

Resolution

Version 2.3 released on 8/3/21



CITY COUNCIL USE ONLY

Date Received: _____
 Committee Date: _____
 1st Agenda Date: _____

Tracking #: _____

Committee: _____

Hearing Date: _____

2nd Agenda Date: _____

CITY CLERK USE ONLY

☐ Scanned

Date: 03.23.2022

☐ Posted

Item #: 2203.00518

All department items requiring Council approval must be submitted through the Mayor's Office.

Board Approval

Other Board Name _____

City Council Approval

☒ Yes ☐ No

Department
 Engineering Services

Contact Name
 Brent Stout *BS*

Email
 brentstout@cityoftulsa.org

Phone
 (918) 596-9520

Resolution Type
 Other

Owner-Grantor
 City of Tulsa

Amount
 \$4,000,000.00

Case Number _____

TMAPC Number _____

Council District _____

Description (Subject)
 Mingo Rd - 61st to 71st St. S and Sheridan Rd - 71st to 81st St S
 Rehabilitation

Bid/Project Number _____

Section _____ Township _____

Range _____

Addition _____

Lot _____ Block _____

Address _____

Funding Source(s) _____

TOTAL:

Department: _____

Legal: _____

Board: _____

Mayor: _____

Other: _____

Date: 03.03.22

Date: 3.14 XX11

Date: _____

Date: MAR 23 2022

Date: _____

Background Information

Attached is a Resolution requesting INCOG to Program Tulsa Urbanized Area Surface Transportation Funds for Federal FFY 2024 for the rehabilitation of Mingo Rd from 61st St S. to 71st St S and Sheridan Rd from 71st St S to 81st St S. The total estimated cost of this project is \$4,000,000.00. Submitted is one copy of the Resolution, project rating form, and supporting documentation. The requested \$3,000,000.00 of STP funds will be matched with \$1,000,000.00 from the 2019 Improve Our Tulsa funds (75% Federal, 25% local share). Grant Number: 23303

Summation of the Requested Action

Request adoption of the Resolution by the City Council and the Mayor.

Emergency Clause?

☒ Yes
☐ No

Reason for Emergency Clause

*THIS PROJECT CONCERNS PUBLIC SAFETY, AND FUNDS MUST BE
 TRANSFERRED WITHOUT DELAY.*

Post Execution Processing

- ☐ Mail vendor copy (add'l signature copies attached)
☐ Must be filed with other governmental entity
☐ Add'l governmental entity approval(s) required

Additional Routing and Processing Details

Please return the Resolution to Engineering Services, 2317 S
 Jackson Rm. 309, Tulsa, OK 74017. BSStlh

MSH 3/1/22

(Published in the Tulsa World,
_____, 2022.)

RESOLUTION NO. _____

A RESOLUTION REQUESTING THAT THE INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG) PROGRAM MINGO ROAD FROM 61ST STREET SOUTH TO 71ST STREET SOUTH AND SHERIDAN ROAD FROM 71ST STREET SOUTH TO 81ST STREET SOUTH STREET REHABILITATION PROJECT INTO THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE TULSA TRANSPORTATION MANAGEMENT AREA; REQUESTING THAT THE OKLAHOMA TRANSPORTATION COMMISSION CONCUR IN THE PROGRAMMING; AND DECLARING AN EMERGENCY.

WHEREAS, Surface Transportation Program (Tulsa Urbanized Area) funds have been made available for transportation improvements within the Tulsa Transportation Management Area; and

WHEREAS, the City of Tulsa has selected a project described as follows Mingo Road from 61st Street South to 71st Street South and Sheridan Road from 71st Street South to 81st Street South Street Rehabilitation; 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 estimate of project cost is \$4,000,000.00; and Federal participation under the terms of the Fixing America's Surface Transportation (FAST) Act relating to Surface Transportation Program (Tulsa Urbanized Area) funds is hereby requested for funding of 75 percent of the project cost; and

WHEREAS, the City of Tulsa proposes to use funds from 2019 Improve Our Tulsa General Obligation Bond proceeds for the local match; and

WHEREAS, the City of Tulsa has engaged a qualified Engineer licensed in the State of Oklahoma to furnish professional services in the preparation of detailed plans, specifications and estimates; and

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

WHEREAS, the City of Tulsa agrees to deposit with the Oklahoma Department of Transportation said funds for the local match within thirty (30) days after approval of this project by the Federal Highway Administration.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF TULSA, OKLAHOMA:

Section 1. 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

Section 2. That upon inclusion of this project 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.

