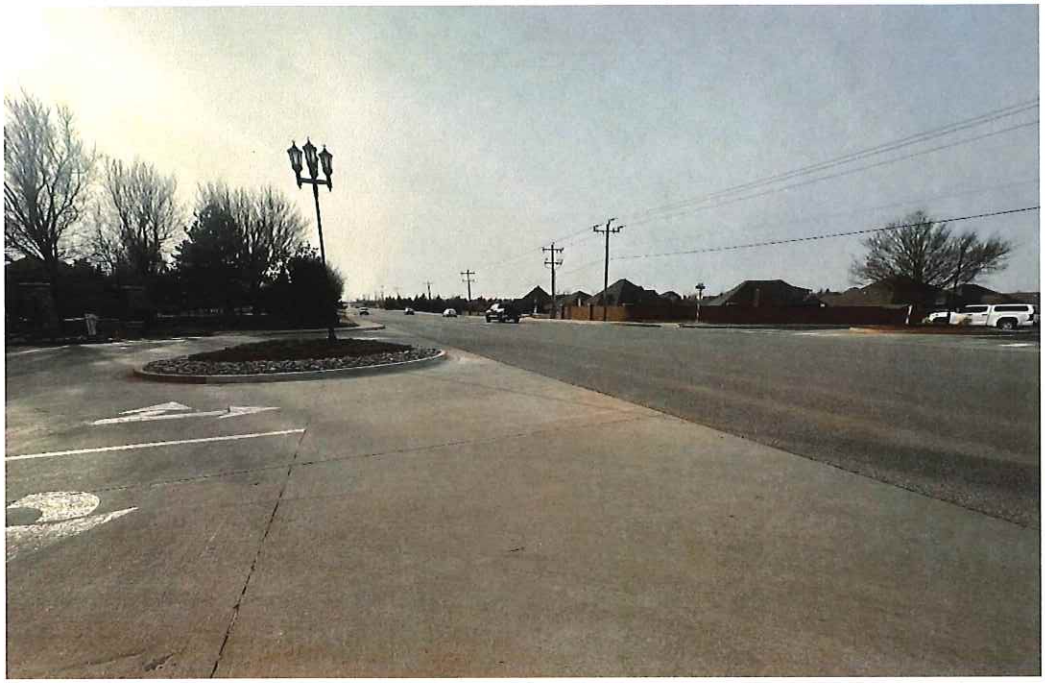


INTERSECTION IMPROVEMENTS

NW 150TH STREET AND LONE OAK DRIVE

PRELIMINARY ENGINEERING REPORT

PROJECT TC-0631

Prepared for:
The City of Oklahoma City

olsson

April 2024
Project No. TC-0631, Task 1

The City of OKLAHOMA CITY

APPROVAL SHEET

Preliminary Engineering Report – TC-0631
Intersection Improvements of NW 150th Street and Lone Oak Drive

Prepared by:

Brittany McAnelly, PE

LICENSED PROFESSIONAL ENGINEER
BRITTANY MCANELLY
31289
04/30/2024
OKLAHOMA

olsson

C.A. 2483 EXP. 06-30-2025
11600 Broadway Extension, Suite 300
Oklahoma City, OK 73114
(405) 242-6600

Recommended for Approval:

Debbie Miller, PE
Public Works Director / City Engineer

APPROVED by the Council of the City of Oklahoma City this 21ST day of MAY, 20 24.

City Clerk

SEAL OF THE CITY OF OKLAHOMA CITY

Mayor

TABLE OF CONTENTS

INTRODUCTION **2**
Scope 2
Budget 3
Cost Estimate Summary 3
Schedule 3
Site Plan 4
BACKGROUND **5**
Existing Conditions 5
UTILITIES **6**
RIGHT-OF-WAY **7**
COST ESTIMATE **8**

Appendix A – Detailed Preliminary Cost Estimate .....
Appendix B – 60% Plan Set .....

INTRODUCTION

Scope

The City of Oklahoma City approved engineering services for the roadway and traffic design services to design traffic signalization and ADA upgrades at the intersection of the ARPA funded project at Lone Oak Drive and NW 150th Street. ADA compliant ramps and landings will be provided for pedestrian crossings on all four legs of the intersection. There are existing ramps crossing Lone Oak Drive (the north leg) which meet ADA criteria and will be preserved. Six total ADA ramps will be designed and installed to provide crossings for NW 150th Street and Gaillardia Drive. Crosswalks, ADA ramps, pedestrian pushbuttons, and pedestrian signal heads will be provided for all four intersection crossing movements.

The intersection is currently unsignalized with stop-control only for the north (NW 150th Street) and south (Gaillardia Drive) legs. A signal system will be installed including signal mast arm poles controlling each approach, signal controller and cabinet, and Wavetronics radar detection system. Stop line detection will be provided on all four approaches and advanced dilemma zone area detection will be provided for both NW 150th Street approaches. Flashing yellow arrow signal heads will be utilized over both left-turn lanes on NW 150th Street under protected/permitted left-turn operation. The scope also includes restriping of the intersection.

Budget

The **fixed limit construction budget** for this project is **$490,000**.

Cost Estimate Summary

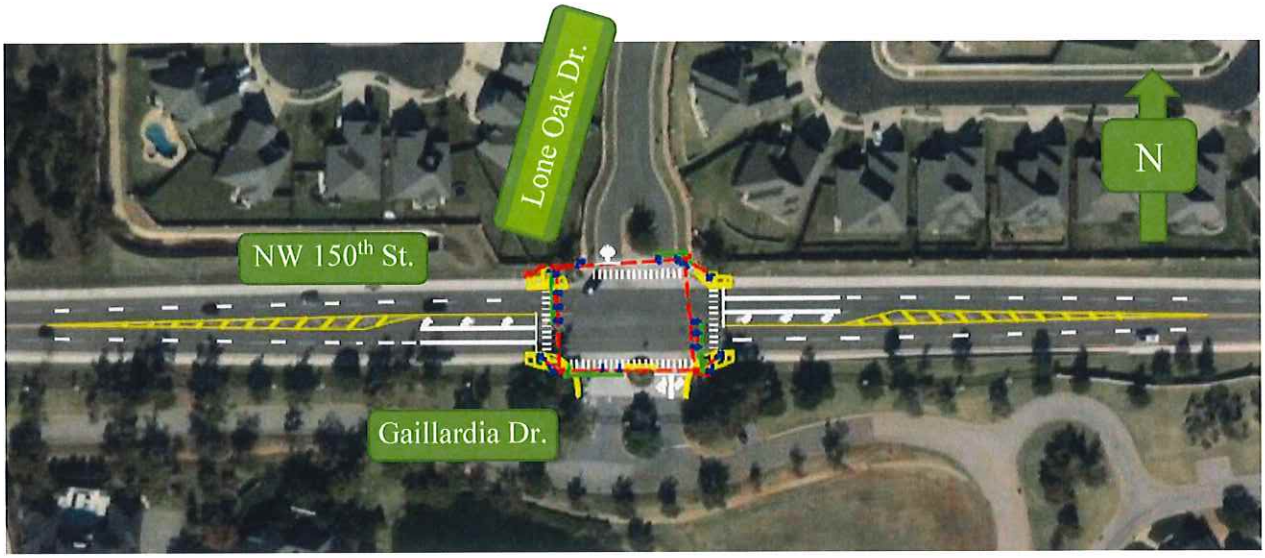
The design of Lone Oak Drive and NW 150th Street has a preliminary construction cost estimate of $486,966. No right-of-way acquisition or utility relocation appear to be necessary for this project.

Schedule

The Olsson design team understands that the project schedule is especially critical because this is an ARPA project.

- Final Plan Completion – June 2024
- Begin Construction Date – December 2024
- Construction Completion – March 2025

Site Plan



The detailed construction plans for the NW 150th St and Lone Oak Drive intersection project is included in **Appendix B** of this report.

BACKGROUND

Existing Conditions

Roadway

The City of Oklahoma City designates NW 150th Street as a Major Arterial street. The existing roadway has 5-12 ft lanes at the intersection with Lone Oak Drive, including exclusive left-turn lanes with storage lengths of 125 feet each. The existing street is an undivided asphalt-paved facility with curb and gutter. There are no horizontal curves in the vicinity of the intersection. The street is posted at 45 miles per hour and is relatively flat. The pavement width is approximately 60 feet wide with 8-inch tall curb and gutter.

Lone Oak Drive is primarily functioning as a local street servicing the Lone Oak neighborhood. The existing roadway has 2-22 ft lanes and is an undivided asphalt street. The street is posted at 25 miles per hour and is relatively flat. There are no horizonal curves, and 8-inch tall curb and gutter is present on both sides.

Gaillardia Drive is the south leg of this intersection which serves an entrance to the Gaillardia neighborhood. This entrance is gated and is accessed by residents and guests of residents only.

Survey

The project area was surveyed in the February of 2024. The survey included full topographic survey, boundary survey, and utility locates. Available as-builts for the project area were collected through an open records request and through the City's Open Data Portal.

Traffic

The existing NW 150th St corridor carries an annual average daily traffic (AADT) volume of 14,500 (2022) vehicles per day.

The intersection is currently unsignalized with stop-control only for the north (NW 150th Street) and south (Gaillardia Drive) legs. NW 150th Street currently flows freely.

UTILITIES

There are currently no identified utility relocations required to accommodate this project, but additional utility coordination is necessary as detailed below.

A 12" DIP waterline main runs along the south side of NW 150th St located approximately 28' from the centerline Survey. Currently the waterline is under the roadway curbline. This waterline crosses NW 150th approximately 118' from the centerline of Lone Oak Drive and follows the right-of-way line towards the north at an offset of 10'.

There is an existing 8" sewerline located on the south side of NW 150th St outside of project limits.

A 12" ONG steel gas line runs along the south side of NW 150th St located approximately 58' from centerline Survey. This gas line is outside of project limits.

A 1 ½" AT&T Fiber Optic cable runs along the south side of NW 150th St located approximately 29' from the centerline Survey. The utility potholes done by Sidewinder Utility Locators indicates this cable has been cut and abandoned.

A 2" AT&T Fiber Optic PVC line runs along the north side of NW 150th St located approximately 44' from the CL Survey. Coordination with AT&T will be required to ensure proposed mast arm poles meet clearance requirements.

Overhead power lines run along the north side of NW 150th St approximately 45' from CL Survey. Coordination with OG&E will be required to ensure proposed mast arm poles meet clearance requirements. There is also communication underbuilt on these poles. Coordination will be required to ensure clearance requirements are met.

A COX TUG line is present in the north east quadrant of the intersection. No potholes were done on this TUG line but according to the atlas provided, it does not appear to be in conflict with the proposed mast arm pole. Further coordination needed.

RIGHT-OF-WAY

There are currently no apparent right-of-way impacts to accommodate this intersection improvement project.

The existing right-of-way along NW 150th St is 100 feet total (50 feet on either side of the centerline survey).

The existing right-of-way along Lone Oak Drive and Gaillardia Drive varies, but all four corners contain bumped-out corner clips. Gaillardia Homeowners Association (HOA) has approved preliminary design and granted necessary access for construction.

All proposed pedestrian ramps, mast arm poles, and pedestrian poles are able to be constructed within existing right-of-way.

COST ESTIMATE

The detailed construction cost estimate for the NW 150th St and Lone Oak Drive intersection project is included in **Appendix A** of this report. Estimates include Roadway, Traffic, and Miscellaneous Items as summarized below.

Summary of Construction Costs:

Roadway Items (Earthwork, ADA Ramps, Sidewalk, etc.)	$51,081
Traffic Signal Items (Traffic & Pedestrian Signal Improvements)	$348,420
Misc. Items (Traffic Control, Signing, Striping, Mobilization, etc.)	$87,465
Total Construction Cost	**$486,966**

APPENDIX A

Detailed Preliminary Cost Estimate

olsson

OPINION OF PROBABLE COST (OPC)

TC-0631: NW 150th St and Lone Oak Dr
60% SUBMITTAL
4/19/2024

Roadway Items		Quantity	Unit	Unit Cost	Item Cost
200-00	UNCLASSIFIED EXCAVATION	0	CY	$15.00	$0.00
202-00	BORROW	50	CY	$45.00	$2,250.00
305-00	CURB AND GUTTER(2'-8")(8" BARRIER)	214	LF	$45.00	$9,630.00
710-01	E.P.S. OPTICAL DETECTOR	2	EA	$1,000.00	$2,000.00
710-02	E.P.S. 2 CHANNEL PHASE DETECTOR	1	EA	$3,700.00	$3,700.00
710-03	OPTICAL DETECTOR CABLE	425	LF	$5.00	$2,125.00
711-00	VEHICLE ACTUATED TRAFFIC SIGNAL CONTROL ASSEMBLY	1	LSUM	$26,000.00	$26,000.00
713-08	2" TRAFFIC SIGNAL CONDUIT (TRENCHED)	200	LF	$21.00	$4,200.00
713-09	2" TRAFFIC SIGNAL CONDUIT (BORED)	50	LF	$35.00	$1,750.00
713-10	3" TRAFFIC SIGNAL CONDUIT (TRENCHED)	60	LF	$24.00	$1,440.00
713-11	3" TRAFFIC SIGNAL CONDUIT (BORED)	500	LF	$40.00	$20,000.00
714-01	TWO CONDUCTOR SHIELDED CABLE	50	LF	$4.00	$200.00
714-04	(5) CONDUCTOR TRAFFICE SIGNAL ELECTRICAL CABLE	4,000	LF	$4.00	$16,000.00
714-05	(7) CONDUCTOR TRAFFIC SIGNAL ELECTRICAL CABLE	300	LF	$6.50	$1,950.00
714-06	(21) CONDUCTOR TRAFFIC SIGNAL ELECTRICAL CABLE	500	LF	$7.00	$3,500.00
714-10	(1/CONDUCTOR)(AWG NO. 6) ELECTRICAL CONDUCTOR	350	LF	$5.00	$1,750.00
714-11	(1/CONDUCTOR)(AWG NO. 10) ELECTRICAL CONDUCTOR	1,750	LF	$3.00	$5,250.00
715-01	THREE (3) SECTION TRAFFIC SIGNAL HEAD	8	EA	$1,200.00	$9,600.00
715-02	FOUR (4) SECTION TRAFFIC SIGNAL HEAD	2	EA	$1,650.00	$3,300.00
717-00	PEDESTRIAN SIGNAL HEAD	8	EA	$800.00	$6,400.00
722-00	PEDESTRIAN PUSH BUTTON AND SIGN	8	EA	$1,250.00	$10,000.00
724-33	POLE & SPECIFIED 25' MAST ARM(S) & LUM. ARM (INSTALLED)	1	EA	$16,000.00	$16,000.00
724-34	POLE & SPECIFIED 45' MAST ARM(S) & LUM. ARM (INSTALLED)	1	EA	$16,000.00	$16,000.00
724-35	POLE & SPECIFIED 45' MAST ARM	1	EA	$20,000.00	$20,000.00
724-36	POLE & SPECIFIED 50' MAST ARM(S) & LUM. ARM (INSTALLED)	1	EA	$20,000.00	$20,000.00
724-68	PEDESTAL POLE W/ 10-FT MOUNTING HEIGHT	7	EA	$1,200.00	$8,400.00
725-00	STRUCTURAL CONCRETE	29	CY	$1,200.00	$34,800.00
725-01	REINFORCING STEEL	4,046	LBS	$2.50	$10,115.00
726-00	PULL BOX TYPE II	4	EA	$1,200.00	$4,800.00
727-00	ROADWAY LUMINAIRE	3	EA	$20.00	$60.00
729-00	SHEET ALUMINUM SIGNS	98.5	SF	$10.00	$985.00
729-01	REMOVAL OF EXISTING SIGNS	2	EA	$100.00	$200.00
729-02	MAST ARM MOUNTED SIGNS	89	SF	$55.00	$4,895.00
733-00	SQUARE STEEL SIGN POST	52	LF	$20.00	$1,040.00
735-00	TRAFFIC STRIPE (MULTI-POLYMER) (4" WIDE)	4,372	LF	$1.50	$6,558.00
735-01	TRAFFIC STRIPE (MULTI-POLYMER) (12" WIDE)	257	LF	$4.00	$1,028.00
735-02	TRAFFIC STRIPE (MULTI-POLYMER) (24" WIDE)	605	LF	$8.00	$4,840.00
736-00	TRAFFIC STRIPE (MULTI-POLY) (ARROW) (SINGLE)	7	EA	$150.00	$1,050.00
736-01	TRAFFIC STRIPE (MULTI-POLY) (ARROW) (DOUBLE)	1	EA	$200.00	$200.00
742-00	REMOVE TRAFFIC STRIPE (4" WIDE)	6,583	LF	$3.00	$19,749.00
744-04	RADAR VEHICLE DETECTION FOR 3-WAY INTERSECTION	1	EA	$75,000.00	$75,000.00
801-00	CONTRUCTION STAKING	1	LSUM	$15,000.00	$15,000.00
802-00	CONSTRUCTION TRAFFIC CONTROL	1	LSUM	$8,000.00	$8,000.00
809-00	MOBILIZATION	1	LSUM	$30,000.00	$30,000.00
810-00	CLEARING AND GRUBBING	1	LSUM	$9,000.00	$9,000.00
811-00	STRUCTURE REMOVAL (TRAFFIC SIGNAL EQUIPMENT)	1	LSUM	$18,000.00	$18,000.00
812-01	REMOVE CURB AND GUTTER	226	LF	$15.00	$3,390.00

