

Pedestrian Bridge, North E.K. Gaylord
From the Santa Fe Parking Garage east to Park
Avenue
Project No. MC-0594

Preliminary Report

20 March, 2025



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ADG Blatt Project Number: 24-038

Prepared for:



Design Team



wallace
design
collective



THE CITY OF OKLAHOMA CITY

PRELIMINARY REPORT

MC-0594

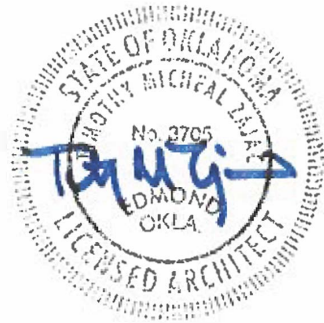
**Pedestrian Bridge, North E. K. Gaylord
from the Santa Fe Garage east to Park Avenue**

Prepared by:


**ADG Blatt PC
920 W. Main Street
Oklahoma City, 73106**



Architect/Engineer



Received by:

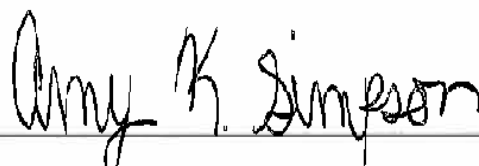


Debbie Miller, P.E., Director
Public Works/City Engineer

RECEIVED by The City of Oklahoma City this 8TH day of APRIL, 20 25.

ATTEST:

The City of Oklahoma City



City Clerk





David Holt

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Project Summary

Scope

In December of 2024, ADG Blatt (ADGB) received a notice to proceed (NTP) from the City of Oklahoma City (OKC) for the remaining tasks of Pedestrian Bridge over EK Gaylord from the Santa Fe Parking Garage to the existing Park Avenue underpass. The bridge will connect the Santa Fe Parking Garage to Bricktown through the walkway in design for the Park Avenue Underpass currently in design and application by Banc First through BNSF railroad.



Budget and Cost Estimate

The budget was set by OKC at \$5,009,760.00, this is the total construction cost of the project. The current estimate of construction as of this report is \$4,837,954.77

A more detailed cost estimate is attached as Exhibit D

Schedule

The project schedule is presumed as follows:

Task 2 - NTP	April 2025
60% Plans and Specifications	May 2025
95% Plans and Specifications	July 2025
100% Final Plans and specifications	August 2025

A more detailed project schedule is attached as Exhibit C

Narrative

Background

In July of 2024, the City of Oklahoma City (OKC) engaged ADG Blatt (ADGB) to conduct site and building analysis, conceptual design and cost estimating for a proposed pedestrian bridge that would provide safe access for pedestrians traversing E.K. Gaylord Blvd. between the existing Santa Fe Parking Garage and Park Ave., an important access point to Bricktown. This narrative analysis, the associated preliminary engineering and design along with the cost estimating is identified as Task 1B.

As is expected in urban environments, especially those that have been developed and re-developed since the inception of Oklahoma City, there are many challenging existing conditions that come with this location. The most significant are:

- Conflicts with existing below-grade utilities
- Railroad Rights of Way and Easements
- Structural connection of a bridge to the existing Santa Fe Parking Garage
- Existing traffic loads and necessary modifications to traffic patterns and streets

Proposed Bridge Design Overview

The proposed pedestrian bridge is designed to span approximately 90 feet over E.K. Gaylord Avenue, connecting the Park Avenue underpass (that traverses under the BNSF elevated railroad) with the Santa Fe Parking Garage. This 8-foot-wide (clear deck width) and 12-foot-high bridge will enhance pedestrian safety, improve accessibility, and serve as a visually striking landmark. Designed with advanced structural systems, the bridge will function as both a practical passageway and a distinctive architectural feature. The pedestrian bridge elevated access plaza will be connected to the adjacent Park Avenue underpass to create an accessible route through the Park Avenue underpass and RR easement connecting Bricktown to the east and the new Pedestrian Bridge on the west.

It is anticipated that approximately 500 pedestrians will use the bridge each workday (upwards to 4 times per day). The access plaza and associated Park Avenue underpass walkway will be raised two feet above the existing grades to create an additional safety feature to both the pedestrian users as well as the bridge portal structure and bridge (vertical circulation) tower.

