



City of Edmond

Notice of Public Meeting

The City of Edmond encourages participation from all its citizens. To request an accommodation due to a disability, please contact the ADA Coordinator at least 48 hours prior to a scheduled meeting. The ADA Coordinator can be contacted by email: ADAcordinator@edmondok.gov or phone: 405-359-4518.

Capital Improvement Projects Advisory Board
Regular Meeting Agenda
City Hall Council Chamber, 22 E. Main Street, Edmond, Oklahoma
3:30 p.m., Tuesday, July 21, 2026

AMENDED

Notice to the Public

Official action can only be taken on items which appear on the agenda. The Capital Improvement Projects Advisory Board may discuss, adopt, approve, amend, reject, deny, strike or continue any item listed on the agenda. When more information is needed to act on an item, the Capital Improvement Projects Advisory Board may refer the matter to the Capital Improvement Projects Advisory Board staff. The Capital Improvement Projects Advisory Board may also refer items to the standing committees of the Board for additional study. Under certain circumstances, items are deferred/continued to a specific later date or stricken from the agenda entirely.

1. Call to Order.
2. **Consideration of Approval Items:**
 - A. Consideration of Approval of Meeting Minutes: June 16, 2026
 - B. Discussion and Election of the Capital Improvement Projects Advisory Board Chairperson for July 2026 through June 2027.
 - C. Discussion and Election of the Capital Improvement Projects Advisory Board Vice-Chairperson for July 2026 through June 2027.
 - D. Discussion and Consideration of Approval of Additional Funding for Edmond Historical Museum Improvements.
 - E. Consideration of Recommendation of Approval of a Potential Update to the 2000 CIP Budget to Account for Additional Invoice from the Oklahoma Department of Transportation (ODOT) for the Danforth and Kelly Intersection Project.

- F. Consideration of Recommendation of Approval of an Additional Invoice from the Oklahoma Department of Transportation (ODOT) for the Danforth and Kelly Intersection Project; \$1,046,142.10
- G. Discussion and Consideration of Amending the FY2027 Budget by Supplemental Appropriation for Intelligent Traffic Systems.
- H. Consideration of Approval of a Third Supplemental Agreement with the Young Men's Christian Association of Greater Oklahoma City (YMCA) for Construction of a Library and YMCA; \$476,480.92 from the YMCA. (Ward 2)

3. **Discussion Items:**

- A. Monthly Sales Tax Report
- B. Covell Corridor Long-Range Planning Discussion.
- C. Update on CIP Funded Capital Projects.

4. Citizen Comments.

This is an opportunity for residents and non-residents to address the Capital Improvement Projects Advisory Board on Capital Improvement Projects Advisory Board related matters not on the agenda or scheduled for a public hearing. All remarks must be directed to the Chair of the meeting, are limited to three minutes or less, and must otherwise be made in accordance with Section I of the City Council / Public Works Authority rules, available [here](#) and upon request at City Hall.

Please note that members of the Capital Improvement Projects Advisory Board cannot respond to issues brought up in Citizen Comments if they are not on the agenda, in accordance with state law.

- 5. Comments from the Capital Improvement Projects Advisory Board Chair and Members.
- 6. Adjournment.

**Capital Improvement Projects Advisory Board Amended
Agenda**

2. A.

Meeting Date: 07/21/2026

Submitted By: Sandy Shell, Administrative Assistant, Engineering

Ward:

City Council Strategic Plan:

Information

Item

Consideration of Approval of Meeting Minutes: June 16, 2026

Background

Time Frame

Issue

Recommendations

Action Needed

Public Notifications

Fiscal Impact

Attachments

06/16/2026 CIP Meeting Minutes

**Capital Improvement Projects Advisory Board
Regular Meeting Agenda
City Hall - Council Chambers – 22 E. Main Street, Edmond, Oklahoma
3:30 p.m., Tuesday, June 16th, 2026**

Members Present: Chris Gordon (Vice Chair), Cody Mosley, James Joseph, Phil Klutts (Chair), Patrice Douglas, Peggy Geib, Randy Grau, Wesley Barnaby, and Dan Lindsey (ex-officio EPS)

Members Absent: Annette Klososky, Jeff Davis, Rob Anderson, and Kevin Freeman (ex-officio UCO)

1. Call to Order

Chair Phil Klutts called the meeting to order at 3:30 p.m., June 16, 2026, in the City Council Chambers located at 22 E. Main Street. The agenda was posted in the City Hall building at 22 E. Main St. on June 10, 2026, at 9:29 a.m.

2. Discussion of Quorum, Abstention, Voting, and Meeting Rules

Corey Atcutson-Coley, City Clerk for the City of Edmond, provided guidance regarding quorum, voting requirements, abstentions, and meeting procedures.

Mr. Atcutson-Coley stated that the Board has 13 members, two of whom are ex-officio non-voting members. Therefore, six voting members are required for a quorum. He further explained that motions require a majority of the full voting membership, not merely a majority of those present. As a result, six affirmative votes are required for any motion to pass.

Mr. Atcutson-Coley also addressed abstentions. He explained that abstentions are counted as “no” votes for purposes of the minutes. He recommended that, if a board member has a conflict of interest or is uncomfortable voting on an item, the member may step out of the room during consideration of that item and return afterward. This can then be recorded in the minutes.

A question was asked regarding board members voting on minutes for meetings they did not attend. Mr. Atcutson-Coley stated that board members are not required to abstain from voting on minutes simply because they were absent from that meeting. He noted that members may review recordings or consult with other members to confirm accuracy before voting.

Mr. Atcutson-Coley also noted that the City Council and Edmond Public Works Authority meeting rules were included in the packet. While the Board is not required to follow those rules, boards and commissions are encouraged to use them as guidance for consistency.

No action was taken on this item.

3. Consideration of Approval Items

A. Consideration of Approval of Meeting Minutes: March 24, 2026 and April 21, 2026.

Approval of March 24, 2026 Meeting Minutes

Motion was made by Patrice Douglas to approve the March 24, 2026 meeting minutes. The motion was **seconded** by Peggy Geib. Motion carries as follows:

Yes: 8 - Chris Gordon (Vice Chair), Cody Mosley, James Joseph, Phil Klutts (Chair), Patrice Douglas, Peggy Geib, Randy Grau, Wesley Barnaby

No: 0 - None

Approval of April 21, 2026 Meeting Minutes

Motion was made by Randy Grau to approve the April 21, 2026 meeting minutes. The motion was **seconded** by Chris Gordon. Motion carries as follows:

Yes: 8 - Chris Gordon (Vice Chair), Cody Mosley, James Joseph, Phil Klutts (Chair), Patrice Douglas, Peggy Geib, Randy Grau, Wesley Barnaby

No: 0 - None

4. Discussion Items

A. Covell Corridor Long-Range Planning Discussion

Steve Lawrence, Director of Engineering, presented a long-range planning discussion regarding the Covell Road corridor from Santa Fe to I-35. He explained that staff is beginning the process of reviewing the City's eight-year roadway plan and is evaluating available data, including crash data, pavement management data, prior citizen feedback, traffic counts, and comments received during the GO bond public meetings.

Mr. Lawrence provided background on the history of the Covell corridor. He noted that in the mid-1980s, Edmond worked with ODOT regarding an I-35 interchange. ODOT committed to an interchange at Covell Road in 1988, and the interchange was completed in 1994. Following that, the City began planning Covell as an additional east-west corridor intended to relieve traffic from 2nd Street and support future growth in north Edmond. He explained that, as development occurred, the City's long-range plan allowed right-of-way to be dedicated through the development process, helping reduce future land acquisition costs.

Mr. Lawrence stated that portions of Covell were originally built by Oklahoma County using a strong base with a limited asphalt surface, which was appropriate for lower traffic volumes at the time. As development occurred, additional lanes were added, but the original center lanes in some areas remain built to older county standards. He explained that the existing pavement was not designed for the current traffic volumes and truck traffic now using the corridor.

Staff reported that traffic volumes are significant along Covell, including more than 25,000 vehicles per day at Covell and Santa Fe, more than 25,000 vehicles per day at Covell and Bryant, and more than 22,000 vehicles per day at Covell and Coltrane. Mr. Lawrence also noted that additional traffic is expected as retail development near Covell and Sooner continues to open, and as neighborhoods north of Coffee Creek Road continue to use Covell to access I-35.