812-07	SAWCUT PAVEMENT	261	LF	$8.00	$2,088.00
812-08	REMOVAL OF SIDEWALK	126	SY	$40.00	$5,040.00
819-01	ADJUST EXISTING STRUCTURE (WATER VALVE)	1	EA	$200.00	$200.00
823-00	SIDEWALK	74	SY	$70.00	$5,180.00
823-01	DRIVEWAY (WIDTH VARIES)	22	SY	$80.00	$1,760.00
830-00	ADA CURB RAMP (8")	6	EA	$850.00	$5,100.00
830-01	TACTILE MARKERS/TRUNCATED DOMES	71	SY	$75.00	$5,325.00
840-00	SOLID SLAB SODDING	179	SY	$6.00	$1,074.00
900-02	SILT SOCK	2	EA	$250.00	$500.00
900-04	FILTER FABRIC SILT FENCE-COMPLETE IN PLACE	136	LF	$4.00	$544.00
	Total Construction Cost				**$486,966.00**
	City Fixed-Limit Cost				**$490,000.00**

APPENDIX B

60% Plan Set

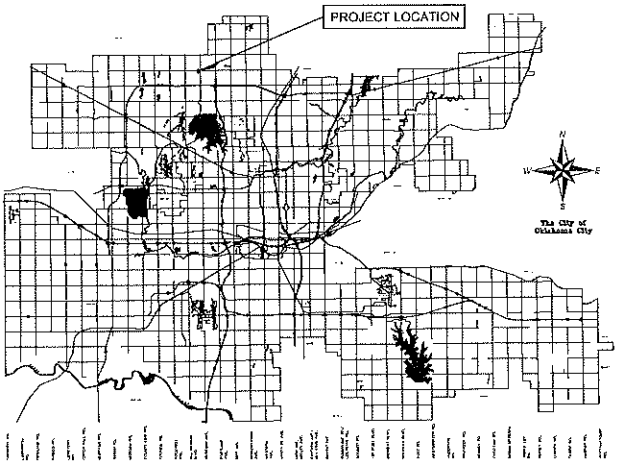
4/5/2024

12:16:49 PM

F:\ADS\c\0700-0799\0731\0731-01\PRE-PLANS-Design\Submission\Final\DWG\SHEETS\TC-0631-TITLE.dgn

SUMMARY OF QUANTITIES

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	NOTES	UNIT	QUANTITY	AS-BUILT
1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
8	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
9	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
11	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
12	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
13	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
14	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
15	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
16	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
17	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
18	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
19	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
20	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
21	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
22	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
23	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
24	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
25	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
26	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
27	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
28	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
29	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
30	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
31	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
32	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
33	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
34	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
36	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
37	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
38	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
39	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
40	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
41	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
42	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
43	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
44	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
45	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
46	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
47	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
48	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
49	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
50	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
51	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
52	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
53	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
54	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
55	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
56	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
57	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	



TC-0631
INTERSECTION IMPROVEMENTS
NW 150TH ST & LONE OAK DR

The City of
OKLAHOMA CITY
Public Works Department

DAVID HOLT — Mayor

COUNCIL MEMBERS

BRADLEY CARTER	Ward 1
JAMES COOPER	Ward 2
BARBARA PECK	Ward 3
TODD STONE	Ward 4
MATT HICKLE	Ward 5
JOBETH HAMON	Ward 6
NICKI NICE	Ward 7
MARK K. STONECIPHER	Ward 8

CRAIG FREEMAN — City Manager

DEBORAH K. MILLER, P.E. — City Engineer

SHEET INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES
3	PAY ITEM NOTES
4	EROSION CONTROL PLAN
5	EROSION CONTROL DETAILS
6	PLAN SHEET
7	REMOVAL PLAN
8	TRAFFIC SIGNAL PLAN
9	TRAFFIC SIGNAL SEQUENCING
10	TRAFFIC SIGNAL SIGN DETAIL
11	TRAFFIC SIGNAL DETECTION DETAIL (RADAR)
12	TRAFFIC SIGNING AND STRIPING PLAN
S001	SURVEY DATA SHEET

OKC PUBLIC WORKS DEPT. STANDARD DETAILS (2023 EDITION)

D-200C	P.C. CONCRETE PAVING SPECIAL DETAILS
D-500	STANDARD TYPICAL SECTIONS MISCELLANEOUS DETAILS
D-700A	ADA CURB RAMP DETAILS ARTERIAL STREETS
D-700B	ADA CURB RAMP DETAILS ARTERIAL STREETS
D-700C	ADA CURB RAMP DETAILS RESIDENTIAL STREETS COMMERCIAL DRIVES
D-700D	ADA CURB RAMP DETAILS
D-800B	STANDARD DETAILS

TRAFFIC MANAGEMENT

A. WORK ZONE PERMIT MUST BE OBTAINED FROM THE TRAFFIC MANAGEMENT DIVISION AT LEAST 3 WORKING DAYS PRIOR TO START OF WORK AND/OR PLACING OR REMOVING ANY BARRICADES OR MODIFYING EXISTING TRAFFIC CONTROL DEVICES. EMAIL: workzone@okc.gov TO OBTAIN AN APPLICATION. THE CONTRACTOR IS RESPONSIBLE FOR THE PROMPT REPLACEMENT AND/OR REPAIR OF ALL TRAFFIC CONTROL DEVICES AND APPURTENANCES DAMAGED OR DISTURBED DUE TO CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL PAVEMENT MARKINGS THAT WILL CONFLICT WITH THE PROPOSED WORK.

STORM WATER QUALITY

1. A SWQ ZONE PERMIT MUST BE OBTAINED BEFORE A WORK ORDER IS RELEASED.
2. ALL LAND DISTURBING ACTIVITIES INSIDE OKC LIMITS MUST OBTAIN A LAND DISTURBING ACTIVITY PERMIT WITH THE CITY OF OKLAHOMA CITY STORM WATER QUALITY (SWQ) DIVISION. ADDITIONALLY, CONSTRUCTION ACTIVITIES THAT RESULT IN LAND DISTURBANCES OF EQUAL TO OR GREATER THAN ONE (1) ACRE, OR LESS THAN ONE (1) ACRE IS THEY ARE PART OF A LARGER COMMON PLAN OF DEVELOPMENT OR SALE THAT TOTALS AT LEAST ONE (1) ACRE MUST OBTAIN AUTHORIZATION UNDER STORM WATER UNDER THE OPDES CONSTRUCTION GENERAL PERMIT OKR10
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF ALL EROSION CONTROL DEVICES DAMAGED DUE TO CONSTRUCTION.
4. A COPY OF EROSION CONTROL SITE PLAN MUST ALWAYS BE ON SITE AND MADE AVAILABLE TO THE INSPECTOR UPON REQUEST.

PRELIMINARY PLAN SET
APRIL 2024

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

ONE CALL UTILITY LOCATION NUMBER

811
1-800-522-6543

This number is to be used for information on the location of all underground utilities. Contact the number one other number specified in the plans prior to any excavation.

PREPARED BY:

olsson
OLSSON
CERT. OF AUTH. NO. 2453
EXP. 06/30/2025
1100 Broadway Extension, Suite 500
Oklahoma City, OK 73114
405.843.4900

BRITTANY MCANALLY, P.E. NO. 31791
REGISTERED PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL

CITY ENGINEER — DATE

APPROVED AS FINAL PLANS

MAYOR — DATE

CITY CLERK — DATE

PROJECT NO. TC-0631

PRELIMINARY PLAN SET
APRIL 2024

NOTES:

1. TESTING OF MATERIALS AND WORKMANSHIP SHALL BE UNDERTAKEN AS OUTLINED IN THE CITY'S STANDARDS. RESULTS SHALL BE PROVIDED TO THE CITY ENGINEER OR HIS DESIGNATED REPRESENTATIVE IN A TIMELY FASHION. THE CONTRACTOR SHALL COORDINATE AND FACILITATE THE DUTIES OF THE CITY'S DESIGNATED REPRESENTATIVE DURING CONSTRUCTION.
2. A NOTICE OF INTENT (NOI) SHOULD BE SUBMITTED PRIOR TO THE INITIAL DISTURBANCE OF SOILS.
3. ALL WORK AND MATERIALS SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
4. CONTRACTOR TO COORDINATE ALL TRAFFIC CONTROL AND ACCESS TO ADJACENT PROPERTY AS NECESSARY.
5. THE CONTRACTOR SHALL MAKE HIS OWN ASSUMPTIONS ON THE LOCATION AND CONSISTENCY OF ANY EXISTING ROCK LAYERS ENCOUNTERED ON THE PROJECT SITE. ALL ROCK EXCAVATION AND REMOVAL SHALL BE INCLUDED IN THE CONTRACTOR'S BID.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF ALL EROSION CONTROL DEVICES DAMAGED DUE TO CONSTRUCTION.
7. A COPY OF THE EROSION CONTROL SITE PLAN MUST BE ON SITE AT ALL TIMES AND MADE AVAILABLE TO THE INSPECTOR UPON REQUEST.
8. THE CONTRACTOR OR HIS AUTHORIZED REPRESENTATIVE SHALL, AT THE END OF EACH WORK DAY, ESTABLISH AND AGREE UPON WITH THE INSPECTOR, THE AMOUNT OF QUANTITIES WHICH CAN NOT BE MEASURED WHEN THE JOB IS COMPLETED. THESE QUANTITIES ARE TO BE ENTERED IN THE INSPECTOR'S DAILY REPORT AND SHALL BE THE BASIS FOR THE FINAL ESTIMATE. OTHER ITEMS SHALL BE PAID FOR THE FINAL MEASURED AMOUNTS OR BY LOAD TICKETS OF DELIVERED MATERIAL.
9. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY SHEETING, SHORING, AND OTHER BRACING AND SUPPORTS TO PROTECT IMPROVEMENTS ADJACENT TO THE CONSTRUCTION. THIS WORK SHALL BE INCIDENTAL AND SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE LUMP SUM BID FOR OTHER ITEMS.
10. MATERIALS STORED ABOUT THE WORK SITE SHALL BE SO PLACED AND THE WORK SHALL AT ALL TIMES BE SO CONDUCTED AS TO CAUSE NO GREATER OBSTRUCTION TO THE TRAVEL ESPECIALLY TRAVEL CONSIDERED NECESSARY BY THE ENGINEER THAN IS CONSIDERED NECESSARY BY THE ENGINEER. THE STREETS, ALLEYS, AND PRIVATE DRIVEWAYS SHALL BE KEPT CLEAR TO ALLOW FOR THE FREE PASSAGE OF VEHICLES AND PEDESTRIANS PROVIDED THAT, WHERE THE NATURE OF THE WORK RENDERS IT IMPRACTICAL OR UNNECESSARY, IN THE OPINION OF THE ENGINEER, THE CONTRACTOR MAY MAKE ARRANGEMENTS SATISFACTORY TO THE ENGINEER FOR THE DIVERSION OF TRAFFIC AND SHALL, AT HIS OWN EXPENSE, PROVIDE ALL WATER, ALSO PERFORM WORK NECESSARY FOR THE CONSTRUCTION AND MAINTENANCE OF ROADWAYS AND BRIDGES FOR THE DIVERSION OF TRAFFIC. THE CONTRACTOR SHALL NOTIFY THE FIRE DEPARTMENT HEADQUARTERS WHEN ANY STREET IS CLOSED OR OBSTRUCTED AND WHEN DIRECTED BY THE ENGINEER, SHALL KEEP ANY STREETS OR FIRE HYDRANTS REASONABLY ACCESSIBLE FOR USE OF FIRE APPARATUS.
11. THE CONTRACTOR SHALL NOT ENTER UPON PRIVATE PROPERTY FOR ANY PURPOSE WITHOUT FIRST OBTAINING PERMISSION AND HE SHALL BE RESPONSIBLE FOR THE PRESERVATION OF AND SHALL USE EVERY PRECAUTION NECESSARY TO PREVENT DAMAGE TO ALL TREES, FENCES, CULVERTS, DITCHES, PAVEMENTS, DRIVEWAYS, SIDEWALKS, ETC. TO ALL WATER, SEWER, GAS, OIL, ELECTRIC LINES OR APPURTENANCES THEREOF AND TO ALL PUBLIC OR PRIVATE PROPERTY ALONG OR ADJACENT TO THE WORK. THE CONTRACTOR SHALL NOTIFY THE PROPER REPRESENTATIVES OF ANY PUBLIC SERVICE CORPORATION AND COMPANY, OR ANY INDIVIDUAL NOT LESS THAN TWENTY-FOUR (24) HOURS IN ADVANCE OF ANY WORK WHICH MIGHT DAMAGE OR INTERFERE WITH THE PREPARATION OF THEIR OR HER PROPERTY, ALONG OR ADJACENT TO THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE OR INJURY TO PROPERTY OF ANY CHARACTER RESULTING FROM ANY ACT, OMISSION, NEGLECT, OR MISCONDUCT IN THE MANNER OR METHOD OF EXECUTING THE WORK OR DUE TO NON-EXECUTION OF THE WORK OR AT ANY TIME DUE TO DEFECTIVE WORK OR MATERIALS, AND SHALL NO RESPONSIBILITY SHALL NOT BE RELIEVED UNTIL THE WORK OR MATERIALS AND BAD RESPONSIBILITY SHALL NOT BE RELIEVED UNTIL THE WORK SHALL HAVE BEEN COMPLETED AND ACCEPTED. WHETHER OR NOT DIRECT OR INDIRECT DAMAGE OR INJURY IS DONE TO PUBLIC OR PRIVATE PROPERTY ON ACCOUNT OF ANY ACT, OMISSION, NEGLECT, OR MISCONDUCT IN THE EXECUTION OF THE WORK OR IN CONSEQUENCE OF THE NON-EXECUTION THEREOF, ON THE PART OF THE CONTRACTOR, HE SHALL RESTORE AT HIS EXPENSE, SUCH PROPERTY TO A CONDITION SIMILAR OR EQUAL TO THE EXISTING BEFORE SUCH DAMAGE OR INJURY WAS DONE, BY REPAIRING, REBUILDING OR OTHERWISE RESTORING AS MAY BE DIRECTED OR HE SHALL MAKE GOOD FOR SUCH DAMAGE OR INJURY IN AN ACCEPTABLE MANNER.
12. EXCAVATION AND TRENCHING WORK SHALL INCLUDE REMOVAL AND SUBSEQUENT HANDLING OF ALL MATERIALS EXCAVATED OR OTHERWISE REMOVED IN PERFORMANCE OF THE CONTRACT WORK, REGARDLESS OF THE TYPE, CHARACTER, COMPOSITION OR CONDITION THEREOF. EXCAVATION WORK SHALL BE PERFORMED IN A SAFE AND PROPER MANNER WITH SUITABLE PRECAUTIONS BEING TAKEN AGAINST ALL HAZARDS. EXCAVATIONS SHALL PROVIDE ADEQUATE WORKING SPACE AND CLEARANCE FOR THE WORK TO BE PERFORMED THEREIN. EXCAVATED MATERIAL REQUIRED TO BE USED FOR BACKFILL MAY BE DEPOSITED BY THE CONTRACTOR IN STORAGE PILES AT POINTS CONVENIENT FOR REHANDLING OF THE MATERIAL DURING THE BACKFILLING OPERATIONS. THE LOCATION OF STORAGE PILES SHALL HOWEVER BE SUBJECT TO THE APPROVAL OF THE ENGINEER WHO MAY REQUIRE THAT THE SAME BE PLACED SO AS NOT TO OBSTRUCT THE TRANSVERSE OR PUBLIC USE OF ANY PART OF THE STRUCTURE. BE KEPT FREE OF ANY OBSTRUCTION.
    a) EXCAVATION, HANDLING AND REMOVAL
    b) PIPE, CLEARSPOT, BACKFILLING AND COMPACTION
    c) USE OF EXCESS MATERIAL ELSEWHERE PROJECT BACKFILL
    d) DISPOSAL OF EXCESS MATERIAL OFF-SITE
13. WHEN INSIDE AS SEWERS, DRAINS, OR OTHER USE IS BLOCKED, CUT, OPENED, OR REMOVED IN THE COURSE OF THE WORK, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS. HE SHALL PROVIDE DISPOSAL OF ALL SEWAGE OR DRAINAGE UNTIL THE PERMANENT FACILITIES HAVE BEEN RESTORED AND HE SHALL PROVIDE AND MAINTAIN ALL MEN, PUMPS, TANKS, PIPES, FLUMES, AND OTHER FACILITIES REQUIRED FOR THIS PURPOSE.
14. THE CONTRACTOR SHALL PROVIDE ADEQUATE SHEETING, SHORING, BRACING, AND OTHER MEASURES TO PREVENT SLOPES, CAVE-IN, SETTLEMENT, DAMAGE TO EXISTING STRUCTURES, DAMAGE TO THE WORK, AND HAZARDS TO PERSONNEL, AND COMPLY WITH ALL EXISTING SAFETY LAWS AND REGULATIONS.
15. REMOVAL OF PAVING, DRIVEWAYS, ETC. SHALL BE PERFORMED IN ACCORDANCE WITH THE OKLAHOMA CITY STANDARD SPECIFICATION SECTION 0110 AND SHALL INCLUDE ANY INCIDENTAL EXCAVATION REQUIRED TO OBTAIN FINAL SUBGRADE ELEVATION. NEW CURB AND GUTTER AND/OR CURB SHALL MATCH DIMENSIONS AND CONFIGURATION OF CURB BEING REPLACED. SAW CUT PAVING APPLIED ONLY AT AREAS BETWEEN EXISTING AND PROPOSED SECTIONS OF DRIVEWAYS AS REQUIRED AND AS INDICATED IN THE PLANS.
16. TO THE MAXIMUM EXTENT POSSIBLE, EXCESS EARTH OBTAINED FROM STRUCTURE AND TRENCH EXCAVATION SHALL BE USED FOR LEVEE LINES AND GRADING IN AREAS DESIGNED ON THE PLANS. EXISTING TOPSOIL SHALL BE REMOVED AND STOCKPILED DURING CONSTRUCTION OPERATIONS. STOCKPILES SHALL BE LOCATED SO AS NOT TO INTERFERE WITH AREA DRAINAGE. AFTER COMPLETION OF THE FINISHED WORK, THE CONTRACTOR SHALL REMOVE ALL EXCESS MATERIAL AND SHALL GRADE THE AREA AS REQUIRED. THE FINAL GRADE SHALL BE DRESSED TO SMOOTH, EVEN CONTOURS TO PROVIDE SATISFACTORY DRAINAGE. TOPSOIL SHALL BE REDISTRIBUTED EVENLY OVER TOP OF THE TOPSOIL STOCKPILES. COMPACTED BACKFILL TO BE BACKFILLED AND COMPACTED 45 FEET OF THE FINISHING OPERATIONS. COSTS TO BE INCLUDED IN UNCLASSIFIED EXCAVATION.
17. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL BUILT ELEMENTS, INCLUDING BUT NOT LIMITED TO SIDEWALKS, PARKING SPACES AND ACCESS RAMPS, COMPLY WITH THE OKLAHOMA CITY ADA STANDARD REQUIREMENTS. CONTRACTOR SHALL NOTIFY THE ENGINEER OR ENGINEER'S DESIGNEE FOR ANY DISCREPANCIES BETWEEN SITE INFORMATION AND THE CITY OF OKLAHOMA CITY STANDARD REQUIREMENTS PRIOR TO CONSTRUCTION. THE COST FOR ADA RAMPS SHALL BE INCLUDED IN THE PRICE BID FOR CONCRETE SIDEWALK AND SHALL INCLUDE ALL COSTS OF CURB REMOVAL AND REPLACEMENT OF THIS ITEM. ALL SIDEWALKS CROSSING DRIVEWAYS SHALL HAVE A MAXIMUM OF 2% CROSS SLOPE AND MINIMUM OF 0.50%.
18. ALL FILL TO BE COMPACTED TO 95% STANDARD PROCTOR DENSITY.

