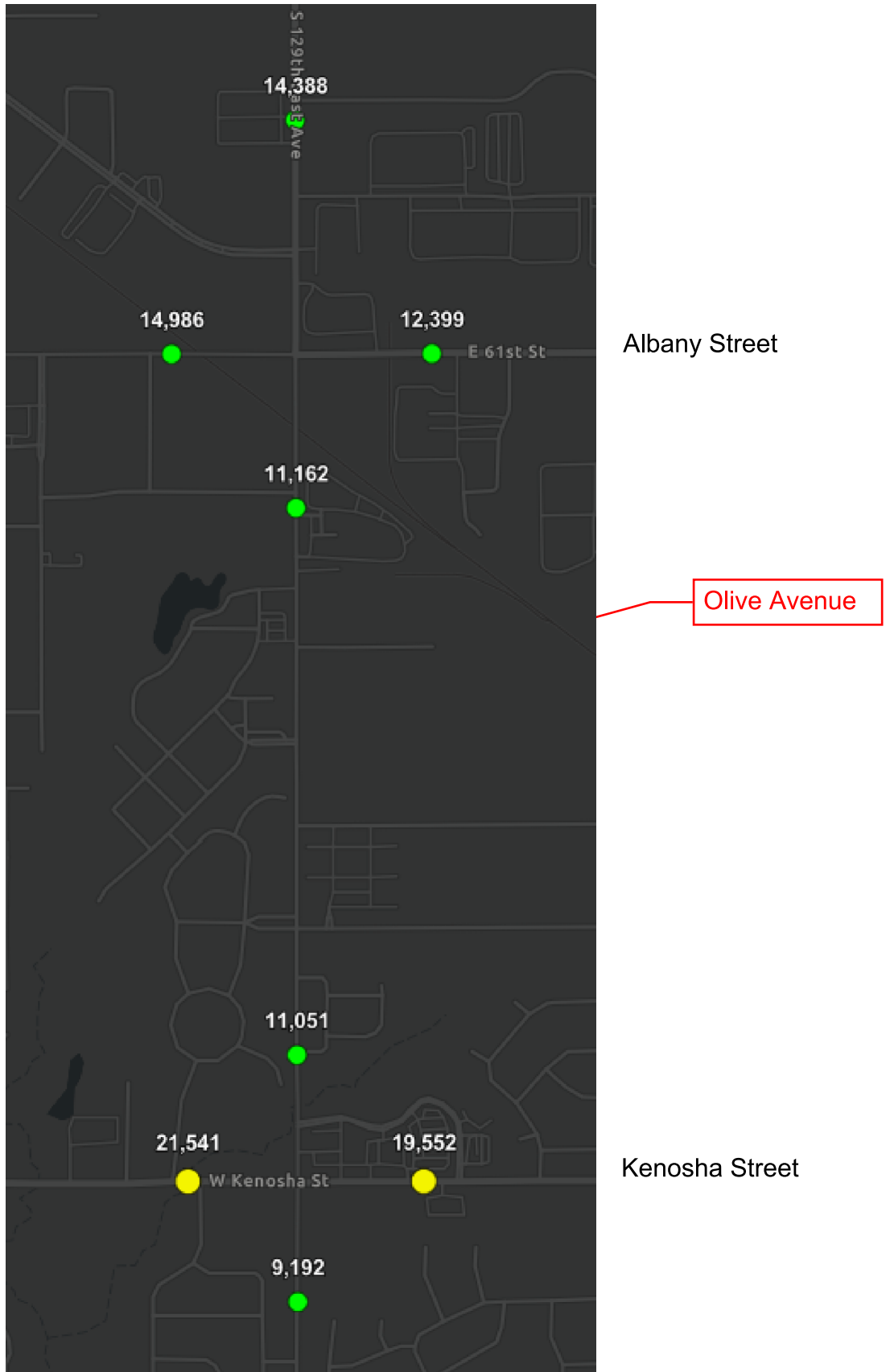
E 61ST ST S

E 71ST ST S

E 81ST ST S



R-13-E
R-14-E



INCOG - AADT ESTIMATES (STREETLIGHT DATA), USED IN SECTION A.1

Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 06638	Structure No.: 72N4030E0650005	Local ID: 14	Suff. Rating: 69.70	FO
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<p>Bridge Description: <u>IDENTIFICATION</u></p> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">2-10ft.X4ft.X28ft. RCB</div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">1. State: Oklahoma</td> <td style="width: 50%;">7. Facility Carried OLIVE AVE</td> </tr> <tr> <td>2. Division: Division 8</td> <td>6. Feat. CREEK</td> </tr> <tr> <td>3. County: TULSA</td> <td>9. 0.5 MI S OF 61 ST S.</td> </tr> <tr> <td>4. City: BROKEN ARROW</td> <td>11. Mile Post: 6.508 mi</td> </tr> <tr> <td>Admin Area: Unknown</td> <td>13. LRS / Sub Rte: /</td> </tr> <tr> <td>5a. On/Under: Route On Structure</td> <td>16. Latitude: 36° 04' 05.97"</td> </tr> <tr> <td>5b. Kind of Hwy: County Hwy</td> <td>17. Longitude: 095° 49' 59.44"</td> </tr> <tr> <td>5c. Lvl of Srvc: Mainline</td> <td>98. Border Not Applicable (P)</td> </tr> <tr> <td>5d. Route No.: 08461</td> <td>% Responsible: 0.00</td> </tr> <tr> <td>5e. Dir. Sufx: N/A (NBI)</td> <td>99. Border Brdg #: Unknown</td> </tr> </table>	1. State: Oklahoma	7. Facility Carried OLIVE AVE	2. Division: Division 8	6. Feat. CREEK	3. County: TULSA	9. 0.5 MI S OF 61 ST S.	4. City: BROKEN ARROW	11. Mile Post: 6.508 mi	Admin Area: Unknown	13. LRS / Sub Rte: /	5a. On/Under: Route On Structure	16. Latitude: 36° 04' 05.97"	5b. Kind of Hwy: County Hwy	17. Longitude: 095° 49' 59.44"	5c. Lvl of Srvc: Mainline	98. Border Not Applicable (P)	5d. Route No.: 08461	% Responsible: 0.00	5e. Dir. Sufx: N/A (NBI)	99. Border Brdg #: Unknown	<p style="text-align: center;"><u>INSPECTION</u></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Type</th> <th>Insp. Req.</th> <th>Insp. Done</th> <th>Freq.</th> <th>Insp. Date</th> <th>Next Insp.