Section 3. That an emergency exists for the preservation of the public peace, health and safety, by reason whereof this Resolution shall take effect immediately upon its adoption, approval and publication.

ADOPTED by the Council: _____
Date

Chairman of the Council

ADOPTED as an emergency measure: _____
Date

Chairman of the Council

OFFICE OF THE MAYOR

Received by the Mayor: _____, at _____
Date Time

G.T. Bynum, Mayor

By _____
Secretary

APPROVED by the Mayor of the City of Tulsa, Oklahoma: _____, Date

at _____, Time

Mayor

ATTEST:

City Clerk

APPROVED:

Senior Assistant
M. Swiney (M. SWINEY)

City Attorney

RECOMMENDED:

Valley

City Engineer

Tulsa Urbanized Area Surface Transportation Program

Project Rating Form: FFY 2024

The following information must be completed for all proposed Urbanized Area STP projects. INCOG staff will use the reported information to assign points to proposed projects. The establishment of project eligibility and the project scores will then be used by the Technical Advisory Committee, Transportation Policy Committee, and the INCOG Board of Directors to program projects to be funded with Urbanized Area STP funds. Please attach the cost estimate from the appropriate licensed professional and a map/drawing of the proposed project.

Project Information

Project Name and Location: Mingo Road – 61st St. S, to 71st St. S. and Sheridan Rd. – 71st St. S. to 81st St. S. Arterial Street Rehabilitation

Project Description (please include all information necessary for the extent of the project you would like to be rated in the criteria that follows): Rehabilitation of existing streets to include milling, patching and overlaying of existing asphalt surface. Construction of new ADA compliant sidewalks on both sides of the street, with retaining walls where appropriate to avoid right-of-way acquisition. Drainage improvements will be made during this project to address any standing water issues and bicycle-safe grates installed. Patching will be done as necessary and can be increased within the available budget. This project is Priority No. 4 for the City of Tulsa.

Project Sponsor/Jurisdiction: City of Tulsa

(If the Sponsor has no jurisdiction or shares jurisdiction with another entity, the Sponsor shall provide evidence of support from the other entity/entities)

Project Engineer: Doug Helt

Contact Person: (Name) Brent Stout

Email address brentstout@cityoftulsa.org

Phone (918) 596-9520

Please attach detailed budget to include inflation adjusted costs and fill out the following table.

Project Costs	STP Funds Requested (Maximum: \$3M)	Other (Non-federal) Funds
Construction Cost:	\$2,730,000	\$ 910,000
ODOT Inspection & Const. Mgt. Fee: (10% × Total Construction Cost)	\$ 270,000	\$ 90,000
Other Costs:		
Planning/Engineering		\$ 240,000
Right-of-Way		
Utility Relocation		
Non-participating component		
Grand Total:	\$3,000,000	\$1,240,000

X

Check here if other transportation funding has been received or authorized for this project.
Please note the source and amount of the funding.
Source 2019 IOT General Obligation Bond Program_Amount \$1,400,000

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: _____ Date: _____

Current number of lanes: _____ Count per lane: _____

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 STP 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

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	Project includes improvements for pedestrians, and access for the disabled, as well as traffic safety. Pedestrian crossings, signage, high visibility markings, sidewalk extensions, and curb ramps.
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	Project includes improved roadway safety by incorporating new pavement markings, signage, better skid resistance to pavement, turning lane improvements, and better pavement condition.
Project increases safety through rail crossing improvements.	4	
TOTAL		

Comments: _____

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: _____ Date: _____
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 point, 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.