GENERAL NOTES:

G1. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION OF ALL UTILITIES AND MUST HAVE ALL UTILITIES LOCATED PRIOR TO COMMENCING ANY EXCAVATION. THE CONTRACTOR SHALL VERIFY THE INVERT AND FLOWLINE ELEVATIONS OF ALL WATER LINES, SANITARY SEWERS, STORM DRAINS, DRAINAGE STRUCTURES AND SURFACE DRAINAGE CONVEYANCES PRIOR TO LAYING ANY NEW PIPE.

THE CONTRACTOR MUST CALL OKIE AT (405) 840-5032 TO HAVE ALL PUBLIC UTILITIES (WATER AND SANITARY SEWER LINES) AND FRANCHISED UTILITIES (ELECTRIC LINES, TELEVISION CABLES, FIBER OPTIC LINES, CABLE TELEVISION, GAS LINES AND OIL PIPELINES), LOCATED AT LEAST TWO (2) DAYS PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR MUST CALL OKLAHOMA CITY TRAFFIC OPERATIONS AT (405) 297-2555 FOR THE MARKING OF TRAFFIC SIGNAL CONDUIT AND APPURTENANCES AT LEAST TWO (2) WORKING DAYS PRIOR TO STARTING WORK.

G2. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL UTILITY LINES AND STRUCTURES, WHETHER SHOWN OR NOT, BOTH PUBLIC AND PRIVATE. ANY DAMAGE TO A UTILITY LINE OR STRUCTURE, BECAUSE OF THE CONTRACTOR'S ACTIONS, SHALL BE REPAIRED SOLELY AT THE CONTRACTOR'S EXPENSE TO A CONDITION AS GOOD OR BETTER THAN THAT PRIOR TO THE DISTURBANCE.

THE CONTRACTOR MUST CALL BAR-I-NEED IMMEDIATELY IF A NATURAL GAS PIPELINE IS CUT, DAMAGED OR OTHERWISE DISTURBED.

G3. THE CONTRACTOR IS RESPONSIBLE FOR THE PROMPT REPLACEMENT AND/OR REPAIR OF ALL TRAFFIC CONTROL DEVICES AND APPURTENANCES DAMAGED OR DISTURBED DUE TO CONSTRUCTION.

G4. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL PAVEMENT MARKINGS THAT WILL BE IN CONFLICT WITH THE PROPOSED WORK.

G5. A WORK ZONE PERMIT MUST BE OBTAINED FROM THE TRAFFIC MANAGEMENT DIVISION AT LEAST TWO (2) WORKING DAYS PRIOR TO THE START OF WORK AND/OR PLACING OR REMOVING ANY BARRICADES OR MODIFYING EXISTING TRAFFIC CONTROL DEVICES. SOME WORKZONES REQUIRE CITY COUNCIL TO OBTAIN AN APPROVAL.

G6. STREETS AND/OR LANES WITHIN THE CONSTRUCTION ZONE MAY BE CLOSED ONLY UPON THE PRIOR APPROVAL OF THE CITY ENGINEER OR HIS DESIGNEE FOLLOWING APPROVAL. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE FOLLOWING AT LEAST TWO (2) WORKING DAYS IN ADVANCE OF THE CLOSURE (NOTIFICATION BY FAX IS PREFERRED):

DEPARTMENT	FAX #	PHONE #
INSPECTION SERVICES	297-1707	297-2511
TRAFFIC MANAGEMENT	297-2555	297-2531
POLICE SUPPORT SERVICES	316-1140	297-1140
FIRE DEPARTMENT	297-3379	297-3014
EMERGENCY OPERATIONS CENTER	424-1999	297-2555

G7. THE CONTRACTOR MUST NOTIFY ALL AFFECTED CITY UTILITY CUSTOMERS AT LEAST TWO (2) WORKING DAYS PRIOR TO ANTICIPATED SERVICE INTERRUPTION. ALL WORK MUST BE CARRIED OUT CAREFULLY TO MINIMIZE CUSTOMER SERVICE INTERRUPTION. DURING CONSTRUCTION, STREETS TEMPORARILY CLOSED TO THROUGH TRAFFIC DURING CONSTRUCTION SHALL REMAIN OPEN TO LOCAL TRAFFIC TO THE MAXIMUM EXTENT PRACTICAL. DURING THE WORK, DETOUR ROUTES SHALL BE FURNISHED BY THE CONTRACTOR FOR APPROVAL BY TRAFFIC MANAGEMENT. THE CONTRACTOR SHALL FURNISH AND ERECT ALL DETOUR SIGNAGE AS DIRECTED.

G8. ALL CONSTRUCTION MATERIALS AND WORK SHALL CONFORM TO THE APPLICABLE CITY OF OKLAHOMA CITY AND THE CURRENT OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT) STANDARDS AND SPECIFICATIONS AS REFERENCED IN THE PROJECT DOCUMENTS.

G9. ALL ELEVATIONS SHOWN ARE ON THE VERTICAL DATUM (NAVD88). ALL DIMENSIONS TO CURB ARE TO THE FACE OF CURB. ALL DIMENSIONS TO STREET CENTERLINES ARE TO THE CENTERLINE OF THE RIGHT-OF-WAY OR SECTION LINE.

G10. THE CONTRACTOR SHALL DEVELOP AND MAKE ALL DETAIL SURVEYS NEEDED FOR CONSTRUCTION. THE COST OF THE CONSTRUCTION SURVEY AND STAKING SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF WORK.

G12. ALL WORK NOT CLASSIFIED AS A CONTRACT PAY ITEM SHALL BE CONSIDERED INCIDENTAL CONSTRUCTION. THE COST FOR SUCH WORK SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS.

G13. ALL DISTURBED, UNPAVED AREAS WITHIN THE PROJECT LIMITS OR EASEMENTS AND RIGHTS-OF-WAY SHALL BE SODDED, FERTILIZED, AND WATERED IN ACCORDANCE WITH CITY OF OKLAHOMA CITY STANDARD SPECIFICATIONS SECTION 840 "SODDING AND SPRIGGING" AS REQUIRED UNDER THE "SOLID SLAB SOD" PAY ITEM AS PROVIDED FOR ON THE PLANS. SODDED AREAS SHALL BE REPAIRED AND MAINTAINED UNTIL ALL PORTIONS OF THE PROJECT ARE COMPLETE AND APPROVED FOR FINAL ACCEPTANCE. ALL OTHER AREAS DISTURBED AS A RESULT OF THE CONTRACTOR'S ACTIONS SHALL BE RESTORED IN A MANNER ACCEPTABLE TO THE OWNER TO A CONDITION AS GOOD OR BETTER THAN THAT PRIOR TO THE DISTURBANCE AT NO EXPENSE TO THE OWNER.

G14. WORK ZONE SIGNS: DO NOT PLACE SIGNS THAT RESTRICT PEDESTRIAN AND BICYCLE TRAFFIC ON SIDEWALKS OR OTHER AREAS DESIGNATED FOR PEDESTRIAN OR BICYCLE USE. SIGNS THAT ARE ANTICIPATED TO REMAIN IN PLACE FOR 3 DAYS OR LESS ARE CONSIDERED "PORTABLE." MOUNT PORTABLE SIGNS ON AN APPROVED SUPPORT AT LEAST 12 INCHES ABOVE THE EDGE OF THE TRAVELED WAY. REMOVE, STORE AND RESET EXISTING SIGNS THAT INTERFERE WITH THE WORK, BUT ARE INTENDED TO REMAIN IN PLACE AFTER THE PROJECT IS COMPLETE. THIS WORK WILL BE CONSIDERED SUBSIDIARY TO OTHER BID ITEMS. REMOVE, TURN AWAY FROM, ALL TRAFFIC OR COVER TRAFFIC SIGNS OR SIGNALS THAT CONFLICT WITH OR ARE NOT APPLICABLE TO THE TRAFFIC OPERATIONS. WHEN EXISTING SIGNS NEED TO BE COVERED, USE AN OPAQUE, BREATHABLE MATERIAL. DO NOT USE PLASTIC BAGS, TARPS OR SIMILAR MATERIALS. HANGING OR BOOTING RIGID MATERIAL TO THE SIGN IS ACCEPTABLE WHEN APPROVED BY THE ENGINEER AND SPACERS ARE USED TO MINIMIZE CONTACT BETWEEN THE RIGID MATERIAL AND THE SIGN FACE. DO NOT COMPROMISE OF THE COVER, SUCH AS HANDLES FOR LIFTING, SHALL NOT HANG BELOW THE MINIMUM HEIGHT. DO NOT PLACE TAPE DIRECTLY TO THE FACE OF ANY EXISTING SIGN. INSTALL SIGN POSTS AS SHOWN IN THE CONTRACT DOCUMENTS. NEW SIGNS THAT ARE ANTICIPATED TO REMAIN PLACE FOR MORE THAN 3 DAYS ON ASSIGNED POSTS POSTS SHOULD EXTEND TO THE TOP EDGE OF THE SIGN, BUT NO MORE THAN 6 INCHES ABOVE THE SIGN. TO REDUCE THE SPEED LIMIT TO A WORK ZONE, SUBMIT A LETTER TO THE CITY TRAFFIC ENGINEER ATTENTION STUART CHAI, 420 WEST MAIN STREET SUITE 900, OKLAHOMA CITY, OK 73102. DO NOT CHANGE THE POSTED SPEED LIMIT UNTIL AN APPROVAL LETTER IS RECEIVED, LISTING WHAT THE MAXIMUM SPEED LIMIT WILL BE ALLOWED ON THE PROJECT. INSTALL WORK ZONE PLAQUES ABOVE ALL EXISTING AND TEMPORARY SPEED LIMIT SIGNS LOCATED BETWEEN THE ROAD WORK AHEAD AND THE END ROAD WORK ON THE POSTS RED OF ROAD WORK IS POSTED. POST THE ORIGINAL SPEED LIMIT OF THE ROAD. DO NOT ALLOW THE PLAQUE TO OVERLAP ANY PORTION OF THE SPEED LIMIT SIGN.