Civil Design and Criteria

The bridge tower structure on the east side of E.K. Gaylord Avenue will be located immediately adjacent to the existing BNSF Railroad right-of-way. The west boundary of said right-of-way is approximately six feet (6') west of the existing railway retaining wall and approximately six feet (6') east of the east the street back-of-curb. Existing below ground utilities in immediate proximity to the proposed tower structure include four Cox Communications two-inch (2") conduits containing fiber optic lines, one Indian Nations Fiber four-inch (4") conduit containing fiber optic lines, Oklahoma City streetlight power conduit with three pull boxes, Oklahoma City curb inlet with two grates and two hoods, Oklahoma City twelve-inch (12") RCP storm sewer, and Oklahoma City thirty-six-inch (36") RCP storm sewer. There is an Oklahoma City 7.5'x10' storm sewer pipe and an Oklahoma City sixty-six-inch (66") circular brick sanitary sewer main running east/west to the south of the tower structure that will not be disturbed. Existing above grade facilities to be removed include one Oklahoma City streetlight, one "No Parking Any Time" sign, the top of inlet and pull box structures noted above, asphalt street paving, concrete curb, and paving underneath the railroad bridge Park Avenue alignment.

The precise depth and horizontal location of the communication conduits will be identified via potholing after Task 1B. The proposed foundation design will be coordinated with the Cox Communications and Indian Nation Fiber conduit locations to leave them in place. Preliminary discussions with representatives from the respective companies confirm it is acceptable for these conduits to remain in place, below the tower structure if needed. A 45 LF six-inch (6") conduit sleeve will be installed running north/south underneath the tower structure foundations for future use by the City of Oklahoma City, Cox Communications, or Indian Nations Fiber.

The Oklahoma City streetlight power conduits and pull boxes will be relocated as part of this construction. The Oklahoma City existing storm sewer curb inlet, 20 LF of twelve-inch (12") RCP, and 63 LF of thirty-six-inch (36") RCP will be removed as part of this construction.

The proposed storm sewer will include one curb inlet with two grates and two hoods, 6 LF of twenty-four-inch (24") RCP, 86 LF of thirty-six-inch (36") RCP, and four 5'x5' storm sewer junction box structures. The existing curb inlet on the south side of the railroad bridge will remain.

Paving demolition for modification of the existing medians of E.K. Gaylord Avenue right-of-way will include the removal of 200 LF of existing median. This will be repaved with 1,750 SF of street asphalt per OKC STD 120 for arterials (2" S5 PG 70-28 OK over 9" S3 PG 58-28 OK [3-3" lifts] over 8" Type A Aggregate Base). The existing median will be replaced with a double yellow stripe.

Paving demolition within the east side of E.K. Gaylord Avenue right-of-way will include 80 LF of concrete curb, 2,300 SF of street asphalt, 140 LF of saw cutting. Paving demolition underneath the railroad bridge Park Avenue alignment was removed from this City project scope of work; it will be addressed as a private project. Proposed paving includes 1,300 SF street asphalt per OKC STD 120 for arterials (2" S5 PG 70-28 OK over 9" S3 PG 58-28 OK [3-3" lifts])

over 8" Type A Aggregate Base), 120 LF concrete curb and gutter, 800 SF concrete sidewalk, and one set of stairs down to a future sidewalk along the east side of EK Gaylord.

To accommodate the tower structure the easternmost northbound lane of E.K. Gaylord Avenue will be permanently closed from the tower structure south approximately three hundred fifty feet (350') to the north side of the Main Street intersection. The existing asphalt and curb will remain and diagonal striping eight feet (8') center to center will be installed. Approximately 100 LF of lane length immediately adjacent to the tower structure will be restriped for eleven foot (11') minimum wide lanes (left turn into the garage and two northbound lanes). The easternmost northbound lane south of Main Street is proposed to become a right turn only lane. A right green arrow is proposed for the existing traffic signal light. E.K. Gaylord Avenue will remain as is north of the bridge.

The bridge foundations on the west side of E.K. Gaylord Avenue will be located immediately adjacent to the existing Santa Fe Parking Garage, underneath the existing sidewalk. Approximately 200 SF of concrete sidewalk will be removed and replaced. The existing curb is expected to remain. No existing underground utilities are identified in this location. There is an existing sixteen-inch (16") public water line running north/south underneath the westernmost southbound lane. Per as-built plan information and valve cover locations the water line is sixteen feet (16') east of the garage structure, or seven feet (7') east of the curb line.

Primary electric service for the bridge tower structure will be provided from an existing utility pole on the east side of the railroad. Approximately 150 LF of conduit will be extended from the pole underneath the railroad bridge Park Avenue to the tower structure. Communications data service can be provided from within the E.K. Gaylord Avenue right-of-way or said pole.