Mr. Lawrence explained that staff is evaluating whether the corridor should be reconstructed with concrete or another pavement section capable of handling current and future traffic volumes. He stated that the asphalt portions of Covell that have not been widened are currently being resurfaced approximately every eight years, creating an ongoing maintenance cost. Staff is reviewing the long-term cost benefit of replacing the roadway with concrete pavement, similar to other portions of Covell, in order to improve pavement condition and reduce long-term maintenance needs.

Mr. Lawrence identified Santa Fe, Bryant, and Coltrane as three major intersections along Covell where staff is seeing significant maintenance, traffic, crash, and safety concerns. He noted that some remaining sections are difficult for developers to complete independently, particularly areas such as Covell and Coltrane, where much of the surrounding area is floodplain or has limited development potential.

Staff discussed the possibility of prioritizing Covell through the 2027 CIP sales tax, which is dedicated fully to roads. Mr. Lawrence stated that preliminary estimates for improving the corridor from approximately 1,000 feet west of Santa Fe to I-35 are approximately \$75 million to \$80 million for construction, with an additional \$15 million to \$20 million anticipated for right-of-way acquisition, engineering, and utility relocations. He stated that the 2027 CIP could conservatively generate approximately \$110 million to \$120 million, meaning that completing the full Covell corridor could require a substantial portion of the available funding.

Brad explained that the City has a list of way more projects than can realistically be completed within the eight-year period and they are trying to slide around projects into positions on the upcoming 8-year plan. He stated that if Covell is prioritized as one large project, estimated at roughly \$100 million, the remainder of the eight-year plan would be limited to Covell and only a few additional projects. If Covell is not prioritized as one large project, the City could instead consider completing certain sections or intersections over time.

Board members discussed whether completing Covell would benefit the broader community by relieving traffic from 2nd Street, supporting east-west traffic movement, and encouraging residents to shop within Edmond rather than traveling to Oklahoma City. Members also discussed the importance of allowing new retail near Covell and I-35 to become established before major construction impacts access to the area.

Questions were raised regarding the percentage of truck traffic using Covell and whether truck traffic could be limited or rerouted to reduce pavement deterioration until improvements are completed. Staff stated that current traffic counters should be able to provide truck traffic percentages, and that those numbers will be important in evaluating pavement design and long-

term maintenance needs. Board members also requested that staff review whether truck counts are accurately tracked for state reimbursement purposes.

Board members requested a comparison of the cost of concrete construction versus asphalt resurfacing. Staff stated that those numbers are being compiled and will be brought back at a future meeting. Staff noted that concrete has become more comparable in cost to asphalt, particularly due to recent asphalt price increases, and that concrete generally has a lower lifecycle cost. Staff also discussed “white topping,” which involves placing concrete over existing asphalt, and noted that the Turnpike Authority has used this method in some locations.

Board members asked about right-of-way acquisition along Covell. Mr. Lawrence stated that some right-of-way has already been acquired through development and through interim improvements at Bryant, Santa Fe, and Coltrane; however, additional right-of-way would still be needed to complete the full section, including medians where appropriate. He stated that engineering generally must be completed before the remaining right-of-way can be acquired.

The Board also discussed traffic signal costs. Staff stated that a full traffic signal with decorative poles is approximately \$1 million, while a standard signal may cost around \$800,000. Span-wire signals used as interim improvements may cost approximately \$400,000 to \$500,000. Staff noted that a study is underway to evaluate intersections that meet federal traffic signal warrants and to help prioritize signal needs citywide.

Board members asked about alternative intersection designs, including roundabouts. Staff discussed the planned roundabout at Western and Covell and stated that roundabouts can work well in appropriate locations, particularly when used in series. Staff noted that some intersections, such as Covell and Air Depot or Covell and Coltrane, have site constraints such as hills, floodplain, drainage structures, or utility conflicts that may make roundabouts more difficult or expensive.

The Board also discussed coordination with ODOT and other regional roadway projects, including the planned Danforth interchange improvements, the Waterloo interchange, and I-35 frontage road improvements. Staff noted that construction sequencing will be important to avoid creating too many major construction impacts in the same area at one time. Mr. Lawrence stated that, even if Covell were prioritized immediately, engineering, right-of-way acquisition, and utility relocation would likely take several years before construction could begin.

No action was taken. Staff stated that additional cost-benefit analysis, traffic information, pavement comparisons, and project prioritization options will be brought back for further discussion at a future meeting.

B. Monthly Sales Tax Report

Matt Newcomb with the Finance Department presented the monthly sales tax report.

He reported that sales tax collections continue to show growth for May.

The May Sales, Use, and Lodging Tax Report covers actual sales from March 2026, reported to the OTC in April 2026, and collected by Edmond in May 2026.

Year-to date (YTD) Combined Sales & Use (S&U) collections are up over this time last year by **1.46%**.

YTD Sales Tax collections are up this month over this time last year by **0.81%**.

YTD Use Tax collections are up over this time last year by **4.38%**.

YTD Lodging Tax collections are up over this time last year by **2.12%**.

The May NAICS report shows Retail and Hotel/Restaurants are the top two categories of income drivers.

He reported that sales tax collections continue to show growth for June.

The June Sales, Use, and Lodging Tax Report covers actual sales from April 2026, reported to the OTC in May 2026, and collected by Edmond in June 2026.

Year-to date (YTD) Combined Sales & Use (S&U) collections are up over this time last year by **1.76%**.

YTD Sales Tax collections are up this month over this time last year by **0.98%**.

YTD Use Tax collections are up over this time last year by **5.34%**.

YTD Lodging Tax collections are up over this time last year by **2.36%**.

The NAICS report shows Retail and Hotel/Restaurants are the top two categories.

No action was taken on this item.

C. Discussion from Finance regarding the Finance Committee's plan to create a Capital Maintenance plan for all capital assets.

Finance Committee Capital Maintenance Plan Discussion

Sheila Briesch, Controller with the Finance Department, provided an overview of the Finance Committee's work to create a capital maintenance plan for City assets.

Ms. Briesch stated that the Finance Committee is concerned about the City's growing inventory of assets and the need to plan for repair, replacement, and long-term maintenance. Assets discussed included streets, buildings, trails, parks facilities, and other capital improvements.

She explained that the goal is to eventually separate the CIP plan and budget from operations and to establish a capital maintenance reserve plan. The reserve would help the City prepare for future replacement needs, major repairs, and potential emergencies.

Ms. Briesch noted that the City currently has reserves in various funds, but those reserves are not specifically dedicated to maintenance. The Finance Committee is considering how reserves should be created, how they should be used, how they should be replenished, and whether a percentage of revenue or asset value should be set aside annually.

She also discussed the need to better track the condition and useful life of assets. She stated that future reporting requirements may require the City to disclose assets that are 80% or more through their useful life. Departments will need to help evaluate the condition and replacement needs of their assets.

Board members expressed support for the effort and discussed the importance of considering maintenance costs when applying for grants or approving new CIP projects. There was also discussion about whether excess revenue above budgeted amounts could be allocated toward maintenance reserves.

Steve Lawrence added that several departments already use long-term asset planning, especially utilities, and that the goal is to apply similar planning practices citywide.

No action was taken on this item.

D. Update on CIP-Funded Capital Projects

Brad Moery, Senior Civil Engineer, provided updates on several CIP-funded capital projects.

Street Rehab, Resurfacing, and Reconstruction

Most overlay project sections are complete, except for areas near Danforth and Kelly, which are being timed with the completion of nearby work.

Air Depot and Covell Intersection

The project is progressing and remains on track to be completed before the school opening in August. Staff noted that an early completion incentive was included and appears to be working well. Similar incentives may be considered for future time-sensitive projects.

ITS Project

Phase 4 construction is ongoing and is expected to be completed in the fall. Phase 5 is in the final stages of design. The project will improve the City's ability to monitor and control intersections from the Traffic Management Center.

2nd Street ADA Sidewalk Project

Work has begun on the west end of the project. Completion is anticipated around October 2027. The project includes sidewalk improvements along both sides of 2nd Street from the city limits to I-35. The project is being managed with ODOT involvement.

Pelican Bay

The project is in the punch list stage. Construction is expected to be completed in approximately one month, though opening plans will depend on Parks.