G15. ANY WORKZONE SPEED LIMIT REDUCTION ON THE CITY OF OKLAHOMA CITY'S STREETS MUST BE APPROVED THROUGH THE CITY TRAFFIC ENGINEER BEFORE ANY SIGNS ARE PLACED. IN THE REQUEST LETTER SPECIFY THE PROJECT, LOCATION OF SPEED LIMIT REDUCTION AND THE DURATION FOR WHICH THE REDUCED SPEED LIMIT WILL BE IN EFFECT.
SEND A LETTER TO:
ATTENTION STUART CHAI, P.E., CITY OF OKLAHOMA CITY
420 W. MAIN STREET, SUITE 900 OKLAHOMA CITY, OK 73102

GENERAL INTENT NOTES:

I1. THE PLANS AND REFERENCED CONSTRUCTION SPECIFICATIONS DESCRIBE THE WORK CONTEMPLATED AND IDENTIFY THE WORK TO BE DONE AND THE MATERIALS NECESSARY FOR CONSTRUCTION. THESE PLANS ARE INTENDED TO BE FULLY EXPLANATORY. THE PLAN AND SPECIFICATION DOCUMENTS SHALL BE CONSTRUED AND INTERPRETED AS A WHOLE AND, THEREFORE, ANYTHING SHOWN, INDICATED OR SPECIFIED IN ONE, AND NOT THE OTHER, SHALL BE INTERPRETED AS BEING SHOWN, INDICATED OR SPECIFIED IN BOTH. MINOR DEVIATIONS FROM THE DESIGN LAYOUT ARE ANTICIPATED AND SHALL BE CONSIDERED INCIDENTAL AND INCLUDED AS AN ORDINARY PART OF THE WORK. NO CHANGES THAT ALTER THE CHARACTER OF THE WORK CAN BE MADE OR WILL BE PERMITTED BY THE OWNER WITHOUT THE ISSUANCE OF A CHANGE ORDER.

I2. MINOR DEVIATIONS FROM THE DESIGN LAYOUT ARE ANTICIPATED AND SHALL BE CONSIDERED INCIDENTAL AND INCLUDED AS AN ORDINARY PART OF THE WORK. NO CHANGES THAT ALTER THE CHARACTER OF THE WORK CAN BE MADE OR WILL BE PERMITTED BY THE OWNER WITHOUT THE ISSUANCE OF A CHANGE ORDER.

I3. NO PLEA OF IGNORANCE OF EXISTING CONDITIONS OR OF DIFFICULTIES OR CONDITIONS ENCOUNTERED IN THE EXECUTION OF THE WORK WILL BE ACCEPTED AS AN EXCUSE FOR ANY FAILURE OR OMISSION ON THE PART OF THE CONTRACTOR TO FULFILL EVERY DETAIL OF ALL OF THE REQUIREMENTS IN THE CONTRACT DOCUMENTS GOVERNING THE WORK.

CONSTRUCTION ACTIVITIES THAT RESULT IN LAND DISTURBANCE OF EQUALS TO OR GREATER THAN ONE (1) ACRE, OR LESS THAN ONE (1) ACRE IF THEY ARE PART OF A LARGER COMMON PLAN OF DEVELOPMENT OR SALE THAT TOTALS AT LEAST ONE (1) ACRE MUST OBTAIN A PERMIT FROM OCIEW (FORM 600-022(I)) FOR STORM WATER DISCHARGES FROM CONSTRUCTION ACTIVITIES. THIS MEANS THAT LAND DISTURBANCE OF ONE (1) ACRE OR MORE MUST PERMIT WITH OCIEW AND THE CITY OF OKLAHOMA CITY, STORM WATER QUALITY.

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

Design	TM		NW 150TH ST & LORE OAK DR — OKLAHOMA COUNTY
Drawn	JK		
Checked	JT		GENERAL NOTES
Approved	BV		
Date	olsson		Project No. TC-0631 Sheet No. 2

4/5/2024

Bob Vann

F:\Projects\2020\20-0631\01-Civil\4-Cad\Design\Master Plan Set\TC-0631-NOTES.dwg

PRELIMINARY PLAN SET
APRIL 2024

ROADWAY AND TRAFFIC PAY QUANTITIES NOTES

TS-1 CONTRACTOR SHALL SUPPLY A TRAFFIC SIGNAL CABINET PART NUMBER 706606-5565-M2Z6G01901 AND CONTROLLER MANUFACTURED BY NAZTEC, INC THAT SHALL OPERATE AS SHOWN ON THE SIGNAL PLANS AND DETAIL SHEETS. CONTROLLER SHALL BE A TRAFFICWARE 60350-2X000, LATEST VERSION

TS-3 P.C. CONCRETE AND/OR POLYMER CONCRETE PULL BOXES SHALL BE USED. POLYMER CONCRETE PULL BOXES SHALL HAVE A POLYMER CONCRETE COVER, FRAME AND BODY AND A MINIMUM LOAD RATING OF 20,000 LBS. POLYMER CONCRETE PULL BOXES SHALL BE ARMORCAST, QUAZITE OR AN APPROVED EQUAL. FIBERGLASS AND/OR PLASTIC PULL BOXES OR COMPOSITES OF THAT WILL NOT BE ACCEPTED.

TS-5 ALL POLES AND FOUNDATIONS SHALL MEET CURRENT ODOT DESIGN STANDARDS. THE CONTRACTOR SHALL INSTALL THE LUMINAIRE ARM SPECIFIED IN THE PLANS AND ALL POLE WIRING FOR THE LUMINAIRES. LUMINAIRE ARM WIRING SHALL EXTEND AT LEAST TWO (2) FEET BEYOND THE END OF THE ARM. LUMINAIRES SHALL BE PROVIDED AND INSTALLED BY THE ELECTRICAL UTILITY COMPANY.

TS-6 SIGNAL POLE HANDHOLE COVERS SHALL BE GIVE FREE FORMED FROM ABS PLASTIC, PEARL GRAY IN COLOR AND SHALL BE SUITABLE FOR EXPOSURE TO SUNLIGHT AND ALL WEATHER CONDITIONS. HANDHOLE COVERS SHALL LATCH WITH TWO SCREW LATCHES AND SHALL FIT TIGHTLY TO THE ENCLOSURE RIM TO CREATE A RAINPROOF SEAL. LATCH SCREWS SHALL BE 1/4-20 STAINLESS STEEL FLAT SOCKET HEAD SCREWS WITH TAMPER-RESISTANT FEATURES.

TS-7 CARD RACK DIRECTORS SHALL BE FURNISHED.

TS-8 THE QUANTITY SHOWN INCLUDES BOTH WHITE AND YELLOW TRAFFIC STRIPE. TRAFFIC STRIPE (PLASTIC) IS MEASURED BY THE LINEAR FOOT OF 4" WIDE TRAFFIC STRIPE OR THE EQUIVALENT AMOUNT OF 4" STRIPE WHEN A NARROWER OR WIDER STRIPE IS SPECIFIED IN THE PLANS OR STANDARD DRAWINGS.

TS-12 THE QUANTITY SHOWN SHALL BE USED TO SUPPLY POWER FROM THE POWER SOURCE (S) TO THE CONTROLLER CABINET(S).

TS-13 LIGHT EMITTING DIODE (LED) LAMPS WITH SPADE TAB CONNECTIONS SHALL BE USED IN LIEU OF INCANDESCENT TRAFFIC SIGNAL LAMPS. THE LED MODULES SHALL MEET THE REQUIREMENTS IN THE INSTITUTE OF TRAFFIC ENGINEERS (ITE) STANDARD FOR TRAFFIC CONTROL SIGNAL HEADS: LIGHT EMITTING DIODE (LED) CIRCULAR SIGNAL SUPPLEMENT (VEHICLE). LED LENSES SHALL BE DIALIGHT, GELCORE, OR FLIGHT OR AN APPROVED EQUAL.

WHEN LIT, ALL LED MODULES SHALL APPEAR TO DRIVERS TO BE INCANDESCENT BULB TYPE SIGNALS.
THE WARRANTY FROM DEFECTIVE WORKMANSHIP AND MATERIALS SHALL BE FIVE (5) YEARS FROM THE DATE OF THE PROJECT'S FINAL ACCEPTANCE BY THE OKLAHOMA CITY COUNCIL DURING THE PROJECT'S MAINTENANCE BOND PERIOD, THE CONTRACTOR SHALL REMOVE AND REPLACE DEFECTIVE LED MODULES WITHIN TWO (2) WORKING DAYS OF RECEIVING NOTICE FROM THE CITY'S TRAFFIC OPERATIONS DIVISION FOR REASONS OF IMMEDIATE PUBLIC SAFETY. THE CITY MAY REMOVE AND REPLACE THE MODULES AND THE CONTRACTOR WILL BE NOTIFIED TO FURNISH THE CITY WITH REPLACEMENT UNITS MEETING CURRENT ITE REQUIREMENTS. AFTER THE END OF THE MAINTENANCE BOND PERIOD, ALL FAILED MODULES WILL BE REMOVED AND REPLACED BY THE CITY AND THE CONTRACTOR WILL BE REQUIRED TO FURNISH THE CITY WITH DIRECT REPLACEMENT UNITS MEETING CURRENT ITE REQUIREMENTS.

TS-15 AN INNOVATIVE TECHNOLOGY MODEL #HS-P-SP-120A-SDA-R4 PROTECTOR TRANSIENT VOLTAGE SURGE SUPPRESSOR OR EQUIVALENT SHALL BE INSTALLED BETWEEN THE AC POWER AND CABINET. THE SUPPRESSOR SHALL BE MOUNTED ON THE SIDE OF THE CABINET IMMEDIATELY ADJACENT TO THE AC TERMINAL BLOCK.

TS-17 THE CONTRACTOR SHALL CAREFULLY REMOVE AND REINSTALL ALL COMPONENTS OF THE EXISTING EMERGENCY TRAFFIC SIGNAL PREEMPTION SYSTEM AFFECTED BY CONSTRUCTION. OPTICAL DETECTORS SHALL BE REINSTALLED ON TRAFFIC SIGNAL MAST ARMS OR POLES AS CLOSE AS POSSIBLE TO LOCATION(S) OF THE ORIGINAL EQUIPMENT (OR AS OTHERWISE SHOWN ON THE PLANS). DETECTORS SHALL BE REINSTALLED USING NEW STAINLESS STEEL HOSE CLAMPS WITH THE ORIGINAL MOUNTING HARDWARE. NEW CABLE SHALL BE INSTALLED BETWEEN THE DETECTOR AND THE CABINET.

REMOVAL AND REINSTALLATION OF PREEMPTION EQUIPMENT SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE PRICE BID FOR OPTICAL DETECTOR CABLE.

TS-18 THE CITY OF OKLAHOMA CITY WILL PROVIDE THE SIGNAL CONTROLLER TIMING PLAN. CONTACT THE TRAFFIC MANAGEMENT DIVISION AT LEAST TEN (10) WORKING DAYS PRIOR TO THE ANTICIPATED TURN-ON DATE.

THE CONTRACTOR SHALL PROVIDE, PROGRAM AND PLACE THREE (3) CHANGEABLE MESSAGE BOARDS AT E. KINGSGATE RD. AND 150TH ST. ADJOINING MOTOR STS OF THE INTERSECTS. SIGNAL TURN ON THESE SIGNS SHALL BE IN OPERATION AT LEAST TWO (2) WORKING DAYS PRIOR TO THE ANTICIPATED TURN-ON DATE AND THE MESSAGE DISPLAYED SHALL BE TURNED BY THE TRAFFIC MANAGEMENT DIVISION.

THE CONTRACTOR IS RESPONSIBLE FOR COVERING ALL EXISTING CITY-OWNED AND PRIVATELY OWNED STOP SIGNS AND RELATED WARNING SIGNS AT THE INTERSECTION AT THE TIME THAT THE TRAFFIC SIGNAL IS AUTHORIZED TO BE TURNED ON.

THE STOP SIGNS AND RELATED WARNING SIGNS SHALL BE COVERED WITH AN OPAQUE PLASTIC TARP OR HEAVY PLASTIC SHEETING SECURELY WRAPPED WITH DUCT TAPE SO AS NOT TO BE EASILY REMOVABLE OR BLOWN OFF BY WIND. THE TAPE SHALL ONLY BE APPLIED TO THE COVERING AND NOT DIRECTLY TO THE FACE OR THE BACK OF THE SIGN.

AFTER THE SIGNAL IS TURNED ON, OKLAHOMA CITY TRAFFIC OPERATIONS WILL REMOVE ALL EXISTING CITY-OWNED STOP SIGNS AND RELATED WARNING SIGNS. ALL PRIVATELY OWNED SIGNS WILL BE REMOVED BY OTHERS.

TS-20 CONTRACTOR SHALL COVER NEW SIGNAL HEADS WITH TRAFFIC SIGN AND SIGNAL COVER CONCEPTS MODEL 3VLC COVERS OR APPROVED EQUAL WHEN SIGNAL HEADS HAVE BEEN INSTALLED ON MAST ARMS. SIGNAL HEADS ARE TO REMAIN COVERED UNTIL TRAFFIC SIGNALS HAVE BEEN TURNED ON. REMOVED COVERS TO BECOME THE PROPERTY OF THE CITY OF OKLAHOMA CITY. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

TS-21 CONTRACTOR SHALL PROVIDE POLARA iNS - INNOVATOR, 2-WIRE PUSH BUTTON STATION OR APPROVED EQUAL FACEPLATE SHALL BE BLACK. PROVIDE 9" X 12" SIGN AS SHOWN.

TS-22 THIS PAY ITEM SHALL INCLUDE QUICKLOGIC INTELLIGENT CENTRAL CONTROL UNIT FOR SHELF MOUNT OR APPROVED EQUAL FOR EACH OF THE INTERSECTIONS INCLUDED IN THIS PROJECT. THE CONTRACTOR SHALL ALSO FURNISH ONE SOLO "Y" CABLE. THE SOLO "Y" CABLE IN CONJUNCTION WITH IO PROGRAMING SHALL BE USED FOR PEDESTRIAN CALLS WITHIN THE CONTROLLER. THE FOLLOWING SHALL BE PROGRAMMED IN THE UNIT:
IP ADDRESS 192.168.0.20
SUBNET MASK 255.255.255.0
GATEWAY 192.168.0.01
PORT: 9150

TS-23 ONE-WAY FREE SECTION LED COUNTDOWN PEDESTRIAN SIGNAL HEADS SHALL BE USED.

TS-24 CONTROLLER MUST BE ABLE TO COMMUNICATE OVER THE EXISTING CITY OF OKLAHOMA CITY VERIZON CELLULAR SYSTEM. PROVIDE TWO (2) EVDO AIRLINK MP70 MODEMS (NON WIFI MODEL) AND CAT6E CABLES (FOUR (4) - 6' LENGTH OF STRAIGHT THROUGH YELLOW ETHERNET CABLES). TWO (2) ANTENNA PLUS AIRLINK GOBI 3G/4G MIMO ANTENNA (WHITE) INSTALLED ON THE CONTRACTOR. ALL DEVICES INSTALLED MUST BE COMPATIBLE WITH EXISTING CITY CELLULAR SYSTEM. THE CONTRACTOR WILL BE RESPONSIBLE FOR ESTABLISHING COMMUNICATION WITH THE CITY OF OKLAHOMA CITY CELLULAR SYSTEM. THE CITY WILL VERIFY COMMUNICATIONS WITH THE CONTROLLER AT THIS LOCATION PRIOR TO FINAL ACCEPTANCE. COST OF ALL EQUIPMENT AND INSTALLATION NECESSARY TO ESTABLISH COMMUNICATION WITH CITY OF OKLAHOMA CITY CELLULAR SYSTEM SHALL BE INCLUDED IN THE COST OF THIS ITEM.

ELECTRONIC COPIES OF THE CONTROLLER CABINET SHEET SHALL BE PROVIDED TO THE CITY OF OKLAHOMA CITY VIA NAZTEC COST TO BE INCLUDED IN THIS ITEM.

THIS ITEM SHALL INCLUDE A "JUMPER TO TS2 CONTROLLER DATA CABLE", NAZTEC PART NUMBER 10205-2103.