</th> </tr> </thead> <tbody> <tr> <td>NBI:</td> <td></td> <td>1</td> <td>24 months</td> <td>2/6/2025</td> <td>02/06/2027</td> </tr> <tr> <td>FC:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>UW:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> <tr> <td>OS:</td> <td>N</td> <td>0</td> <td></td> <td>NA</td> <td>NA</td> </tr> </tbody> </table>	Type	Insp. Req.	Insp. Done	Freq.	Insp. Date	Next Insp.	NBI:		1	24 months	2/6/2025	02/06/2027	FC:	N	0		NA	NA	UW:	N	0		NA	NA	OS:	N	0		NA	NA																							
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<p style="text-align: center;"><u>STRUCTURE TYPE AND MATERIALS</u></p> <p>43a/b. Main Span: Concrete / Culvert</p> <p>44a/b. Appr. Span: N/A / Not Applicable (P)</p> <p>45. # of Main Spans: 2</p> <p>46. # of Appr. Spans: 0</p> <p>107. Deck Type: Concrete-Cast-in-Place</p> <p>108a. Wearing Surface: None</p> <p>108b. Membrane: None</p> <p>108c. Deck protection: None</p>	<p style="text-align: center;"><u>CLASSIFICATION</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">12. Base Hwy Net.: Not on Base Network</td> <td style="width: 50%;">101. Parallel Str.: No bridge exists</td> </tr> <tr> <td>20. Toll Facility: On free road</td> <td>102. Traffic Dir.: 2-way traffic</td> </tr> <tr> <td>21. Custodian: City</td> <td>103. Temp. Str.: Not Applicable (P)</td> </tr> <tr> <td>22. Owner: City</td> <td>104. Hwy System: Not on NHS</td> </tr> <tr> <td>26. Function Class: 17 Urban Collector</td> <td>105. Fed Land Hwy: N/A (NBI)</td> </tr> <tr> <td>37. Historical Sig.: Not eligible for NRHP</td> <td>110. Defense Hwy: Not a STRAHNET hwy</td> </tr> <tr> <td>100. Def. Hwy: Not a STRAHNET hwy</td> <td>112. NBIS Length: Long Enough</td> </tr> </table>	12. Base Hwy Net.: Not on Base Network	101. Parallel Str.: No bridge exists	20. Toll Facility: On free road	102. Traffic Dir.: 2-way traffic	21. Custodian: City	103. Temp. Str.: Not Applicable (P)	22. Owner: City	104. Hwy System: Not on NHS	26. Function Class: 17 Urban Collector	105. Fed Land Hwy: N/A (NBI)	37. Historical Sig.: Not eligible for NRHP	110. Defense Hwy: Not a STRAHNET hwy	100. Def. Hwy: Not a STRAHNET hwy	112. NBIS Length: Long Enough																																																											
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Oklahoma Dept. of Transportation - Bridge Inspection Report