Library/YMCA

Drywall work and mechanical, electrical, and plumbing rough-ins are ongoing. Staff noted that the project timeline continues to shift and that an agenda item may be brought forward at the next CIP meeting to discuss project status and funding concerns.

A.C. Caplinger

Sidewalks and other concrete flatwork are underway. Completion is anticipated in late July. Staff noted that aerial photos show significant progress and improvements to the fields.

Creek Bend Trail

Phase 2 design is ongoing. Geotechnical consultants recently completed borings near the creek where bridges are planned. The bridge design will allow the remaining project design to move forward.

Police Lake Patrol Facility

The project remains in design and is approximately 60% complete. Staff is working through utility-related issues.

FY27 Concrete Work and Pavement Data Collection

Staff plans to move forward with concrete work in several locations during FY27 due to comparable concrete and asphalt costs. Staff also plans to begin annual pavement data collection for one-fifth of the City's streets each year to maintain more current pavement condition index data.

Additional discussion included concrete cure time, the Northwest Connector Trail near Integris and Arcadia, pickleball court coverings, and the sidewalk project on 33rd Street east of Bryant. Staff stated they would check on the pickleball covering status and bring aerial project photos to a future meeting.

No action was taken on this item.

5. Citizens Comments

No citizens comments were made.

6. Comments from the Capital Improvements Project Advisory Board Chair and Members

Randy Grau, Board Member, noted that it was Primary Election Day in Oklahoma and encouraged residents to vote before polls closed at 7:00 p.m.

Phil Klutts, Board Chair, thanked staff and board members for the Covell corridor discussion and stated that the topic is important for future planning and prioritization. He also acknowledged a recent website submission received by the Board and thanked staff and board members for helping address citizen feedback.

7. Adjournment

Motion was made by Patrice Douglas to adjourn the meeting. The motion was **seconded** by Randy Grau. Motion carries as follows:

Yes: 7 - Chris Gordon (Vice Chair), Cody Mosley, James Joseph, Phil Klutts (Chair), Patrice Douglas, Randy Grau, Wesley Barnaby

No: 1 - Peggy Geib

The meeting was adjourned at 4:45 p.m.

Date

Phil Klutts, Chair

**Capital Improvement Projects Advisory Board Amended
Agenda**

2. D.

Meeting Date: 07/21/2026
Submitted For: Christy Batterson, Director, Housing and Community Resources
Email: Christy.Batterson@edmondok.gov , Phone: 405-359-4694
Submitted By: Christy Batterson, Director, Housing and Community Resources
Ward: Citywide
City Council Strategic Plan: Strategic Economic Growth

Information

Item

Discussion and Consideration of Approval of Additional Funding for Edmond Historical Museum Improvements.

Background

The Edmond History Museum renovation project began with the goal of improving the visitor experience, preserving historical assets, and expanding program space for two areas: (1) classroom/event space and (2) Children's Historical Play Center. As design progressed, additional ADA improvement needs were identified, including accessible restroom upgrades, flooring, and updated entryway access. These enhancements are essential to comply with the City's ADA Transition Plan. Originally, the project was slated to be completed in two phases and potentially funded with additional grant funds. However, those funds were not awarded. Mobilizing both phases at the same time will allow contractors to streamline labor and equipment costs, reduce repeated site disturbance, and shorten the overall project timeline. Doing so requires supplemental funding due to expanded scope and increased material and labor costs uncovered during recent assessments.

On April 15, 2025, the Capital Improvement Projects Advisory Board recommended funding for improvements to the Edmond History Museum in the amount of \$200,000. Staff is requesting additional funds of \$300,000 to cover the entire project.

Below are estimated costs:

Phase One: Toilets, Laundry and Garage:	\$261,530.00
Phase Two: Children's Area (Pre-Schematic Design):	\$135,250.00
Subtotal:	\$396,780.00
Contingency @ 20%:	\$79,356.00
Estimate of Probable Cost:	\$476,136.00

It is proposed that the \$300,000 would be transferred from the 2000 CIP Reserve to the 338001-8401 account that currently has \$200,000 budgeted for Museum improvements.

Time Frame

Project would begin this fiscal year pending council approval

Issue

Request for additional allocation of funding to make improvements to the building located at 431 S. Boulevard.

Recommendations

Staff recommends approval

Action Needed

Motion to Approve

Public Notification

Posted with Agenda

Attachments

Children's Area Drawing

Edmond History Museum Classroom Rendering

Edmond History Museum Classroom Rendering 2

ale







**Capital Improvement Projects Advisory Board Amended
Agenda**

2. E.

Meeting Date: 07/21/2026

Submitted For: Steve Lawrence, Director, Engineering

Email: Steve.Lawrence@edmondok.gov , Phone: 405-359-4770

Submitted By: Julianna McCullough, Grant Administration Coordinator, Housing and
Community Resources

Ward: 1

City Council Strategic Plan: Long-Term Comprehensive Infrastructure System

Information

Item

Consideration of Recommendation of Approval of a Potential Update to the 2000 CIP Budget to Account for Additional Invoice from the Oklahoma Department of Transportation (ODOT) for the Danforth and Kelly Intersection Project.

Background

Construction is currently underway at the intersection of Danforth Rd and Kelly Ave with completion expected in late summer 2026. This project is funded primarily through the Oklahoma Department of Transportation (ODOT)'s Surface Transportation Block Grant (STBG) program, which requires that ODOT be the principal agency in charge of bidding, managing and inspecting the project.

Our funding from the STBG program for Danforth and Kelly is capped at \$7,398,294 with the City responsible for any costs above that amount. The City has already paid ODOT \$2,335,692 based on the original cost estimate from 2025 of a total project cost of \$9,733,926. However, due to changes in engineering and construction inspection costs, ODOT has sent us an additional invoice for \$1,046,142.10.

This item is to recommend the approval of an amendment to the CIP budget. The amendment would take \$56,946.10 from CIP reserves, allowing us to pay this invoice for Danforth and Kelly as there is already \$989,178 budgeted in FY27.

Time Frame

Payment will be provided upon CIP AB and City Council approval.

Issue

Budget amendment needed to pay ODOT invoice for Danforth and Kelly Intersection Improvements

Recommendations

Staff recommends approval

Action Needed

Motion to approve

Public Notification

Fiscal Impact

Amount: \$56,946.10

Account: TO: 338007-8615 2000 Capital Improvement Projects Streets - Danforth Kelly

Additional Information:

From: 2000 CIP reserves

Attachments

No file(s) attached.

**Capital Improvement Projects Advisory Board Amended
Agenda**

2. F.

Meeting Date: 07/21/2026
Submitted For: Steve Lawrence, Director, Engineering
Email: Steve.Lawrence@edmondok.gov , Phone: 405-359-4770
Submitted By: Julianna McCullough, Grant Administration Coordinator, Housing and
Community Resources
Ward: 1
City Council Strategic Plan: Long-term Comprehensive Infrastructure System

Information

Item

Consideration of Recommendation of Approval of an Additional Invoice from the Oklahoma Department of Transportation (ODOT) for the Danforth and Kelly Intersection Project; \$1,046,142.10

Background

Construction is currently underway at the intersection of Danforth Rd and Kelly Ave with completion expected in late summer 2026. This project is funded primarily through the Oklahoma Department of Transportation (ODOT)'s Surface Transportation Block Grant (STBG) program, which requires that ODOT be the principal agency in charge of bidding, managing and inspecting the project.

Our funding from the STBG program for Danforth and Kelly is capped at \$7,398,294 with the City responsible for any costs above that amount. The City has already paid ODOT \$2,335,692 based on the original cost estimate from 2025 of a total project cost of \$9,733,926. However, due to changes in engineering and construction inspection costs, ODOT has sent us an additional invoice for \$1,046,142.10.

A breakdown of the **\$1,046,142.10** invoice is as follows:

Total project Cost: \$10,780,068.10 (\$9,891,778.96 Construction, \$888,289.14 Engineering)

Federal Reimbursement capped at \$7,398,234.00

City has paid to date \$2,335,692.00

$\$10,780,068.10 - (\$7,398,234.00 + \$2,335,392.00) = \$1,046,142.10$

This item is to recommend approval of paying the ODOT invoice. This invoice does not preclude future invoices for costs associated with any potential change orders or other unforeseen project costs.