Phasing of construction will be so access to the Santa Fe Parking Garage entrance is continuously open during construction. A minimum one lane of through traffic in each direction will also be required throughout construction with the exception of short term night or weekend closures as needed. Phase 1A of construction for the tower structure requires the two easternmost northbound lanes of E.K. Gaylord to be closed. This leaves the left turn into the garage and one through lane. Phase 1B to construct the west bridge foundation adjacent to the Santa Fe Parking Garage require the westernmost southbound lane of E.K. Gaylord to be closed along with the sidewalk from Robert S. Kerr Avenue to Main Street. Installation of the bridge beams spanning the width of E.K. Gaylord Avenue will require a weekend closure; a lane from Robert S. Kerr to the Santa Fe Parking Garage entrance will remain open during this closure and one north bound lane for traffic to turnaround without entering the garage. Once the bridge structure is in place Phase 2 requires two-way traffic (one lane each direction) will be moved to the west side of the existing median while the east half of the bridge structure is completed, and the northbound lanes are permanently restriped. The easternmost southbound lane is closed during Phase 2. Phase 3 requires all southbound lanes, south of the Santa Fe Parking Garage entrance to be closed while the west half of the bridge structure is completed. Two-way traffic (one lane each direction) will be provided on the east side of the median, south of the median opening. Southbound traffic will cross over at the median opening.

Structural Design and Criteria

Governing Standards & Specifications

- 1.1 2018 International Building Code (and dated codes referenced therein)
- 1.2 ASCE 7-16 Minimum Design Loads for Buildings and Other Structures
- 1.3 AISC 360 Specification for Structural Steel Buildings
- 1.4 AISC Specification for Structural Joints Using ASTM A325 or A490 Bolts and Commentary
- 1.5 AISC Code of Standard Practice for Steel Buildings and Bridges and Commentary
- 1.6 AISC Design Guide 24 Hollow Structural Section Connections
- 1.7 AWS D1.1 and D1.5 Structural Welding Code – Steel.
- 1.8 Building Code Requirements for Structural Concrete (ACI 318) and Commentary (ACI 318R)
- 1.9 ACI 530/ASCE 5/TMS 402 Building Code Requirements for Masonry Structures
- 1.10 AASHTO LRFC bridge design specifications, current edition with interim revisions (AASHTO LRFD)
- 1.11 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals, current edition (AASHTO SIGNS)
- 1.12 AASHTO LRFD Guide Specification for the Design of Pedestrian Bridges, current edition (AASHTO PEDESTRIAN)
- 1.13 International Committee for the Development and Study of Tubular Structures, Design Guide 8 (CIDECT)

2. Site Specific Parameters (Seismic)

- 2.1 Risk Category: III
- 2.2 Seismic Site Class: D (assumed pending site-specific geotechnical report)
- 2.3 Seismic Design Category: B
- 2.4 Special Code Restrictions on Foundations and/or Steel Designs: NONE
- 2.5 Seismic Bracing Required: No
- 2.6 $S_{ds} = 0.324$
- 2.7 $R = 3.0$
- 2.8 $C_s = 0.1348$

3. Site Specific Parameters (Wind)

- 3.1 Risk Category: III
- 3.2 Wind Importance Factor: 1.25
- 3.3 Exposure C
- 3.4 $V_w = 116\text{mph}$
- 3.5 20 psf uplift pressure over full deck width applied as a vertical line load at deck windward quarter point (400 plf)
- 3.6 Fatigue Load—Natural Wind Gust per AASHTO Signs Article 11.7.3 for Category I structure, local data of 12.2 mph used in lieu of 11.2 mph in specification, Drag Coefficient of $C_d = 2.0$, Fatigue Importance Factor = 1.0, Pressure, $P_{nw} = 12.34\text{ psf}$

4. Design Loads:

- 4.1 Dead Loads = actual weight of materials
- 4.2 Dead Load = 2.5 psf (roof deck)
- 4.3 Dead Load = 2.84 psf (composite metal deck)
- 4.4 Dead Load = 57 psf (concrete deck)
- 4.5 Dead Load = 10 psf (glazing)
- 4.6 Dead Load = 5 psf (collateral)
- 4.7 Live Load = 90 psf (pedestrian bridge, unreducible)
- 4.8 Live Load = H10 (pedestrian bridge, axles of 4 and 16 kips)
- 4.9 Live Load = 100 psf (tower floors)
- 4.10 Roof Live Load = 20 psf (unreduced)
- 4.11 Snow Loads = ASCE 7
- 4.12 Snow Drift Loads = ASCE 7
- 4.13 Unbalanced Snow Loads = ASCE 7
- 4.14 Icicles and Sliding Snow = ASCE 7
- 4.15 Rain Loads and Ponding = IBC/AISC

5. Structural Foundation and Framing Systems

- 5.1 General: A Geotechnical Engineering Report has not yet been prepared for this project but is forthcoming. A Seismic Site Classification Level D (ASCE 7-16) has been assumed per IBC for the given prospective superstructure type (R=3), a Seismic Design Category Level B has been achieved.