TS-25 CONTROLLER CABINET SHALL INCLUDE AN EXTENSION BASE WITH AN HEIGHT OF 15 INCHES AND BASE DIMENSIONS AND FINISH TO MATCH THE CABINET INSTALLED.

ROADWAY AND TRAFFIC PAY QUANTITIES NOTES (CONTD.)

TS-26 THIS BID ITEM CONSISTS OF THE INSTALLATION OF THREE RADAR PRESENCE DETECTORS (RPD) WAVETRONIX SMARTSENSOR MATRIX MODEL 225 OR APPROVED EQUAL AND TWO CONTINUOUS TRACKING ADVANCE DETECTOR (CTAD) WAVETRONIX SMARTSENSOR ADVANCE MODEL 200X OR APPROVED EQUAL, ASSOCIATED WIRING/CABLES, CONTROLLER MODULES AND ALL OTHER NECESSARY ITEMS OF WORK FOR A COMPLETE OPERATIONAL VEHICLE DETECTION SYSTEM. THE RPD SHALL BE DESIGNED WITH A MATRIX OF 16 RADARS AND SHALL BE ABLE TO DETECT AND REPORT PRESENCE UP TO 10 LANES WITH A 90 DEGREE FIELD OF VIEW WITH BOX CARS AS CLOSE AS 6 FEET FROM THE BASE OF THE POLE OF WHICH THE RPD IS MOUNTED. THE RPD SHALL BE ABLE TO DETECT AND REPORT PRESENCE IN CURVED LANES AND AREAS WITH ISLANDS AND MEDIANS.

THE CTAD SHALL DETECT RANGE AND SPEED TO THE STOP BAR FOR VEHICLES OR CLUSTERS OF VEHICLES MOVING IN THE USER-SELECTED DIRECTION OF TRAVEL. THE CTAD SHALL DYNAMICALLY TRACK AND UPDATE THE ESTIMATED TIME OF ARRIVAL (ETA) FOR EACH VEHICLE AS IT APPROACHES THE STOP BAR. EACH LIVE/MEASURED ETA RESULT WILL BE CONTINUALLY COMPARED AGAINST THE PRE-DETERMINED ETA RANGES THAT DEFINE THE DILEMMA ZONE AND A GREEN LIGHT EXTENSION REQUEST WILL BE PROVIDED TO THE CONTROLLER WHEN ONE OR MORE VEHICLES ARE WITHIN THAT RANGE. THE CTAD SHALL ALSO DETECT INSTANTANEOUS ROADWAY EFFICIENCY.

ITEM SHALL INCLUDE 2 TS-2 BOLC CABINET INTERFACES (CI) WAVETRONIX CLICK! MODEL 636 OR APPROVED EQUAL. CI SHALL BE AN ENCLOSED UNIT SUITABLE FOR PLACEMENT ON A CONTROLLER CABINET SHELF. CI SHALL HAVE A MASTER POWER SWITCH, PAN/TILT SENSOR POWER SWITCHES, AND STANDARD 120VAC POWER PLUG. EACH CI SHALL PROVIDE UP TO 16 DETECTOR CHANNELS USING THE NEMA TS-2 BOLC CONNECTION. BASIOR CONNECTIONS TO THE CI SHALL BE ACCOMPLISHED BY COLOR-CODED QUICK-CONNECT TERMINATION BARS AND QUICK TERMINATIONS. CI SHALL HAVE A OLED ILLUMINATED DISPLAY PANEL AND SIX-BUTTON KEYPAD FOR NAVIGATION AND SETTINGS ENTRY. EVERY CI SHALL BE CONFIGURABLE VIA ETHERNET PLUG-IN FOR USE IN A STANDARD WEB BROWSER.

SYSTEM CONFIGURATION & INSTALLATION SHALL BE SUPERVISED BY A REPRESENTATIVE OF THE MANUFACTURER, OR A CONTRACTOR REPRESENTATIVE TRAINED & CERTIFIED BY THE MANUFACTURER TO PERFORM THIS WORK.

INSTALLATION TO INCLUDE A WATERPROOF JUNCTION BOX FOR EACH SENSOR.

TS-27 THE PRIORITY CONTROL SYSTEM SHALL INTERFACE WITH THE TRAFFIC CONTROLLER THROUGH A 100-1000MB ETHERNET AND USB 2.0 CONNECTIONS. THE SYSTEM SHALL GIVE EMERGENCY VEHICLES APPROACHING THE INTERSECTION A GREEN SIGNAL INDICATION WITH ALL OTHER APPROACHES REVISED. THE SYSTEM SHALL BE CAPABLE OF TWO PRIORITY LEVELS AND LOG THE LAST 10,000 EVENTS WITH TIME DATE STAMP. EMITTER SHALL BE SELECTABLE TO TRANSMIT UP TO 8 3/2 VEHICLE CODES. ALL EQUIPMENT IN THE SYSTEM SHALL MEET NEMA ENVIRONMENTAL STANDARDS. THE MANUFACTURER OR MANUFACTURER'S REPRESENTATIVE SHALL PROVIDE ASSISTANCE TO THE CONTRACTOR OR AGENCY INSTALLING THE EQUIPMENT AS TO THE BEST LOCATION FOR THE DETECTOR PLACEMENT AT EACH INTERSECTION INVOLVED. ALL EQUIPMENT MUST BE PLAINLY MARKED AS TO THE MANUFACTURER OF THE EQUIPMENT AND PROVIDE CLEAR IDENTIFICATION AS TO THE MANUFACTURER'S MODEL AND SERIAL NUMBER OF EACH UNIT.

NEMA CERTIFICATION AND TEST REPORTS SHALL BE PROVIDED UPON REQUEST BY THE ENGINEER.

THE PRIORITY CONTROL SYSTEM PROVIDED ON THIS PROJECT SHALL BE COMPLETELY COMPATIBLE WITH THE ITS SYSTEM BEING USED BY THE CITY OF OKLAHOMA CITY.

0120 OMITTED

0020 UNDERGROUND UTILITY MARKING TAPE SHALL BE USED AS SPECIFIED ON STANDARD CCDD-103, LATEST REVISION. THE COST OF THE UNDERGROUND WARNING TAPE SHALL BE ACCOUNTED FOR IN THE SITE(S) OF WORK.

0701 ALL BACKPLATES GIVEN SHALL HEADS SHALL BE REFLECTIVE BORDERED BACKPLATES.

0345 A MINIMUM SPACING OF 10' SHALL BE MAINTAINED BETWEEN THE MAST ARM LUMINAIRE ARM AND THE OVERHEAD ELECTRIC LINES.

0201 CONSTRUCTION TRAFFIC CONTROL WILL BE INSTALLED IN A MANNER APPROVED BY THE ENGINEER, IN ACCORDANCE WITH CHAPTER VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION. PRICE BID FOR THIS ITEM SHALL BE PAYMENT IN FULL FOR THE INSTALLATION, MAINTENANCE, RELOCATION, AND SUBSEQUENT REMOVAL OF ALL NECESSARY CONSTRUCTION TRAFFIC CONTROL DEVICES AND PAVEMENT MARKINGS REQUIRED FOR COMPLETION OF THE PROJECT.

0060 TO BECOME THE PROPERTY OF AND TO BE DISPOSED OF BY THE CONTRACTOR IN A MANNER APPROVED BY THE ENGINEER.

THE COST OF EXCAVATION & BACKFILL AS ASSOCIATED WITH PIPE & STRUCTURE REMOVAL SHALL BE INCLUDED IN THE PRICE BID FOR THE ADDITIONAL MATERIAL REQUIRED FOR BACKFILL SHALL BE OBTAINED FROM THE PROJECT EXCAVATION.

0107 PRICE BID TO INCLUDE COST OF 2" OF AGGREGATE BASE (TYPE A) BEDDING.

0108 PRICE BID TO INCLUDE COST OF 6 POUNDS OF 10-20-10 FERTILIZER, ESTIMATED AT 240 POUNDS PER 1000 SQUARE YARDS OF SOLID SLAB SOD.

PRICE BID TO INCLUDE COST OF 1600 GALLONS WATERING, ESTIMATED AT 40 GALLONS PER SQUARE YARD OF SOLID SLAB SOD.

ALL AREAS DISTURBED DURING THE COURSE OF CONSTRUCTION SHALL BE LEVELED WITH TOPSOIL (S) AND SODDED ACCORDING TO THE FOLLOWING. SODDING AND FERTILIZING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF OKLAHOMA CITY STANDARD SPECIFICATIONS. LAY SOD WITH TWENTY-FOUR (24) INCHES OF STRETCH. DO NOT LAY SOD IF DORMANT OR IF GROUND IS FROZEN. LAY SOD TO FORM A SOLID LAWN WITH TIGHTLY FITTED JOINTS. BUTT ENDS AND SIDES OF SOD. DO NOT STRETCH OR OVERLAP. STAGGER SOD STRIPS OR PADS TO OFFSET JOINTS IN ADJACENT COURSES. AVOID DAMAGE TO SUBGRADE OR SOD DURING INSTALLATION. TAMP AND ROLL LIGHTLY TO ENSURE CONTACT WITH SUBGRADE. ELIMINATE AIR POCKETS, AND FORM A SMOOTH SURFACE. WORK SPREADSOIL OR FILL SAND INTO MINOR DEPRESSIONS BETWEEN PIECES OF SOD. REMOVE EXCESS TO AVOID SMOTHERING SOD AND ADJACENT GRASS. LAY SOD ACROSS ANGLE OF SLOPES EXCEEDING 4:1 (25%) TO THREE (3:1). ANCHOR SOD ON SLOPES EXCEEDING ONE TO SIX (1:6) WITH WOOD PEGS SPACED AS RECOMMENDED BY SOD MANUFACTURER BUT NOT LESS THAN TWO (2) ANCHORS PER SOD STRIP TO PREVENT SLIPPAGE.

0109 STRIPE MATERIALS AND METHOD OF INSTALLATION SHALL CONFORM TO APPLICABLE SECTIONS OF 2019 ODOT STANDARD SPECIFICATIONS.

0110 TO BE USED AS DIRECTED BY THE ENGINEER.

0115 PAY QUANTITY INCLUDES 6.77 SY OF STAMPED CONCRETE.

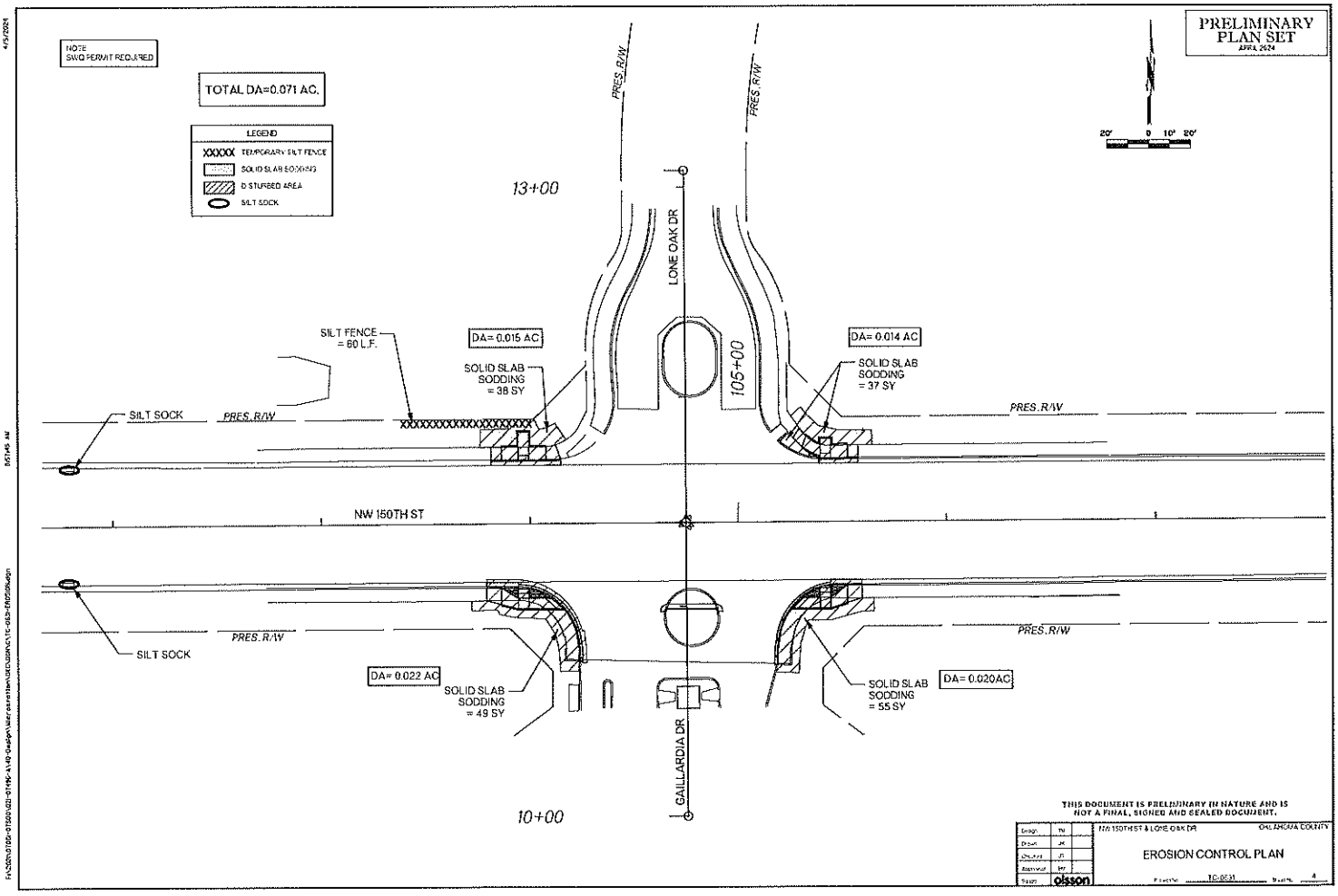
0120 INCLUDES 17 SY OF REMOVAL OF LANDSCAPING IN THE MEDIAN ON GELLARDIA DR.