Time Frame

Payment will be provided upon approval

Issue

Approval needed to pay invoice

Recommendations

Staff recommends approval

Action Needed

Motion to approve

Public Notifications

Posted agenda

Fiscal Impact

Amount: \$1,046,142.10

Account: FROM: 338007-8615 2000 Capital Improvement Projects Streets - Danforth
Kelly

Additional Information :

Contingent on approval of accompanying budget amendment.

We currently have \$989,178 budgeted in FY26, with the \$56,946.10 being used from Fund 338 -2000 CIP fund balance.

With approval of the separate budget supplemental being proposed, the remaining fund balance for the 2000 CIP is estimated to be \$30,577,346.98

Attachments

Danforth and Kelly Invoice #2



Director of Financial Services and Operations

Mr. Demetrice Carter

200 N.E. 21st Street

Oklahoma City, OK 73105-3204

www.odot.org

May 13th, 2026

City of Edmond
ATTN: Mark A. Nash, Mayor
22 E. Main Street
Edmond, OK 73034

Dear Mayor Nash:

Enclosed please find a progressive invoice for the necessary project sponsor matching funds associated with the project below – Edmond: Intersection Modifications at Danforth Rd and Kelly Ave.

Project ID: **STP-255N(691)AG**

Job Piece Number: **38090(04)**

Balance Due: **\$1,046,142.10**

Please remit the balance due by: **June 13th, 2026**

This progressive invoice is based on the current agreement signed on **2024-09-23**. If there is an updated agreement, please send it via email, reply all, and we will update the invoice.

Should you have any questions, concerns or would like to make payment arrangements or pay by credit card, please contact Cayla Looney at (405) 521-2591.

Sincerely,

Demetrice D. Carter

Demetrice Carter, MBA
Director of Finance
Oklahoma Department of Transportation

DC:kdl

Enclosure(s)

"The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce and communities of Oklahoma."

AN EQUAL OPPORTUNITY EMPLOYER

Oklahoma Department of Transportation
Progressive Funding Breakdown

Project:	STP-255N(691)AG	Job Piece:	38090(04)	Date:	5/13/2026
Description:	EDMOND: Intersection Modifications at Danforth Rd and Kelly Ave	Invoice#	38090(04)-1P		
City:	City of Edmond				

		Expected Federal Reimbursement	Expected City Cost	State Cost
Total Project Cost	<u>\$ 10,780,068.10</u>			
Construction Cost	9,891,778.96	6,980,984.04	2,910,794.92	-
Engineering Cost	888,289.14	417,249.96	471,039.18	-
		<u>\$ 7,398,234.00</u>	<u>\$ 3,381,834.10</u>	<u>\$ -</u>

Cost Breakdown

Construction

Total Construction Cost	9,891,778.96
Expected Federal Reimbursement	6,980,984.04
State Cost	-
Balance of Construction Cost	<u>\$ 2,910,794.92</u>

Engineering

Total Engineering Cost	888,289.14
Expected Federal Reimbursement	417,249.96
State Cost	-
Balance of Engineering Cost	<u>\$ 471,039.18</u>

Total Amount Due from City	<u>\$ 3,381,834.10</u>
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Deposit On Hand	\$ 2,335,692.00
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Amount Due/(Amount of Refund)	<u>\$ 1,046,142.10</u>
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FED Capped @ \$7,398,234.00; City Responsible for Remainder

Note: This is a progressive invoice and represents amounts based on the current status of project.
This invoice supersedes all other unpaid progressive invoices.
Actual costs upon completion may be different.

CRR
CRL

Letting: 06/19/2025 10:30 A.M.
Call Order: 435



**Oklahoma Department of Transportation
Final Detail Cost Estimate**

Proposal ID: 250165

Proposal Description: INTERSECTION MODIFICATION

Spec Book: 19

Date Printed: 6/23/2025

Federal Project Number: STP-255N(691)AG ✓

KDL

PROJECT ID

38090(04)

PROJECT DESCRIPTION

INTERSECTION MODIFICATION

Capital Improvement Projects Advisory Board Amended Agenda

2. G.

Meeting Date: 07/21/2026
Submitted For: Steve Lawrence, Director, Engineering
Email: Steve.Lawrence@edmondok.gov , Phone: 405-359-4770
Submitted By: Corson Smith, Senior Transportation Engineer, Engineering
Ward: Citywide
City Council Strategic Plan: N/A

Information

Item

Discussion and Consideration of Amending the FY2027 Budget by Supplemental Appropriation for Intelligent Traffic Systems.

Background

This is for the ITS Phase V project that is currently budgeted for FY28. It was not budgeted for FY27 because staff wanted to ensure ODOT had time to complete the NEPA (environmental) review and at the time of the budgeting process, staff was unsure if the consultant would be able to finish creating the 100% design plans to accommodate construction in FY27. The consultant has completed the 100% design plans and ODOT has notified us the NEPA will be completed in time for Federal fourth quarter fiscal year letting.

The construction cost estimate for this project is higher than when the original grant was awarded, and currently the City would be on the hook for any additional cost. ODOT has identified that there may be additional grant funds available for this project as they near the end of their fiscal year.

This project was originally budgeted for FY28. However, there is an opportunity to take advantage of additional end of the fiscal year funding. The project is at 100% design.

Current budget:

FY27 - \$200,000

FY28 - \$1,067,000

Proposed change:

FY27 - \$1,267,000

If this change is approved and the city informs ODOT that this project has been approved for ODOT to bid in their fourth quarter of their 2026 fiscal year, the city will receive additional funding for this project. There is the possibility to increase the federal share of the project up to 80%. When the exact amount is finalized staff will return with another agenda item to make sure adequate funds are budgeted for this project.

Time Frame

Immediate upon approval of this item.

Issue

An amendment to the FY27 budget is necessary to take advantage of additional ODOT end of the fiscal year funding.

Recommendations

Staff recommends approval.

Action Needed

Motion to Approve.

Public Notification

Posted Agenda.

Attachments

No file(s) attached.

Capital Improvement Projects Advisory Board Amended Agenda

2. H.

Meeting Date: 07/21/2026
Submitted For: Frank Hale, Interim Director, Parks & Recreation
Email: frank.hale@edmondok.gov , Phone: 4053594778
Submitted By: Cheryl Tettleton, Administrative Specialist, Parks & Recreation
Ward: 2
City Council Strategic Plan: Strong Tourism and Recreation Program

Information

Item

Consideration of Approval of a Third Supplemental Agreement with the Young Men's Christian Association of Greater Oklahoma City (YMCA) for Construction of a Library and YMCA; \$476,480.92 from the YMCA. (Ward 2)

Background

The construction budget for the joint use Library and YMCA was set at \$30M in March 2023, primarily to lock in a favorable interest rate for the money that was borrowed to fund construction of the facility, as per the advice of the City's Bond Counsel and Financial Advisor, who rightly predicted rising rates. The costs for labor and materials also rose but were managed through the Construction Manager at Risk (CMaR) process, allowing the Oversight Committee to make value engineering decisions to hold the number as low as possible while not sacrificing the integrity of the project. Despite these efforts, it became apparent significant square footage would have to be cut from the building to hold the \$30M budget. The YMCA stepped forward in July 2024 to infuse up to an additional \$1.5M towards the construction of the facility to ensure that construction of the indoor walking/running track and the playground could be accommodated. To receive the funds, the City/EPWA would invoice the YMCA at three periods during construction – at 50% and 100% completion of the track and when the playground equipment was installed. The up to \$1.5M is in addition to the repayment of \$12.7M from the YMCA to the City/EPWA over a 15-year period for the YMCA's proportionate share of costs.

In December 2025, the YMCA entered into an agreement directly with Crossland Construction for subgrade remediation work in the amount of \$380,000.00. It has been determined to be in the best interests of the city, the YMCA, and the public to clarify the effect of this remittance. The current (third) supplemental agreement reflects the reduction of the \$1.5M by the amount paid directly to Crossland, for a revised figure of \$1.12M. To date, the YMCA has been billed and has paid \$643,519.08, leaving \$476,480.92 remaining in available funds, which is ample for completion of the indoor track. The YMCA seeks to commit these funds to the city's owner contingency fund to cover costs associated with construction of the facility and not to be limited solely for completion of the track as previously referenced in the second supplemental agreement.