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	Project includes pavement rehabilitation and drainage improvements for these existing secondary arterial streets.
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	Project includes signalization improvements.
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	
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	
TOTAL		

Comments: _____

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	This project includes improvements to pedestrian facilities on both street segments. Bicycle infrastructure will be considered for Sheridan Road as this is a multimodal secondary arterial street in the MSHP.
<i>If main purpose of project is not alternative mode, but it does include complementary features, please fill in below.</i>		
Project provides for existing or planned bus/transit/school bus operations (i.e., turning radii, bus stop pad, etc....)	5	Mingo Road between 61 st and 71 st St. S. is in front of Union High School. It has a large number of school buses going to and from the school each school day. Improvements for access, safety and mobility will be evaluated in design.
Project provides for pedestrian or bicycle components (bump outs, sidewalks, shelters, wide shoulders, dedicated lanes, paths/trails etc....)	5	Pedestrian components will be enhanced with improved crosswalks and ADA-compliant ramps on each side of this arterial street intersection, and improved curb ramps and crosswalk striping installed.
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	Mingo Road – 61 st to 71 st is located in a mixed commercial, mixed residential, agricultural, and office light area. Sheridan Road – 71 st to 81 st is located in a primarily residential area with some commercial development at the arterial intersections.
Project displaces one or more homes, businesses, schools, churches or recreational areas.	-10	
TOTAL		

Comments: The primary purpose of this project is pavement rehabilitation but, bicycle and pedestrian safety will be greatly enhanced. Pedestrians are a major beneficiary of this project as well with the improvements to ADA-compliant curb ramps on both sides of the streets which provide access to businesses, and residential areas. Bicycle lanes will be considered for design on Sheridan Road. In addition, Mingo Road is the street in front of Union High School. Improvements will be made to intersection radii with school bus turning movements considered in design.

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	Access to improved sidewalks and bike lanes will provide pedestrians and bicyclists better access to possible future bus service. MTTA bus routes are subject to change regularly.
Project improves access to existing or proposed transportation freight or passenger terminal facility	10	Mingo project work will improve access to the bus passenger terminal facility downtown.
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: This project improves access to business destinations and residents in the area. These streets are major route to destinations for commercial, industrial and residential traffic in the City.

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, projects will receive one negative point for each year and for each project the sponsor has a previously-selected project that has not been scheduled to let to bid.

Evaluation Criteria	Pt	Provide Description
<i>What is the status of the environmental review process?</i>		
Environmental clearance completed and federal approval obtained.	5	
Safety and/or Active Transportation Projects that are deemed to be a CE projects	5	
Environmental clearance is in process in compliance with federal requirements	2	This is a pavement rehabilitation project.
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 Design/ Engineering/ Planning design consultant selected.	2	
<i>What is the status of right-of-way acquisition?</i>		
Right-of-way acquisition completed or not required per ODOT approved plans.	5	Right-of-way acquisition not needed
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 relocation has not been initiated	0	Relocations have not been started.
<i>What is the amount of matching funds for STP Funds?</i>		
More than 50% (6pts), 25 – 50% (4pts)	4 or 6	25%
TOTAL		

G. Regional Economic Benefits**Maximum 20 points**

Please describe the extent to which the proposed project offers significant regional benefits, specific to the transportation system not reflected by other rating factors. 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	
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: _____

H. Transportation Equity, Access & Mobility**Maximum 20 points**

Please describe the extent to which the proposed project offers significant additional benefits in terms of transportation access and/or mobility to disadvantaged populations such as elderly, low-income, people with disabilities and minorities. Please provide a description in the space provided next to each applicable criterion.