SPECIAL R10-3 SIGN (9" X 12")
(REFER TO NOTE TS-21)

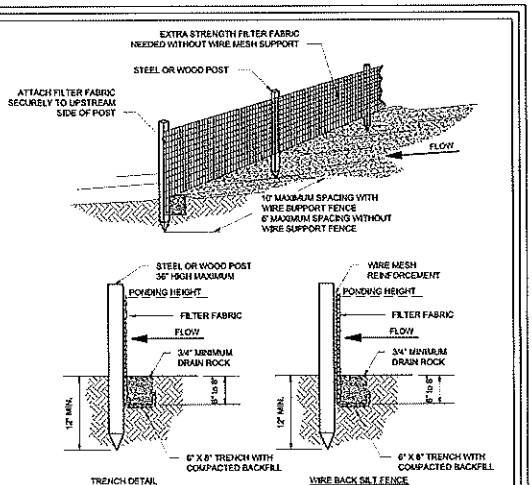
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

Design	TD		150TH ST & LORE OAK DR
Drawn	JC		OKLAHOMA COUNTY
Checked	JB		PAY ITEM NOTES
Approved	TD		
Client	olsson		Project No. TC-0831 Sheet No. 3

4/4/2024
S:\CLIENT\OKC-STREETS-K-M\Roadway\Master\Item\MXD\SERVICE\TC-0831 PAY ITEMS.dgn
FILENAME=T:\OKC-STREETS-K-M\Roadway\Master\Item\MXD\SERVICE\TC-0831 PAY ITEMS.dgn


PRELIMINARY PLAN SET
APRIL 2024
NOTE
SWQ PERMIT REQUIRED
TOTAL DA=0.071 AC.
LEGEND
TEMPORARY SILT FENCE
SOLID SLAB SODDING
DISTURBED AREA
SILT SOCK
13+00
LONE OAK DR
PRES. R/W
105+00
SILT FENCE
= 60 L.F.
DA= 0.015 AC
SOLID SLAB
SODDING
= 38 SY
DA= 0.014 AC
SOLID SLAB
SODDING
= 37 SY
SILT SOCK
NW 150TH ST
DA= 0.022 AC
SOLID SLAB
SODDING
= 49 SY
DA= 0.020AC
SOLID SLAB
SODDING
= 55 SY
GAILLARDIA DR
10+00
20' 0 10' 20'
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.
NW 150TH ST & LONE OAK DR
OKLAHOMA COUNTY
EROSION CONTROL PLAN
olsson

PRELIMINARY
PLAN SET
APRIL 2024

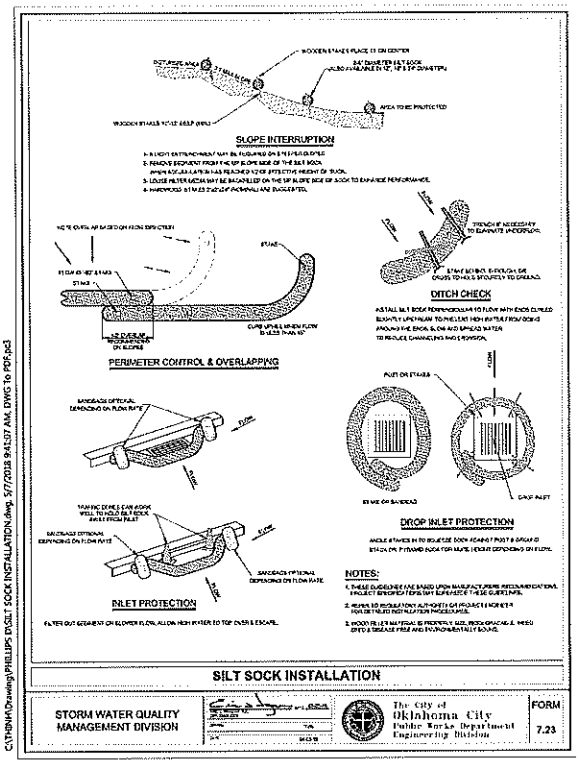


NOTES:

1. MUST BE INSTALLED PROPERLY TO AVOID NOTICE OF VIOLATION.
2. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE POUNDING EFFICIENCY.
3. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY. ACCUMULATED SEDIMENT SHOULD BE REMOVED FROM THE FENCE BASE WHEN THE SEDIMENT REACHES ONE-THIRD TO ONE-HALF THE FENCE HEIGHT.
4. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE TO SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.

SILT FENCE

STORM WATER QUALITY MANAGEMENT DIVISION	The City of Oklahoma City Public Works Department Engineering Division	FORM 7.1



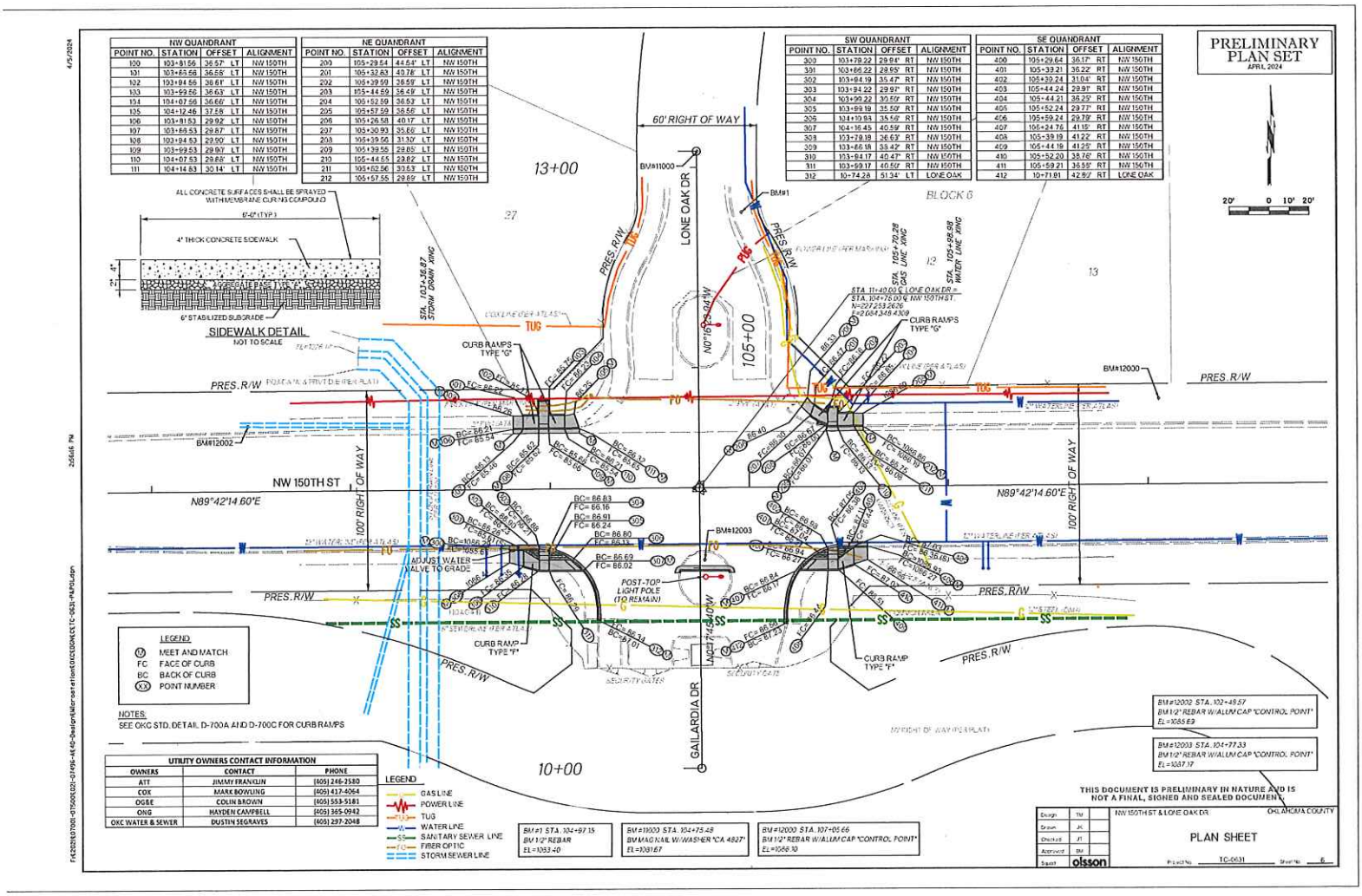
SILT SOCK INSTALLATION

STORM WATER QUALITY MANAGEMENT DIVISION	The City of Oklahoma City Public Works Department Engineering Division	FORM 7.23

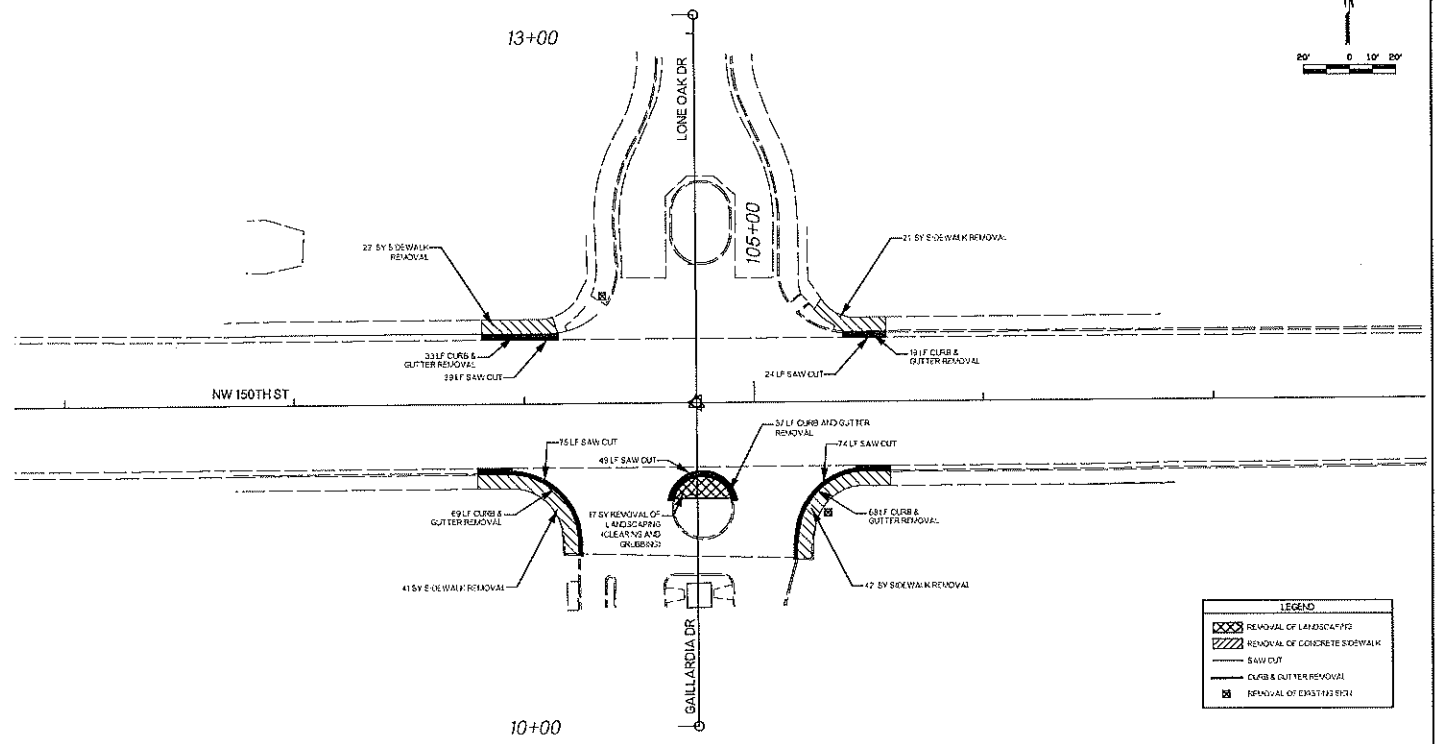
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

Design	TM	NW 150TH ST & LOIS DRIVE
Drawn	JK	EROSION CONTROL DETAILS
Checked	TT	
Approved	BH	
Date	olsson	Project No. TC-0031 Sheet No. 1

OKLAHOMA COUNTY


PRELIMINARY PLAN SET
APRIL, 2024
NW QUANDRANT
NE QUANDRANT
SW QUANDRANT
SE QUANDRANT
60' RIGHT OF WAY
LONE OAK DR
GAILLARDIA DR
NW 150TH ST
N89°42'14.60"E
100' RIGHT OF WAY
PRES. R/W
13+00
10+00
105+00
BLOCK 6
ALL CONCRETE SURFACES SHALL BE SPRAYED WITH MEMBRANE CURING COMPOUND
4' THICK CONCRETE SIDEWALK
6" STABILIZED SUBGRADE
SIDEWALK DETAIL
NOT TO SCALE
CURB RAMPS TYPE "G"
CURB RAMP TYPE "F"
CURB RAMPS TYPE "G"
ADJUST WATER VALVE TO GRADE
POST-TOP LIGHT POLE (TO REMAIN)
LEGEND
M MEET AND MATCH
FC FACE OF CURB
BC BACK OF CURB
XX POINT NUMBER
NOTES:
SEE OKC STD. DETAIL D-700A AND D-700C FOR CURB RAMPS
UTILITY OWNERS CONTACT INFORMATION
OWNERS | CONTACT | PHONE
ATT | JIMMY FRANKLIN | (405) 246-2580
COX | MARK BOWLING | (405) 417-4064
OGBE | COLIN BROWN | (405) 553-5181
ONG | HAYDEN CAMPBELL | (405) 365-0942
OKC WATER & SEWER | DUSTIN SEGRAVES | (405) 297-2048
LEGEND
GAS LINE
POWER LINE
TUG
WATER LINE
SANITARY SEWER LINE
FIBER OPTIC
STORM SEWER LINE
BM#1 STA. 104+97.15
BM 1/2" REBAR
EL=1083.40
BM#11000 STA. 104+75.48
BM MAG NAIL W/WASHER "CA 4827"
EL=1081.67
BM#12000 STA. 107+05.66
BM 1/2" REBAR W/ALLUM CAP "CONTROL POINT"
EL=1066.30
BM#12002 STA. 102+49.57
BM 1/2" REBAR W/ALLUM CAP "CONTROL POINT"
EL=1085.69
BM#12003 STA. 104+77.33
BM 1/2" REBAR W/ALLUM CAP "CONTROL POINT"
EL=1087.17
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT
OKLAHOMA COUNTY
NW 150TH ST & LONE OAK DR
PLAN SHEET
olsson
TC-0631

PRELIMINARY PLAN SET
APRIL 2024



THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

Design	TM	NW 150TH ST & LONE OAK DR
Drawn	JK	
Checked	JT	
Approved	BM	
Date	olsson	

OKLAHOMA COUNTY

REMOVAL PLAN

Project No. TC-0631 Sheet No. 7

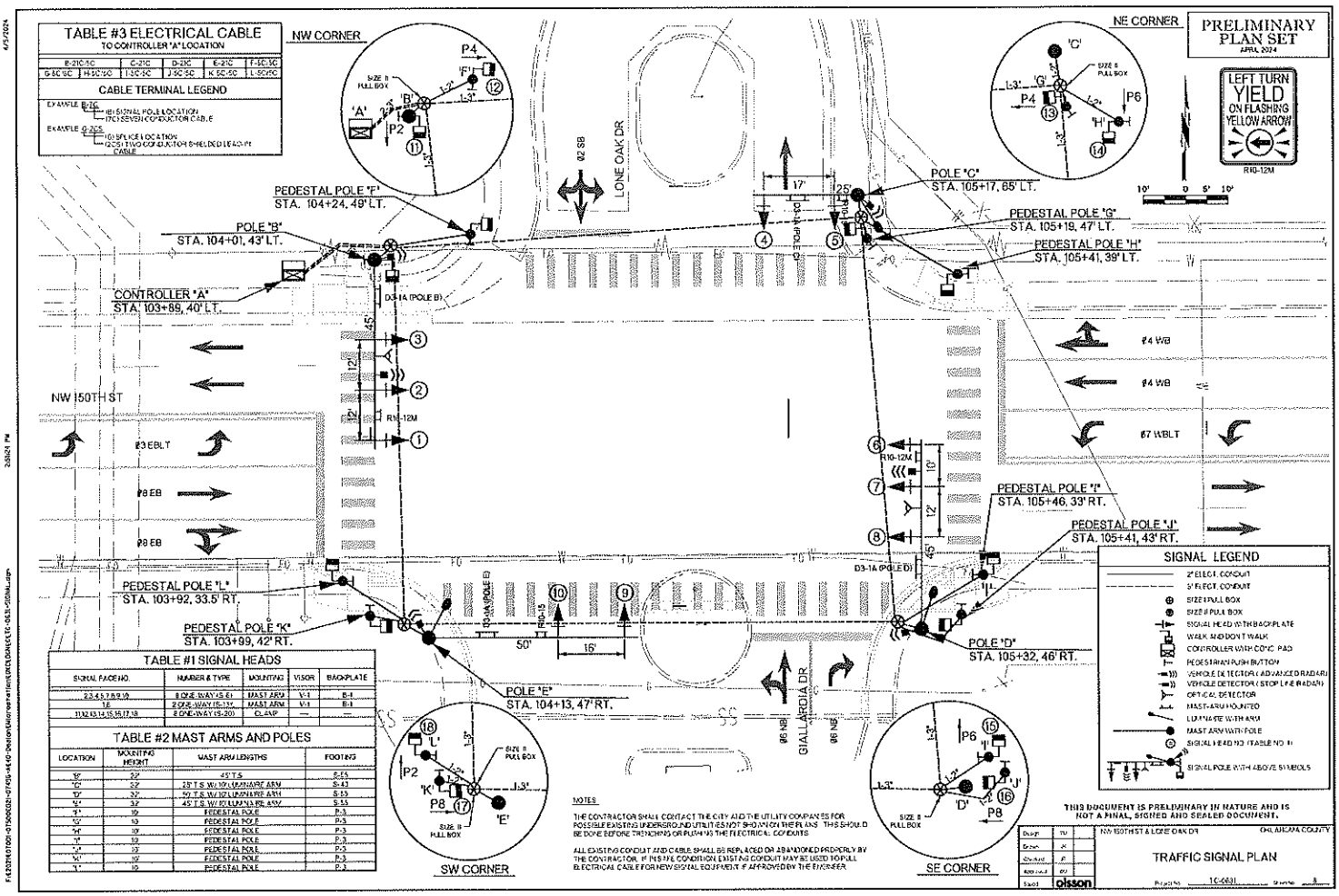
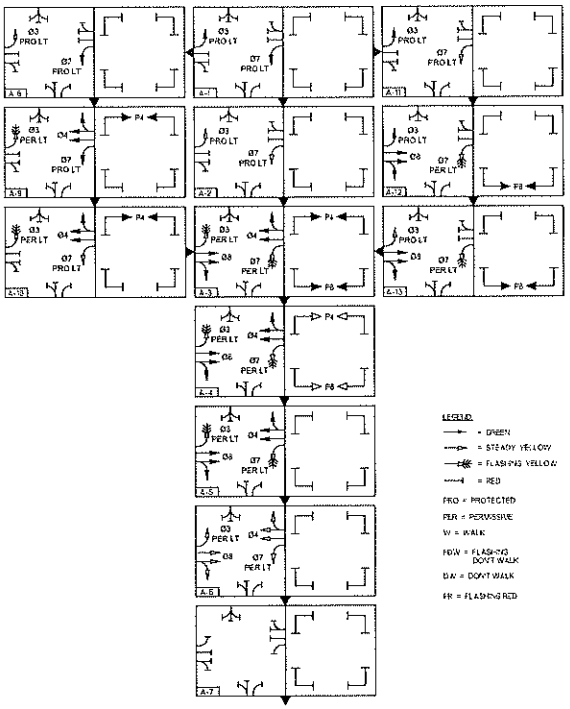