Time Frame

If approved, the YMCA will be billed for \$476,480.92, which will be added to the available contingency funds for this project through a supplemental budget amendment.

Issue

A third supplemental agreement was needed to acknowledge funds paid by the YMCA directly to Crossland Construction and to accept the YMCA's commitment to add the current remaining funds from the second supplemental agreement to the city's contingency fund for this project.

Recommendations

Staff recommends approval.

Action Needed

Motion to Approve.

Public Notifications

Posted Agenda.

Fiscal Impact

Amount: \$476,480.92

Account: 338009-8616 (2000 CIP - 2nd Library & YMCA)

Additional Information :

The YMCA will be billed for the amount, which will be added via a supplemental budget appropriation to the project's contingency fund. Budget authority approved in Fiscal Year 2026 Annual Budget.

Attachments

Draft agreement

THIRD SUPPLEMENTAL AGREEMENT

This Third Supplemental Agreement is made and entered into as of this ____ day of _____, 2026, by and between the Edmond Public Works Authority ("EPWA"), an Oklahoma public trust having as its beneficiary the City of Edmond ("City"), and The Young Men's Christian Association of Greater Oklahoma City, an Oklahoma not-for-profit corporation ("YMCA"), as a supplement to the Memorandum of Understanding ("MOU") between EPWA, the YMCA, and the Metropolitan Library Commission of Oklahoma County ("MLC"), to establish a framework for designing and constructing a Joint Indoor Recreation and Library Facility ("Facility") on approximately 10 acres of real property owned by EPWA located near and to the northeast of the intersection of East 15th Street and Interstate 35, south of Henderson Hills Baptist Church ("Property").

RECITALS

- (a) The development of the Facility has become a priority for the City – particularly for underserved residents of the City's east side, who currently must travel to the western side of the City to access existing recreational and library facilities.
- (b) The YMCA is experienced in operating health and wellness facilities and programs that improve the quality of life in the community and continues to experience tremendous growth and need for expansion in Edmond.
- (c) The City is a part of the Metropolitan Library System governed and operated by the MLC, and has experienced tremendous growth in size and demand since the City constructed its existing library facility and entered into a lease with MLC for that facility's operation.
- (d) EPWA proposes to build and own the Facility, which will be comprised of: (1) indoor recreation space that will be leased, operated, maintained, and the construction of which partially funded, by the YMCA ("YMCA Portion"); and (2) space which will be leased, equipped, and operated by the MLC as a new branch of the Metropolitan Library System ("Library Portion").
- (e) EPWA, the YMCA, and MLC previously entered into a Memorandum of Understanding ("MOU") dated September 12, 2022, which established a framework for designing and constructing the Facility.
- (f) Pursuant to the MOU, EPWA and the YMCA entered into a Lease and Maintenance Agreement dated June 24, 2024 ("YMCA Lease") relative to the YMCA Portion of the Facility, which provides for the YMCA to reimburse EPWA for 50% of the costs associated with constructing the YMCA Portion and the portion of accumulated interest charged by EPWA's financing sources for the YMCA Portion, to be paid back in monthly installments as additional rent over a 15-year period commencing at the beginning of the YMCA's occupancy of the YMCA Portion.
- (g) Due to time pressure and requirements for the City and EPWA to issue sales tax revenue notes ("Notes") to finance the construction of the Facility, in lieu of the then-pending YMCA Lease (including the provisions for reimbursement described and referenced in paragraph (f) above), EPWA and the YMCA have entered into a Supplemental Agreement dated February 23, 2023, pursuant to which the YMCA issued a simple promissory note to EPWA for the described reimbursement amount.
- (h) The YMCA Portion of the Facility included two components which were listed as add/alternates on the EPWA's bid specifications: (1) an indoor track, and (2) a playground.

- (i) The Second Supplemental Agreement was entered into on July 8, 2024, wherein the YMCA committed additional funding to the EPWA in an amount not to exceed \$1,500,000.00 to ensure adequate funding for the YMCA Portion, specifically the indoor track and playground.
- (j) The playground construction has been completed, and the YMCA has paid the EPWA for such costs in an amount of \$643,519.08, as contemplated in the Second Supplemental Agreement.
- (k) The construction of the indoor track has not been completed; however, there remains adequate funding within the EPWA's original budget to cover costs associated with the indoor track component of the YMCA Portion.
- (l) The YMCA paid directly to Crossland Construction Company, Inc. an amount of \$380,000.00 for subgrade stabilization, foundation remediation, and related drainage mitigation as documented in the Supplemental Agreement: Subgrade Remediation Work dated December 4, 2025 by and between the YMCA and Crossland Construction Company, Inc.
- (m) The EPWA and YMCA find it desirable, appropriate, and in their respective interests, and in the public interest, to approve this Third Supplemental Agreement to clarify that the effect of the remittance referenced in section (l) of these recitals and to allow additional used for the YMCA's remaining funds in an amount of \$476,480.92.

Agreement

In consideration of the premises and mutual obligations of the parties hereto, each of them does hereby covenant and agree as follows:

1. The provisions and obligations of EPWA and YMCA described in the previous Supplemental Agreement dated February 23, 2023 and the Second Supplemental Agreement entered into on July 8, 2024, specifically including the obligations related to design and construction of the Facility, are incorporated into this Third Supplemental Agreement and shall remain in place except as they conflict with the terms of this Third Supplemental Agreement.
2. The \$1,500,000.00 in funds previously committed by the YMCA pursuant to the Second Supplemental Agreement shall be offset by the \$380,000.00 paid directly to Crossland Construction Company, Inc. for subgrade remediation work. The parties agree that the resulting "not to exceed" amount for which the YMCA is obligated to reimburse the EPWA is \$1,120,000.00.
3. The YMCA has previously reimbursed the EPWA an amount of \$643,519.08 for construction of the playground. The parties agree the remaining, unused balance of the YMCA's obligation is \$476,480.92.
4. The YMCA seeks to commit these remaining funds in an amount up to \$476,480.92 to costs of the Facility ordinarily paid for by the EPWA from the owner's contingency fund.
5. The parties agree that the amount of \$476,480.92 committed by the YMCA to the EPWA's owner contingency fund may be used for costs associated with construction of the Facility and such use is not expressly limited to costs of the indoor track as previously referenced in the Second Supplemental Agreement. The remaining funds shall be used as set forth

herein, and shall be invoiced by EPWA to the YMCA as set forth below.

6. During construction, EPWA shall maintain a separate accounting for the costs of the owner's contingency and shall invoice the YMCA in accordance with this Third Supplemental Agreement. The YMCA agrees to pay such invoices from EPWA within twenty (20) days of receipt. Should the YMCA question or request additional documentation regarding all or a portion of any invoice in good faith, the YMCA will pay any undisputed portion of such invoice, and EPWA will be notified so that it may provide additional documentation sufficient to demonstrate the remainder of the invoice should be paid, in whole or in part.

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EXECUTED AND DELIVERED by the EPWA and YMCA this ____ day of _____, 2026.

THE EDMOND PUBLIC WORKS AUTHORITY,
an Oklahoma public trust

By: _____
Name: Mark A. Nash
Title: Chairman

ATTEST:

SECRETARY

APPROVED as to form and legality this ____ day of _____, 2026.