Evaluation Criteria	Points	Provide Description
Project is located in or adjacent to area with concentration of population below poverty per the American Community Survey 2019 (see Map 2, Page 21)	10	Mingo Road from 61 st Street to 71 st Street South is located in the area with concentration of population below poverty per the map provided as reference. The northwest quadrant of Sheridan Road from 71 st to 81 st Street South is bordering the area with concentration of population below poverty per the map.
Project specifically benefits elderly or people with disabilities. Each specific improvement identified will be awarded 2 points. (Ex: Signal heads accommodating hearing impaired, Tree canopy, Drainage/culvert crossings, other ADA improvements, accommodation for benches/rest areas along long stretches etc.,)	10	The project benefits elderly people and persons with disabilities with improvements to signal heads, APS technology, improved drainage crossings, ADA-compliant sidewalks and curb ramps, as well as improved signage, striping and pavement markings.
TOTAL		

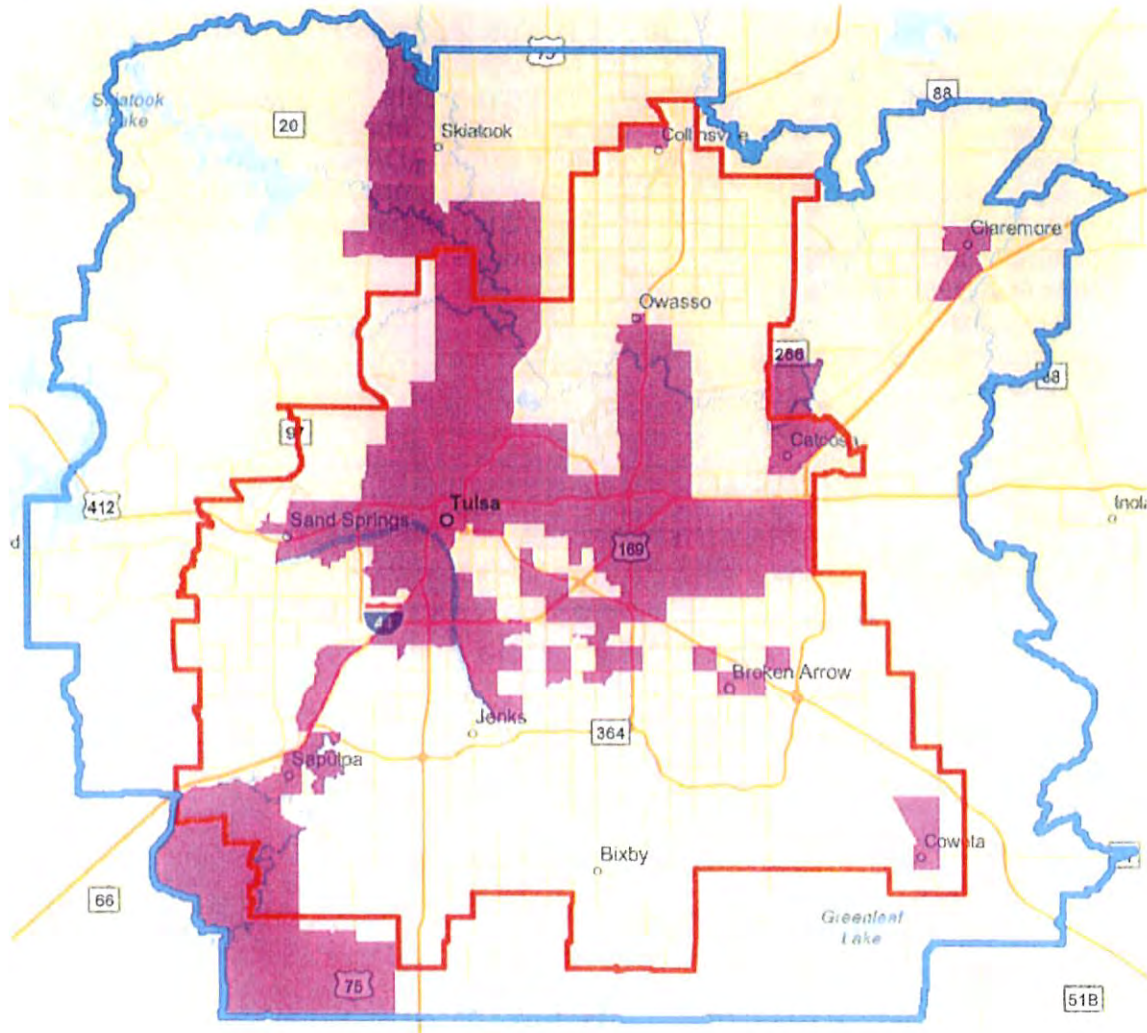
Comments: _____

ATTACHMENT – Map 2

Tulsa Urbanized Area Surface Transportation Program

Concentration of Persons Below Poverty within the TMA (Map)

Click on the link above for a Webmap.