NBI No.: 06638	Structure No.: 72N4030E0650005	Local ID: 14	Suff. Rating: 69.70	FO
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Inspection Date: 2/6/25	Inspector: Jacob Hoak
Invoice No.: 2301441-9	Inspected With: Daniel Gardner



BRIDGE NOTES:

Cells numbered South to North.

INSPECTION NOTES: 2/6/25

PX-ARMOR UPSTREAM & DOWNSTREAM CHANNEL BANKS. CHANNEL DEGRADING WITH POOR ALIGNMENT.
 PX-ADD MORE RIPRAP TO UPSTREAM & DOWNSTREAM ENDS & CHANNEL BANKS.
 FX-GUARDRAIL AT NORTHEAST CORNER DAMAGED AND NOT FUNCTIONING PROPERLY.
 Previous repairs at Northwest & Northeast wings are failing.
 2/2025: erosion at Northwest corner has been repaired

ELEMENT CONDITION STATE DATA

Elem. / Env	Description	Unit	Total Qty	% 1	Qty. 1	% 2	Qty. 2	% 3	Qty. 3	% 4	Qty. 4
241 / 4	Re Conc Culvert	ft	56.00	0%	0.00	98%	55.00	2%	1.00	0%	0.00
Minor vertical cracks throughout (Typ.) Cell 1-North wall has a 12 inch by 12 inch spall and honeycomb with exposed rebar. Abrasions at flowline of all cells. 8"x4" spall in West headwall of cell 2. Minor vertical crack on exterior wall.											
330 / 4	Metal Bridge Railing	ft	43.00	95%	41.00	5%	2.00	0%	0.00	0%	0.00
West rail has minor traffic damage. Heavy rust on connection plates. (Typ.)											
919 / 4	St.(Rail) Prot. Coat	sq.ft	122.00	0%	0.00	100%	122.00	0%	0.00	0%	0.00
All railing show signs of chalking											
870 / 4	Concrete Wingwall	each	4.00	100%	4.00	0%	0.00	0%	0.00	0%	0.00
Southwest wing, top is broken, Southeast wing has diagonal crack.											
961 / 4	Scour SF	each	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00
PX-EAST END HAS 12 INCHES OF FLOWLINE DEGRADATION (NO UNDERMINING). PX-WEST END, SOUTH CELL HAS 15 INCHES FLOWLINE DEGRADATION (NO UNDERMINING). Scour countermeasures (riprap & asphalt) in-place around NE wing.											
965 / 4	Debris SF	each	1.00	100%	1.00	0%	0.00	0%	0.00	0%	0.00
2/2025: debris has been removed											