CITY ATTORNEY

The YOUNG MEN'S CHRISTIAN ASSOCIATION OF GREATER OKLAHOMA CITY, INC.,
an Oklahoma not for profit corporation

By: _____
Name: _____
Title: _____

Capital Improvement Projects Advisory Board
Amended Agenda

3. A.

Meeting Date: 07/21/2026

Submitted For: Brad Moery, Senior Civil Engineer, Engineering

Ward :

Information

Item

Monthly Sales Tax Report

Attachments

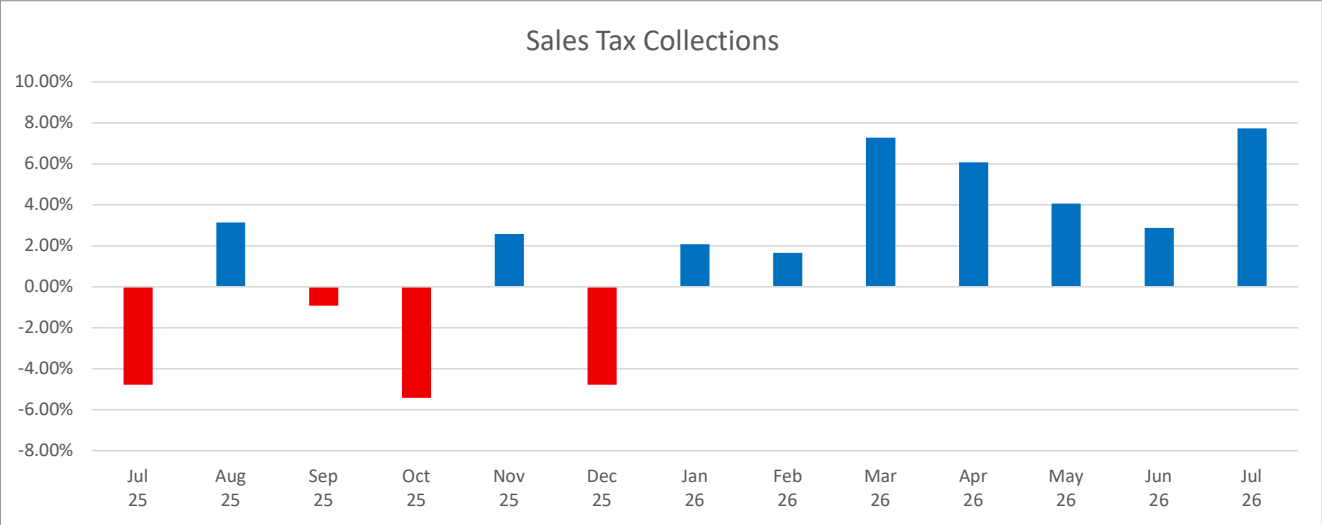
July Sales Use Tax Report

NAICS 1

NAICS 2

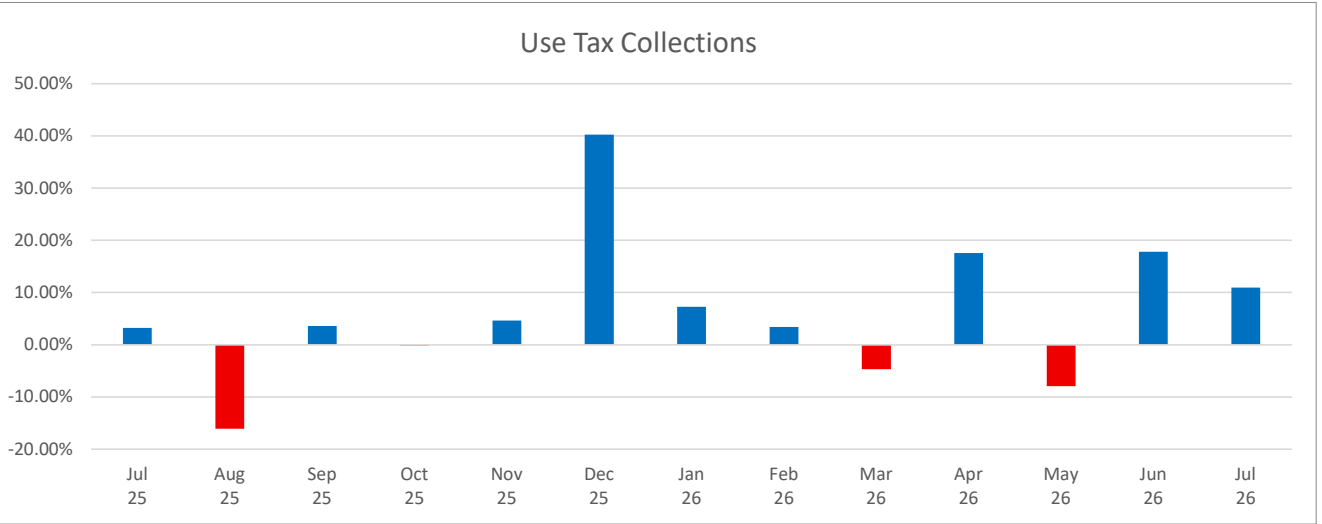
City of Edmond, Sales, Use and Lodging Tax Summary, July, 2026

Sales Tax							
Fiscal Year 2026				Fiscal Year 2027			
Month	Collections	Rate	Growth %	Month	Collections	Rate	Growth %
July	7,021,235	3.75%	-4.78%	July	7,564,273	3.75%	7.73%
August	7,569,867	3.75%	3.14%	August			
September	7,286,530	3.75%	-0.93%	September			
October	7,108,708	3.75%	-5.41%	October			
November	6,989,472	3.75%	2.59%	November			
December	7,198,971	3.75%	-4.78%	December			
January	7,637,531	3.75%	2.08%	January			
February	7,515,689	3.75%	1.65%	February			
March	6,646,978	3.75%	7.27%	March			
April	7,049,674	3.75%	6.08%	April			
May	7,419,480	3.75%	4.05%	May			
June	7,273,204	3.75%	2.88%	June			
	7,021,235		-4.78%		7,564,273		7.73%



Cumulative year-to-date (YTD)

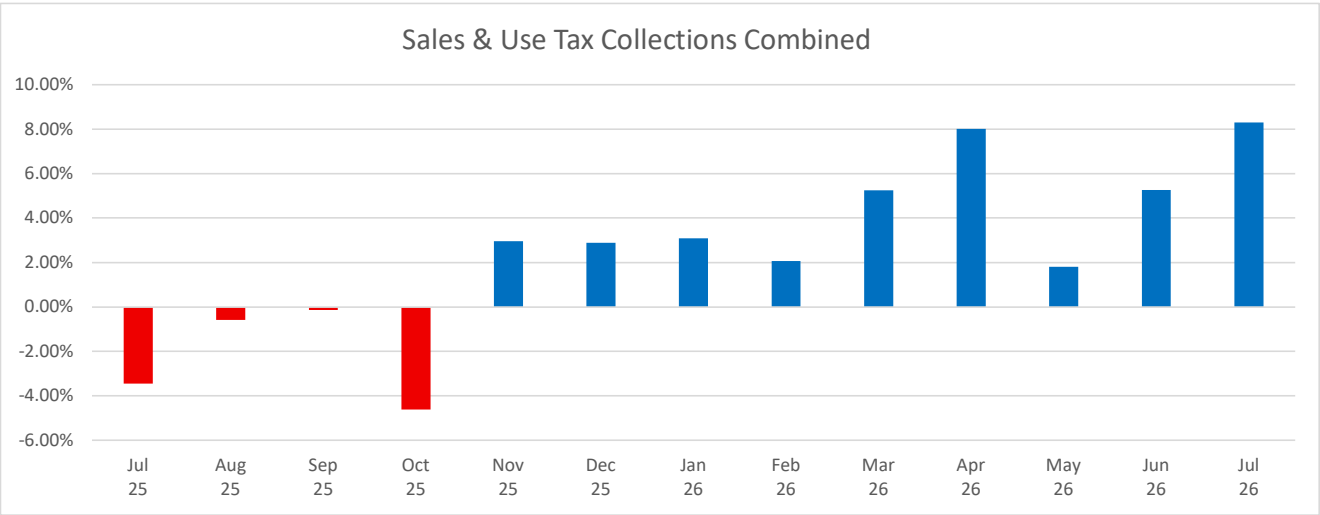
Use Tax							
Fiscal Year 2026				Fiscal Year 2027			
Month	Collections	Rate	Growth %	Month	Collections	Rate	Growth %
July	1,512,199	3.75%	3.24%	July	1,677,845	3.75%	10.95%
August	1,477,544	3.75%	-16.06%	August			
September	1,605,878	3.75%	3.59%	September			
October	1,353,154	3.75%	-0.17%	October			
November	1,517,802	3.75%	4.65%	November			
December	2,174,209	3.75%	40.25%	December			
January	1,914,827	3.75%	7.29%	January			
February	2,358,747	3.75%	3.41%	February			
March	1,197,055	3.75%	-4.69%	March			
April	1,591,376	3.75%	17.54%	April			
May	1,517,950	3.75%	-7.90%	May			
June	1,578,371	3.75%	17.81%	June			
	1,512,199		3.24%		1,677,845		10.95%



Cumulative year-to-date (YTD)