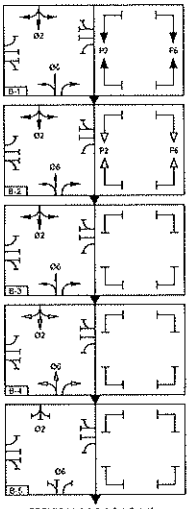
TABLE #3 ELECTRICAL CABLE
TO CONTROLLER "A" LOCATION
B-2/C-5C
C-2/C
D-2/C
E-2/C
F-12C/3C
G-5C/3C
H-12C/3C
I-12C/3C
J-5C/5C
K-5C/5C
L-5C/5C
CABLE TERMINAL LEGEND
EXAMPLE B-2/C
(B) SIGNAL POLE LOCATION
(2C) SEVEN CONDUCTOR CABLE
EXAMPLE G-2/C5
(G) SPLICE LOCATION
(2C5) TWO CONDUCTOR SHIELDED LEAD-PB CABLE
NW CORNER
NE CORNER
PRELIMINARY PLAN SET
APRIL 2024
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-12M
LONE OAK DR
Ø2 SB
POLE "C"
STA. 105+17, 65' LT.
PEDESTAL POLE "F"
STA. 104+24, 49' LT.
PEDESTAL POLE "G"
STA. 105+19, 47' LT.
POLE "B"
STA. 104+01, 43' LT.
PEDESTAL POLE "H"
STA. 105+41, 39' LT.
CONTROLLER "A"
STA. 103+69, 40' LT.
D3-1A (POLE B)
D3-1A (POLE D)
NW 150TH ST
Ø4 WB
Ø7 WBLT
Ø3 EBLT
Ø8 EB
PEDESTAL POLE "I"
STA. 105+46, 33' RT.
PEDESTAL POLE "J"
STA. 105+41, 43' RT.
PEDESTAL POLE "L"
STA. 103+92, 33.5' RT.
PEDESTAL POLE "K"
STA. 103+99, 42' RT.
POLE "D"
STA. 105+32, 46' RT.
POLE "E"
STA. 104+13, 47' RT.
GIALLARDIA DR
Ø6 NB
SIGNAL LEGEND
2" ELEC. CONDUIT
3" ELEC. CONDUIT
SIZE II PULL BOX
SIZE III PULL BOX
SIGNAL HEAD WITH BACKPLATE
WALK AND DON'T WALK
CONTROLLER WITH CONC. PAD
PEDESTRIAN PUSH BUTTON
VEHICLE DETECTOR (ADVANCED RADAR)
VEHICLE DETECTOR (STOP LINE RADAR)
OPTICAL DETECTOR
MAST ARM MOUNTED
LUMINAIRE WITH ARM
MAST ARM WITH POLE
SIGNAL HEAD NO. (TABLE NO. II)
SIGNAL POLE WITH ABOVE SYMBOLS
TABLE #1 SIGNAL HEADS
SIGNAL FACE NO.
NUMBER & TYPE
MOUNTING
VISOR
BACKPLATE
2,3,4,5,7,8,9,10
8 ONE-WAY (5-8)
MAST ARM
V-1
B-1
1,6
2 ONE-WAY (5-12")
MAST ARM
V-1
B-1
11,12,13,14,15,16,17,18
8 ONE-WAY (5-20")
CLAMP
—
—
TABLE #2 MAST ARMS AND POLES
LOCATION
MOUNTING HEIGHT
MAST ARM LENGTHS
FOOTING
"A"
20'
45' T.S.
S-5.5
"B"
20'
25' T.S. W/ LUMINAIRE ARM
S-4.3
"D"
20'
40' T.S. W/ LUMINAIRE ARM
S-4.3
"E"
20'
45' T.S. W/ LUMINAIRE ARM
S-5.5
"F"
10'
PEDESTAL POLE
P-3
"G"
10'
PEDESTAL POLE
P-3
"H"
10'
PEDESTAL POLE
P-3
"I"
10'
PEDESTAL POLE
P-3
"J"
10'
PEDESTAL POLE
P-3
"K"
10'
PEDESTAL POLE
P-3
"L"
10'
PEDESTAL POLE
P-3
SW CORNER
SE CORNER
NOTES
THE CONTRACTOR SHALL CONTACT THE CITY AND THE UTILITY COMPANIES FOR POSSIBLE EXISTING UNDERGROUND UTILITIES NOT SHOWN ON THE PLANS. THIS SHOULD BE DONE BEFORE TRENCHING OR PLOWING THE ELECTRICAL CONDUITS.
ALL EXISTING CONDUIT AND CABLE SHALL BE REPLACED OR ABANDONED PROPERLY BY THE CONTRACTOR. IF INSITE CONDITION EXISTING CONDUIT MAY BE USED TO PULL ELECTRICAL CABLE FOR NEW SIGNAL EQUIPMENT IF APPROVED BY THE ENGINEER.
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.
NW 150TH ST & LONE OAK DR
OKLAHOMA COUNTY
TRAFFIC SIGNAL PLAN
olsson

PHASING DIAGRAM	
EAST-WEST MOVEMENTS	NORTH-SOUTH MOVEMENTS
NW 150TH ST	LONE OAK DR

PRELIMINARY PLAN SET
APRIL 2024



TO BLOCK B-1, B-3, A-1, A-3, A-5, A-9, OR A-12



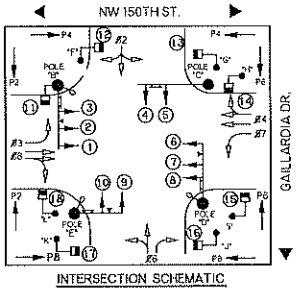
TO BLOCK A-1, A-3, A-5, A-9, A-12, B-1, OR B-3

LEGEND
- = GREEN
- = STEADY YELLOW
- = FLASHING YELLOW
- = RED

PRO = PROTECTED
PER = PERMISSIVE
W = WALK
FDW = FLASHING DON'T WALK
DW = DON'T WALK
FR = FLASHING RED

SEQUENCE CHART

BLOCK NO.	PHASE DESIGNATION	SIGNAL PHASE							
		Ø7	Ø4	Ø6	Ø3	Ø8	Ø2	P4	P8	P6
		SIGNAL HEAD NUMBER							
		1	2 & 7	3	6	7 & 8	11 & 13	9 & 10	14 & 15	16 & 17
A-1	Ø3 & Ø7 PRO LT ROW	1	R	R	1	R	R	DA	DA	DA
A-2	Ø3 & Ø7 PRO LT CLEAR	2	R	R	2	R	R	DA	DA	DA
A-3	Ø4 & Ø8 ROW; Ø3 & Ø7 PER LT ROW; P4 & P8 ROW	11	G	R	11	G	R	DW	FDW	WALK
A-4	Ø4 & Ø8 ROW; Ø3 & Ø7 PER LT ROW; P4 & P8 CLR	12	G	R	11	G	R	FDW	DW	DW
A-5	Ø4 & Ø8 ROW; Ø3 & Ø7 PER LT ROW	13	G	R	13	G	R	DW	DW	DW
A-6	Ø4 & Ø8 CLR; Ø3 & Ø7 PER LT CLR	14	Y	R	14	Y	R	DA	DA	DW
A-7	ALL RED	15	R	R	15	R	R	DA	DA	DW
A-8	Ø7 PRO LT ROW; Ø3 PRO LT CLEAR	1	R	R	16	R	R	DW	DA	DW
A-9	Ø7 PRO LT, Ø4, & P4 ROW; Ø3 PER LT	1	G	R	17	R	R	DA	WALK	DW
A-10	Ø4 & P4 ROW; Ø7 PRO LT CLEAR; Ø3 PER LT	12	G	R	17	R	R	DA	WALK	DW
A-11	Ø3 PRO LT ROW; Ø7 PRO LT CLEAR	2	R	R	3	R	R	DW	DA	DW
A-12	Ø3 PRO LT, Ø8, & P8 ROW; Ø7 PER LT	13	R	R	3	G	R	DW	DA	DA
A-13	Ø3 & P8 ROW; Ø3 PRO LT CLEAR, Ø7 PER LT	13	R	R	4	G	R	DW	DA	DA
B-1	Ø2 & Ø6 ROW; P2 & P6 ROW	4	R	3	5	R	G	WALK	DA	WALK
B-2	Ø2 & Ø6 ROW; P2 & P6 CLEAR	14	R	G	5	R	G	FDW	DW	FDW
B-3	Ø2 & Ø6 ROW	4	R	G	5	R	G	DW	DA	DW
B-4	Ø2 & Ø6 CLEAR	14	R	Y	5	R	Y	DW	DA	DW
B-5	ALL RED	15	R	R	5	R	R	DA	DA	DW
	FLASHING RED	FR	FR	FR	FR	FR	FR	FLASH	FLASH	FLASH



INTERSECTION SCHEMATIC

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

Design	TM
Drawn	JK
Checked	JT
Approved	MS
Staff	olsson

NW 150TH ST & LONE OAK DR — OKLAHOMA COUNTY

TRAFFIC SIGNAL SEQUENCING

Project No. TC-0031 Sheet No. 9

4/5/2024 8:56:52 AM
P:\2021\021109-01\100-01\021-021109-01-100-01-TRF-SIG-SEQ.dgn

PRELIMINARY PLAN SET
APRIL 2024

SIGN DETAIL
N.T.S.

SIGN NUMBER	E9-1A (POLE B)
WIDTH x HGHT.	9'-8" x 2'-8"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	SIGNAL MAST ARM
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	FONT	X	Y	WID	HT
AR_Type D	90	27.5	19	9	13.5
AR_Type D	270	96.5	7.8	9	13.5
14" CITY LOGO	0	3.2	6	18	18

Dimensions are in inches/units. Letter locations are panel/edge to lower left corner.

LETTER POSITIONS (X)

																					LENGTH	SERIES/SIZE
G	a	l	l	a	r	d	l	a	D	r												C 2000
91.4	87.8	83.4	84.3	88.3	71.8	77.3	81.3	87.4	89.8	100.1	106.8										265.4	8
L	a	n	e	O	a	k	D	r														C 2000
27.7	33.1	39.1	44.9	54.5	61	66.8	77.7	84.3													265.8	8
1	5	0	0																			D 2000
27.7	33.8	33.1	38.8	49.4																	133.5	4
1	5	1	0	0																		D 2000
96	97.8	101.4	103.3	106.8																	133.8	4

SIGN DETAIL
N.T.S.

SIGN NUMBER	E9-1A (POLE C)
WIDTH x HGHT.	9'-0" x 2'-0"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	SIGNAL MAST ARM
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	FONT	X	Y	WID	HT
14" CITY LOGO	0	3.5	3.2	18	18

LETTER POSITIONS (X)

																					LENGTH	SERIES/SIZE
N	W	1	S	O	t	h	B	L														C 2000
28.1	34.8	81.1	85.7	84.8	72.5	78	82.1	86.7													277.8	12
S	1	0	0																			D 2000
28.1	29.8	31.8	36.1																		119.8	4
S	0	0	0																			D 2000
90.4	83.8	87.5	101.3																		133.8	4

SIGN DETAIL
N.T.S.

SIGN NUMBER	E9-1A (POLE D)
WIDTH x HGHT.	9'-8" x 2'-8"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	SIGNAL MAST ARM
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	FONT	X	Y	WID	HT
AR_Type D	90	28	19	9	13.5
AR_Type D	270	90	7.8	9	13.5
14" CITY LOGO	0	3.3	6	18	18

Dimensions are in inches/units. Letter locations are panel/edge to lower left corner.

LETTER POSITIONS (X)

																					LENGTH	SERIES/SIZE
L	a	n	e	O	a	k	D	r														C 2000
46.3	54.7	60.8	66.5	76	82.6	88.4	100.4	107													265.8	8
G	a	l	l	l	e	r	d	l	a	D	r											C 2000
28.3	32.4	36.3	41.3	44	48.5	52.3	56	62.2	64.8	75	81.8										265.4	8
1	5	1	0	0																		D 2000
25.2	28.1	31.8	33.3	37.1																	133.8	4
1	5	0	0	0																		D 2000
91.5	99.4	99.9	103.5	107.2																	165.5	4

SIGN DETAIL
N.T.S.

SIGN NUMBER	E9-1A (POLE E)
WIDTH x HGHT.	9'-0" x 2'-0"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	SIGNAL MAST ARM
BACKGROUND	TYPE: REFLECTIVE
	COLOR: GREEN
LEGEND/BORDER	TYPE: REFLECTIVE
	COLOR: WHITE

SYMBOL	FONT	X	Y	WID	HT
14" CITY LOGO	0	3.5	3.2	18	18

LETTER POSITIONS (X)

																					LENGTH	SERIES/SIZE
N	W	1	S	O	t	h	B	L														C 2000
28.1	34.8	81.1	85.7	84.8	72.5	78	82.1	86.7													277.8	12
S	0	0	0																			D 2000
28.1	29.8	33.3	36.8																		133.8	4
S	1	0	0																			D 2000
90.4	83.8	85.6	86.4																		119.8	4

SUMMARY OF MAST-ARM MOUNTED SIGNS

SIGN	POLE NO	SIGN WIDTH	SIGN HEIGHT	SIGN AREA (S.F.)	SUB-TOTAL SIGN AREA
E9-1A (POLE B)	POLE B	9'-8"	2'-8"	25.78	25.78 S.F.
E9-1A (POLE C)	POLE C	9'-0"	2'-0"	18.0	18.0 S.F.
E9-1A (POLE D)	POLE D	9'-8"	2'-8"	25.78	25.78 S.F.
E9-1A (POLE E)	POLE E	9'-0"	2'-0"	18.0	18.0 S.F.
R10-3e	PLATE # 1	30"	30"	6.25	6.25 S.F.
R10-3e	PLATE # 2	30"	30"	6.25	6.25 S.F.
				OF ALL TOTAL MAST-ARM MOUNTED SIGN AREA	99.81 S.F.