Cost Estimate

Mingo Road - 61st St. S. to 71st St. S.
February 28, 2022

Description	Unit	Total	Unit Cost	City Funds	STP Funds	
Patching	SF	12,500	\$ 19.44	\$ 60,750	\$ 182,250	\$ 243,000
Curb Ramps	EA	30	\$ 1,000.00	\$ 7,500	\$ 22,500	\$ 30,000
Mill & Overlay	SF	317,038	\$ 3.00	\$ 237,779	\$ 713,336	\$ 951,114
Sidewalk	LF	2,000	\$ 50.00	\$ 25,000	\$ 75,000	\$ 100,000
Traffic Items	EA	1	\$ 50,000.00	\$ 12,500	\$ 37,500	\$ 50,000
Subtotal				\$ 343,529	\$ 1,030,586	\$ 1,374,114
Contingency (15%)				\$ 51,529	\$ 154,588	\$ 206,117
Subtotal				\$ 395,058	\$ 1,185,173	\$ 1,580,231
Inflation (4% over 4 yrs.)				\$ 67,104	\$ 201,312	\$ 268,416
Subtotal				\$ 462,162	\$ 1,386,485	\$ 1,848,647
Inspection/Const. Mgt. (10%)				\$ 46,216	\$ 138,649	\$ 184,865
Subtotal				\$ 508,378	\$ 1,525,134	\$ 2,033,512
Planning/Engineering (6%)				\$ 122,011	\$ -	\$ 122,011
TOTAL				\$ 630,389	\$ 1,525,134	\$ 2,155,522

FOR STP APPLICATION USE: \$510,000 \$1,530,000 \$2,040,000

TOTAL CITY OF TULSA COST = \$ 630,000

Cost Estimate

Sheridan Road - 71st St. S. to 81st St. S.
February 28, 2022

Description	Unit	Total	Unit Cost	City Funds	STP Funds	
Patching	SF	20,000	\$ 19.44	\$ 97,200	\$ 291,600	\$ 388,800
Curb Ramps	EA	30	\$ 1,000.00	\$ 7,500	\$ 22,500	\$ 30,000
Mill & Overlay	SF	285,318	\$ 3.00	\$ 213,989	\$ 641,966	\$ 855,954
Traffic Items	EA	1	\$ 50,000.00	\$ 12,500	\$ 37,500	\$ 50,000
Subtotal				\$ 331,189	\$ 993,566	\$ 1,324,754
Contingency (15%)				\$ 49,678	\$ 149,035	\$ 198,713
Subtotal				\$ 380,867	\$ 1,142,600	\$ 1,523,467
Inflation (4% over 4 yrs.)				\$ 64,693	\$ 194,080	\$ 258,774
Subtotal				\$ 445,560	\$ 1,336,681	\$ 1,782,241
Inspection/Const. Mgt. (10%)				\$ 44,556	\$ 133,668	\$ 178,224
Subtotal				\$ 490,116	\$ 1,470,349	\$ 1,960,465
Planning/Engineering (6%)				\$ 117,628	\$ -	\$ 117,628
TOTAL				\$ 607,744	\$ 1,470,349	\$ 2,078,093

FOR STP APPLICATION USE:

\$490,000
\$1,470,000
\$1,960,000

TOTAL CITY OF TULSA COST =

\$ 610,000



PROJECT LOCATION
 Mingo Road – 61to 71st St. S. / Sheridan Rd. –