City of Edmond, Sales, Use and Lodging Tax Summary, July, 2026

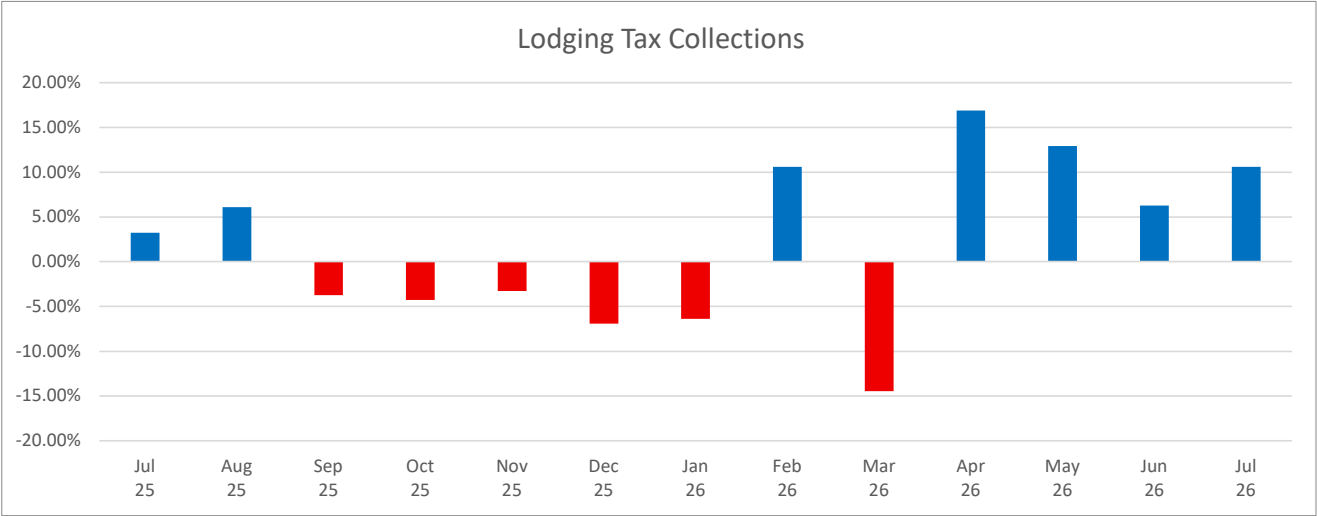
Sales & Use Tax Combined							
Fiscal Year 2026				Fiscal Year 2027			
Month	Collections	Rate	Growth %	Month	Collections	Rate	Growth %
July	8,533,434	3.75%	-3.45%	July	9,242,117	3.75%	8.30%
August	9,047,411	3.75%	-0.58%	August			
September	8,892,408	3.75%	-0.14%	September			
October	8,461,862	3.75%	-4.61%	October			
November	8,507,273	3.75%	2.95%	November			
December	9,373,180	3.75%	2.88%	December			
January	9,552,357	3.75%	3.08%	January			
February	9,874,435	3.75%	2.07%	February			
March	7,844,033	3.75%	5.25%	March			
April	8,641,050	3.75%	8.02%	April			
May	8,937,429	3.75%	1.81%	May			
June	8,851,575	3.75%	5.26%	June			
	8,533,434		-3.45%		9,242,117		8.30%
Cumulative year-to-date (YTD)							



City Comparison Sales and Use Tax			
City	Sales Tax YTD	Use Tax YTD	Sales & Use Tax YTD
Edmond	7.73%	10.95%	8.30%
Norman	13.34%	27.72%	15.31%
Broken Arrow	6.08%	55.54%	12.94%
Midwest City	10.23%	13.59%	10.58%
Tulsa	6.31%	22.64%	8.67%
Oklahoma City	4.77%	28.80%	8.67%
Moore	3.81%	34.62%	7.13%
Yukon	0.85%	52.67%	6.10%

City of Edmond, Sales, Use and Lodging Tax Summary, July, 2026

Lodging Tax							
Fiscal Year 2026				Fiscal Year 2027			
Month	Collections	Rate	Growth %	Month	Collections	Rate	Growth %
July	146,318	6.00%	3.24%	July	161,817	6.00%	10.59%
August	135,766	6.00%	6.08%	August			
September	116,897	6.00%	-3.74%	September			
October	108,533	6.00%	-4.29%	October			
November	109,782	6.00%	-3.28%	November			
December	124,658	6.00%	-6.92%	December			
January	102,190	6.00%	-6.39%	January			
February	102,025	6.00%	10.59%	February			
March	85,528	6.00%	-14.47%	March			
April	95,770	6.00%	16.89%	April			
May	135,732	6.00%	12.91%	May			
June	132,185	6.00%	6.27%	June			
	146,318		3.24%		161,817		10.59%
Cumulative year-to-date (YTD)							





NAICS Categories Performance

The North American Industry Classification System (NAICS) is the U.S. standard for categorizing types of businesses when analyzing economic information. The City groups all NAICS codes into several general categories when analyzing sales and use tax trends. More information can be found on the U.S. Census Bureau website at [Census.gov/NAICS](https://www.census.gov/NAICS).

Sales Tax NAICS Performance

Retail comprises the largest percentage of sales tax collections at around 59% . The largest year-over- year category changes for July 2026 were in Retail (up \$0.18M) and Wholesale Trade (up \$138K).

SALES TAX PERFORMANCE

Total Collected	Vs Prior Year
\$ 7,564,273	↑ 7.73% 543K

TOP 5 SECTORS

Retail	Hotels & Restaurants	Wholesale Trade	Utilities	Manufacturing
				
↑ 4% 0.18M	↑ 4% 50K	↑ 26% 138K	↓ (5%) (21K)	↑ 30% 55K
% of Sales Tax 59%	% of Sales Tax 17%	% of Sales Tax 9%	% of Sales Tax 5%	% of Sales Tax 3%

PEER CITIES COMPARISON

Edmond				Oklahoma City	Tulsa	Moore	Norman	Midwest City	Broken Arrow	Yukon
NAICS Category	Jul-26	Jul-25	Growth %	Growth %	Growth %	Growth %	Growth %	Growth %	Growth %	Growth %
Retail	4,451,037	4,269,300	4.26%	3.65%	6.70%	5.90%	7.47%	6.63%	1.92%	2.05%
Hotels & Restaurants	1,294,683	1,244,474	4.03%	8.49%	1.09%	6.86%	13.32%	6.48%	0.92%	(10.44%)
Wholesale Trade	663,228	525,473	26.22%	4.71%	4.45%	7.40%	17.12%	56.29%	22.87%	20.52%
Utilities	370,116	390,949	(5.33%)	2.95%	15.89%	0.67%	3.67%	5.58%	8.19%	(2.81%)
Manufacturing	237,438	182,400	30.17%	1.90%	21.62%	(30.44%)	47.54%	17.90%	20.68%	79.36%
Total	7,564,273	7,021,235	7.73%	4.77%	6.31%	3.81%	13.34%	10.23%	6.08%	0.85%



NAICS Categories Performance

The North American Industry Classification System (NAICS) is the U.S. standard for categorizing types of businesses when analyzing economic information. The City groups all NAICS codes into several general categories when analyzing sales and use tax trends. More information can be found on the U.S. Census Bureau website at [Census.gov/NAICS](https://www.census.gov/naics).

Use Tax NAICS Performance

Retail comprises the largest percentage of use tax collections at around 70% . The largest year-over- year category changes for July 2026 were in Retail (up \$208K) and Wholesale Trade (down \$138K).