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

Design	TM	
Drawn	JK	
Checked	JT	
Approved	BM	
Signoff	olsson	

OKLAHOMA COUNTY
NW 150TH ST & LONE OAK DR

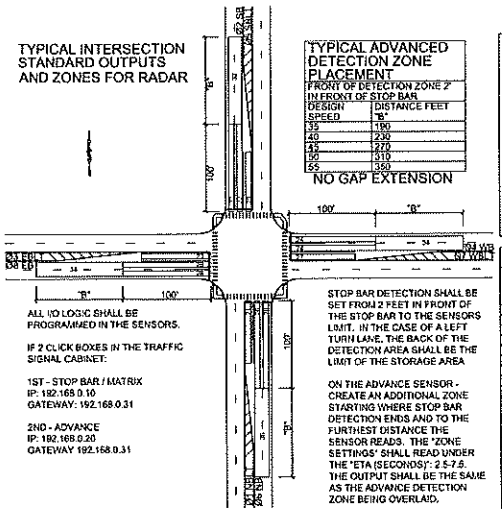
TRAFFIC SIGNAL SIGN DETAIL

Project No. TC-0631 Sheet No. 10

4/3/2024 2:47:48 PM
P:\2022\07000-07500\07030-01\PS-PLAN-Design\Microstation\Sheet\DGN\SIGN\CLTC-0631-TRF SIGN DETAIL.dgn

PRELIMINARY PLAN SET
APRIL 2024

TYPICAL INTERSECTION STANDARD OUTPUTS AND ZONES FOR RADAR



ALL I/O LOGIC SHALL BE PROGRAMMED IN THE SENSORS.

IF 2 CLICK BOXES IN THE TRAFFIC SIGNAL CABINET:

1ST - STOP BAR / MATRIX
IP: 192.168.0.10
GATEWAY: 192.168.0.31

2ND - ADVANCE
IP: 192.168.0.20
GATEWAY 192.168.0.31

STOP BAR DETECTION SHALL BE SET FROM 2 FEET IN FRONT OF THE STOP BAR TO THE SENSORS LIMIT. IN THE CASE OF A LEFT TURN LANE, THE BACK OF THE DETECTION AREA SHALL BE THE LIMIT OF THE STORAGE AREA

ON THE ADVANCE SENSOR - CREATE AN ADDITIONAL ZONE STARTING WHERE STOP BAR DETECTION ENDS AND TO THE FURTHEST DISTANCE THE SENSOR READS. THE "ZONE SETTINGS" SHALL READ UNDER THE "ETA (SECONDS)": 2.5-7.5. THE OUTPUT SHALL BE THE SAME AS THE ADVANCE DETECTION ZONE BEING OVERLAID.

TYPICAL ADVANCED DETECTION ZONE PLACEMENT

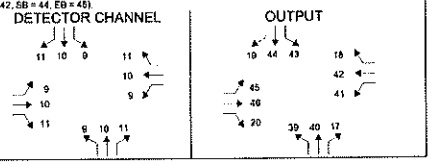
FRONT OF DETECTION ZONE 2' IN FRONT OF STOP BAR

DESIGN SPEED	DISTANCE FEET "B"
35	190
40	230
45	270
50	310
55	350

NO GAP EXTENSION

COUNTING ZONES

TURNING MOVEMENT COUNT OUTPUT SHALL ONLY BE PROVIDED WITH A DEDICATED TURN LANE, OTHERWISE USE STRAIGHT THROUGH DETECTOR CHANNELS AND OUTPUTS. (NB = 40, WB = 42, SB = 44, EB = 45)



TYPICAL RADAR DETECTOR CHANNEL AND OUTPUT SETTINGS

PHASE	DETECTION DETECTOR CHANNEL	DETECTION OUTPUT	COUNTING DETECTOR CHANNEL	COUNTING OUTPUT	DESCRIPTION
2	2	22	10	44	SB STOP BAR
2	2	22	11	19	SB STOP BAR RIGHT TURN
2	1	32	-	-	SB ADVANCE
2	2	32	-	-	SB ADVANCE "ETA SETTING"
5	5	25	9	43	SB STOP BAR LEFT TURN
4	4	24	10	42	WB STOP BAR
4	4	24	11	18	WB STOP BAR RIGHT TURN
4	1	34	-	-	WB ADVANCE
4	2	34	-	-	WB ADVANCE "ETA SETTING"
5	5	27	9	41	WB STOP BAR LEFT TURN
6	6	26	10	40	NB STOP BAR
6	6	26	11	17	NB STOP BAR RIGHT TURN
6	1	36	-	-	NB ADVANCE
6	2	36	-	-	NB ADVANCE "ETA SETTING"
1	1	21	9	39	NB STOP BAR LEFT TURN
8	8	28	10	46	EB STOP BAR
8	8	28	11	20	EB STOP BAR RIGHT TURN
8	1	38	-	-	EB ADVANCE
8	2	38	-	-	EB ADVANCE "ETA SETTING"
3	3	23	9	45	EB STOP BAR LEFT TURN

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

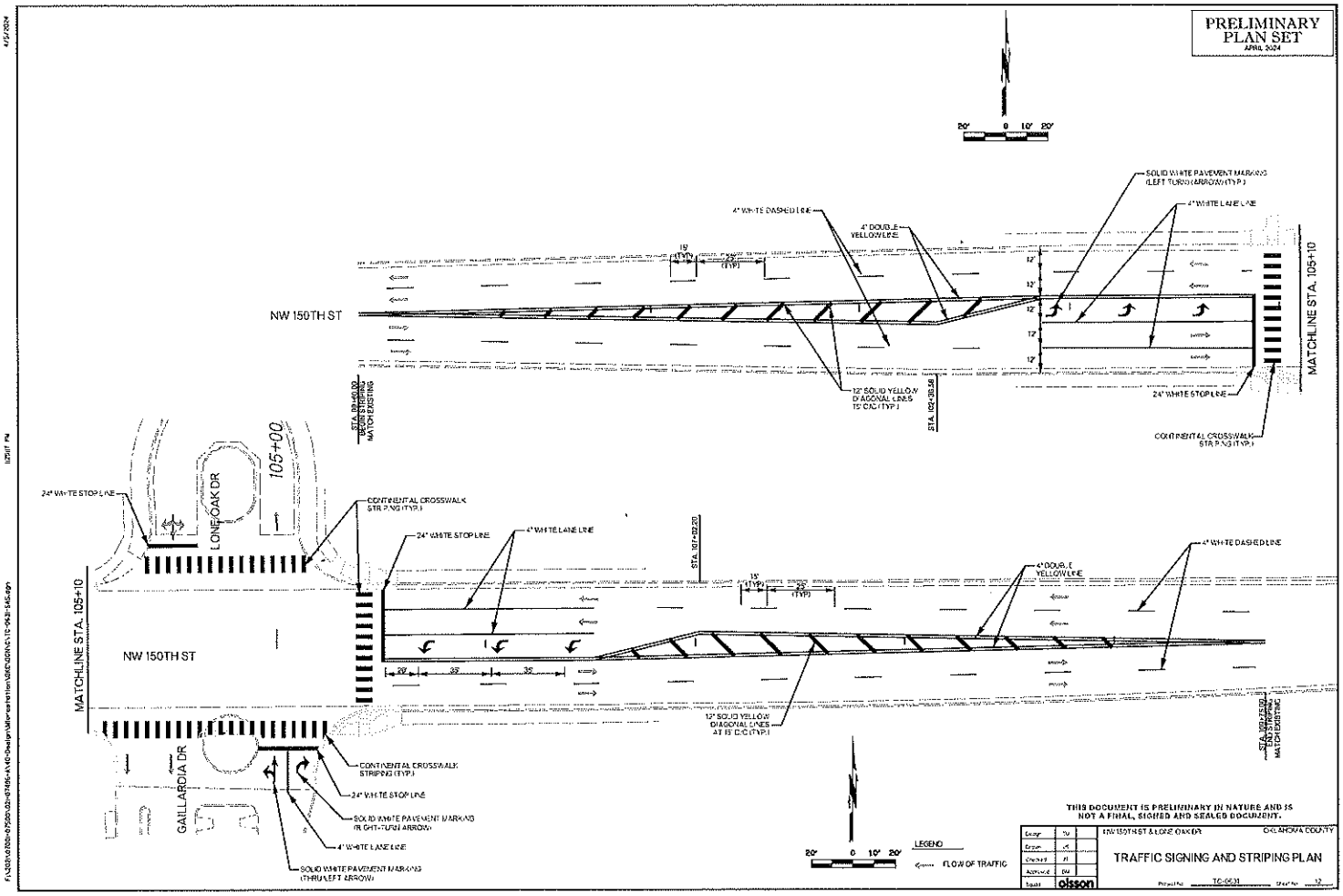
Design	NJ		NW 150TH ST & LOST GAP DR
Drawn	JK		
Checked	JT		
Approved	DS		
Date		olsson	

OKLAHOMA COUNTY

TRAFFIC SIGNAL DETECTION DETAIL (RADAR)

Project No. TC-0531 Sheet No. 11

4/9/2024 8:39:05 AM
P:\2021\07001-07500\021-01790-4\40-Design\Submittals\Plans\DGN\2024\CVTC-0531-SIGNAL DET - RADAR.dgn


PRELIMINARY PLAN SET
APRIL 2024
NW 150TH ST
LONE OAK DR
GAILLARDIA DR
MATCHLINE STA. 105+10
105+00
4" WHITE DASHED LINE
4" DOUBLE YELLOW LINE
4" WHITE LANE LINE
SOLID WHITE PAVEMENT MARKING (LEFT TURN ARROW) (TYP.)
12' SOLID YELLOW DIAGONAL LINES 15' O/C (TYP.)
24" WHITE STOP LINE
CONTINENTAL CROSSWALK STRIPING (TYP.)
SOLID WHITE PAVEMENT MARKING (RIGHT TURN ARROW)
SOLID WHITE PAVEMENT MARKING (THRU/LEFT ARROW)
STA. 102+35.58
STA. 107+02.20
STA. MATCHING EXISTING
LEGEND
FLOW OF TRAFFIC
THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.
NW 150TH ST & LONE OAK DR
OKLAHOMA COUNTY
TRAFFIC SIGNING AND STRIPING PLAN
olsson

I, Daniel A. McPeek, PLS 2029, certify that this project was completed under my direct and responsible charge from an actual survey made under my supervision; that this ground survey was performed at the 95 percent confidence level to meet Federal Geographic Data Committee Standards; that this survey was performed to meet the Specifications for Topographic and Planimetric Mapping contained in the Oklahoma Minimum Standards for the Practice of Land Surveying as adopted by the Oklahoma State Board of Licensure for Professional Engineers and Land Surveyors. The original data was obtained on March 14th, 2024; that the survey was completed on March 15th, 2024; that contours shown as broken lines may not meet the stated standard; and all coordinates are based on NAD 83 and adjusted to nothing and all elevations are based on NAVD 88.

Control Notes:
1. All control points, coordinates, elevations, field measurements, and bearings were established using the Oklahoma City Control network with a sub-centimeter GPS Topcon Hiper VR unit.
2. All horizontal coordinate values, bearings, and distances shown are grid and reported in U.S. Survey feet and all vertical elevation values are shown in feet.
3. All control points are based on initial control points L 2, 61, 63, 11000, 12000, 12002, and 12003. Control points 12000 and 12002 are to be used as a basis for base horizontal and vertical control. Control point 12000 and 12002 to be used a basis of bearing.
4. All bearings are located in Oklahoma State Plane North Zone 3501 and assumed bearings.
5. All elevations of control points are based on initial elevation of Control point 1, the datum is NAVD 88.
6. All control points were set and observed on March 9th, 2024 and adjusted to final coordinates on March 9th, 2024.

Utility Notes:

The underground utilities shown have been located from record documents or field locations by the OKIE locate operator. The surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated although the surveyor does certify that they are located as accurately as possible from the information available. The surveyor has not physically located the underground utilities.

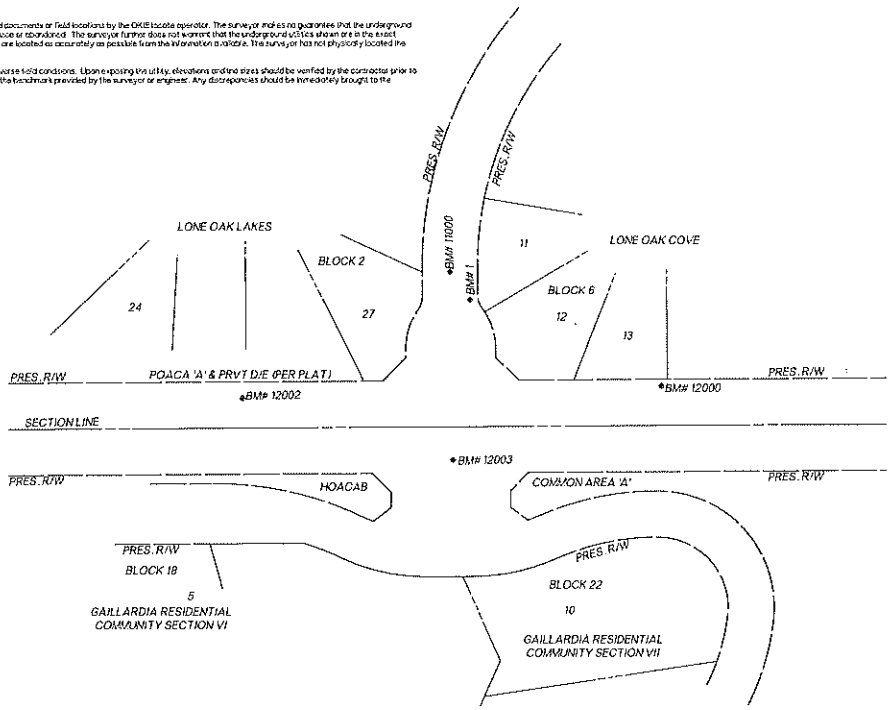
Utility elevations and sizes may have been measured under adverse field conditions. Upon exposing the utility, elevations and line sizes should be verified by the contractor prior to construction. Contractor should verify critical elevations using the benchmark provided by the surveyor or engineer. Any discrepancies should be immediately brought to the engineer's and surveyor's attention.

BENCHMARK TABLE

BM #	Northing	Easting	Elevation	Description
1	227350.8140	2084309.8700	1083.40	BM 1/2" REBAR
2	223144.6810	2081329.4330	1123.63	BM 1/2" REBAR
61	233871.4550	2079557.4790	1100.54	BM 1 1/2" ALUM D SK "333"
63	237956.3290	2079775.8500	1076.09	BM 1 1/2" ALUM D SK "334"
11000	227421.1960	2084348.0460	1081.67	BM MAGNAIL W/WASHER "OK 4527"
12000	227237.3650	2084578.6630	1084.10	BM 1/2" REBAR W/ALUM CAP "CONTROL PO *1"
12002	227284.5033	2084216.8346	1085.69	BM 1/2" REBAR W/ALUM CAP "CONTROL PO *1"
12003	227217.3120	2084356.9463	1087.17	BM 1/2" REBAR W/ALUM CAP "CONTROL PO *1"

PRELIMINARY PLAN SET
APRIL 2024

60' 0 85' 60'



THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

Design	TV	
Drawn	JK	
Checked	JT	
Approved	DM	
Date	olsson	

1551 HST & LONE OAK DR — OKLAHOMA COUNTY

SURVEY DATA SHEET

Project No. TC-0631 — Sheet No. S001

4/5/2024 8:47:27 AM
F:\2024\TC\0631\Civil\Sheets\Plans\ALTA\Design\Alternative\ALTA-DATA SHEET.dgn

PRELIMINARY ENGINEERING REPORT

The City of Oklahoma City

The City of OKLAHOMA CITY

April 2024

Project No. TC-0631, Task 1

olsson