USE TAX PERFORMANCE

Total Collected		Vs Prior Year	
\$	1,677,845	↑	10.95% 166K

TOP 5 SECTORS

Retail	Wholesale Trade	Manufacturing	Transportation and Warehousing	Unclassified
				
↑	↓	↑	↑	↑
21%	(50%)	5%	83%	108%
208K	(138K)	6K	44K	39K
% of Sales Tax	% of Sales Tax	% of Sales Tax	% of Sales Tax	% of Sales Tax
70%	8%	6%	6%	4%

PEER CITIES COMPARISON

Edmond				Oklahoma City	Tulsa	Moore	Norman	Midwest City	Broken Arrow	Yukon
NAICS Category	Jul-26	Jul-25	Growth %	Growth %	Growth %	Growth %	Growth %	Growth %	Growth %	Growth %
Retail	1,181,360	973,603	21.34%	20.14%	15.80%	35.27%	22.13%	16.28%	17.29%	52.09%
Wholesale Trade	137,467	275,549	(50.11%)	38.61%	31.18%	64.78%	53.44%	27.24%	23.73%	58.00%
Manufacturing	107,034	101,495	5.46%	16.81%	18.55%	17.28%	17.24%	37.02%	23.86%	65.98%
Transportation and Warehousing	97,094	52,961	83.33%	101.01%	84.07%	85.48%	111.78%	96.76%	103.37%	115.07%
Unclassified	74,898	36,059	107.71%	156.42%	(45.76%)	(43.42%)	(19.71%)	(328.59%)	86.94%	(15.05%)
Total	1,677,845	1,512,199	10.95%	28.80%	22.64%	34.62%	27.72%	13.59%	55.54%	52.67%

**Capital Improvement Projects Advisory Board Amended
Agenda**

3. B.

Meeting Date: 07/21/2026
Submitted For: Steve Lawrence, Director, Engineering
Email: Steve.Lawrence@edmondok.gov , Phone: 405-359-4770
Submitted By: Sandy Shell, Administrative Assistant, Engineering
Ward: Citywide
City Council Strategic Plan: Long-Term Comprehensive Infrastructure System

Information

Item

Covell Corridor Long-Range Planning Discussion.

Background

Staff is currently working on the draft 8-year Capital Improvement Plan and would like to provide the CIP Advisory Board with early insight into potential long-range needs along the Covell corridor, from Santa Fe to I-35. Prior to finalizing the draft plan, staff is seeking input from the Board regarding the corridor's future role, priority, and possible path forward.

During the GO Bond election, the City received input from many citizens that had interpreted the 2000 CIP Sales tax to include widening of Covell Road from the west city limits to I-35. Citizen feedback received through the Pave the Way process identified three intersections along Covell as high priorities. This feedback is consistent with regular comments received from roadway users regarding congestion, pavement condition, and safety concerns in this area. While Air Depot was also identified, an interim improvement is currently under construction that is expected to provide short-term improvements to the level of service.

The pavement in several areas of the Covell corridor is experiencing accelerated deterioration due to high traffic volumes and the mix of vehicles, including truck traffic. Reconstructing portions of this major corridor with long-life concrete pavement could significantly improve pavement performance and support the City's overall Pavement Condition Index goals.

In addition to pavement needs, the corridor includes several safety and operational concerns resulting from incremental and inconsistent improvements associated with past land development. With the opening of Whole Foods and other retail activity near Covell and Sooner, traffic volumes in the area are expected to increase further.

Looking long-term, Covell also serves an important role as a secondary east-west corridor that could help relieve pressure on 2nd Street and support the City's broader transportation network, including future Waterloo-related construction, as well as the Danforth interchange that is a part of ODOT's future plans. Similar to the buildout of 15th Street from the railroad tracks to the west city limits in the early 2000s, improvements to Covell may be necessary to support future traffic capacity. Roadways with medians and planned access management provide greater safety, efficiency, and overall throughput.

Additional information that was requested in the last CIP meeting -

Approximate cost per lane mile for asphalt road reconstruction: \$1M - \$1.5M

Approximate cost per lane mile for concrete road reconstruction: \$1.5M - \$2.5M

Anticipated that an arterial type asphalt road would need to be resurfaced about every 8 years, while a concrete road should be able to get 40-plus years of service before needing to be rebuilt.

One potential version of the 8-year plan that would prioritize Covell and have somewhat realistic construction timelines, would be to have the Covell and Coltrane intersection project penciled in to year 2 (with all the design, ROW acquisition, and utility relocation, that would be about the fastest timeline) - then we would have the Covell and Santa Fe intersection project 5 years later.

Time Frame

N/A

Issue

N/A

Recommendations

The purpose of this item is to inform the CIP Advisory Board that staff is evaluating the Covell corridor as part of the 8-year CIP planning process. Staff would like to receive early input from the Board before finalizing the draft plan, including feedback on the corridor's priority, potential phasing, and long-term improvement strategy.

Action Needed

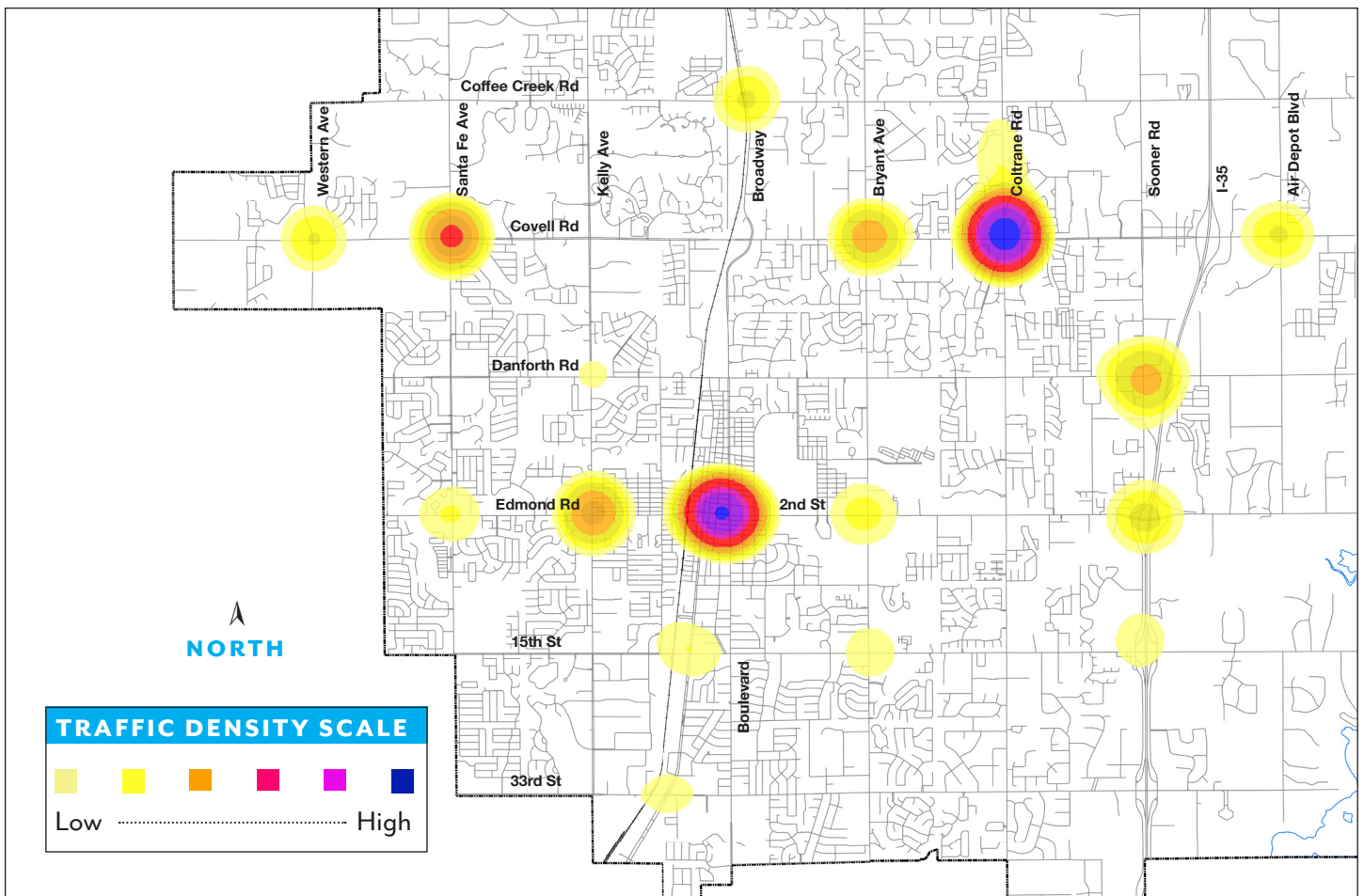
This item is for discussion only. No action is requested at this time.

Public Notification

Posted Agenda.

Attachments

2026 Citizen's Traffic Survey



2026 CITIZEN'S TRAFFIC SURVEY TOP INTERSECTION CONCERNS