5.2 Foundations

- A 4" thick conc. slab-on-grade with reinforcing ranging from #3 at 15" o.c. each way over heavy duty vapor barrier over 4" to 6" well-graded aggregate base over properly compacted inert fill or native soils (if allowed per geotechnical) will be required. Slabs will be required to have a minimum water-to-cement ratio of 0.45, a minimum strength of 4,500 psi and be wet-cured in order to help achieve a factor-of-safety against cracking of 2.0.
- Continuous grade beams with integral pier caps are anticipated and will be supported by drilled concrete piers (casing likely required). Continuous footings will likely be 16" to 24" wide and have top and bottom reinforcing in closed ties (Class B laps required). Pier caps will have top, bottom and mid reinforcing bars each way in bi-directional closed ties to resist both gravity and uplift loads.
- Drilled straight-shaft piers (18" to 48" diameters anticipated) will be reinforced with at least 1% steel and will utilize spiral ties. Closed ties may be optional, but will require a series of crossties which may interfere with the use of a tremie pipe for placing concrete. Pier concrete strength will be 5,000 psi. Sidewheels and end bolsters (at each vertical bar) to maintain cage alignment and standoff will be required. Allowable end-bearing capacity is assumed based on the Santra Fe Parking Garage record drawings to be 25,000 psf. The end-bearing depths for all new piers are expected to be between 57'-6" and 68'-0". Isolated spot piers are required by the IBC to have deliberate head stability items

installed—this is achieved via tie beams and an associated stability pier at included plan angles of 60 degrees.

5.3 Elevator Tower Superstructure

- For the architectural tower building, steel framing appears to be the most efficient and economical support system.
- In terms of framing systems, the following is envisioned:
 - Entirely conventional steel framing consisting of steel HSS columns, HSS diagonal bracing at 3-sides of the building north end and wide-flange beams and girders (3/4" diameter HAS added to beams in elevated composite floors (all beams will be checked for vibration)).
 - 6" thick normal-weight concrete-topped composite metal decking (3" deep for steel-framed elevated floors) reinforced with 6x6 – W2.1 x W2.1 WWF. Concrete strength will be 4,000 psi.
 - Metal roof decking (1½" deep for steel framed roofs).

5.4 Large-Format Glazing

- Where large-format curtain wall glazing is required, secondary steel will be provided to lend both in-plane and out-of-plane support for resolving lateral wind and seismic forces. Steel will likely consist of HSS columns and girts and have aesthetically pleasing, minimalist connections as they will likely be architecturally exposed.

5.5 Pedestrian Bridge

- The pedestrian bridge will be non-skewed and will consist of an aesthetic directly-welded jointed HSS through-truss configuration with flat chords. Elements of the bridge are as follows:
 - a. A 6" thick concrete-topped composite metal decking (3" deep for steel-framed elevated deck) reinforced with #3 at 12" on center each way having continuous side curbs. Concrete strength will be 4,000 psi. Provide transverse sawed joints (with sealant) at each floor beam centerline.
 - b. Wide-flange floor beams with 3/4" diameter HAS added to achieve composite action (all beams will be checked for vibration).
 - c. Upset, deep HSS stringers with slide bearings at the existing Santa Fe Parking Garage interface and hard bearings at the new elevator tower.
 - d. Reinforced concrete portal frames will support the truss at each end via steel embed plates having welded rebar anchors.
 - e. Perimeter steel deck angles with weldable (ASTM A706) DBA ties will bound the deck.
 - f. The approximate weight of the raw steel portion is 53,000 lb (the weight of connections should be accounted for separately).

5.6 Existing Parking Garage

- In order to make way for pedestrian bridge access to and from the existing Santa Fe Parking Garage, the section of exterior exposed precast concrete frieze beam within the bay receiving the new bridge will have to be removed. Further, the inverted precast ledger beam parapet upturn portion (above the finished parking deck Level 2) will have to be cut down and modified to provide unencumbered access to pedestrians. The remnant ledger beam will have to be externally reinforced wither via carbon-fiber or steel beam reinforcing and end-columns post-installed to existing precast columns. Temporary shoring of incoming precast double-tee beams and other elements to allow demolition/modification of these elements will be necessary. Traffic control will be required around the zone of construction.

6. Delegated Design Items

6.1 Stairs where occurs (all project stairs and landings are to be considered delegated design items which are to be submitted to the architect for approval prior to construction). Provide as a minimum:

- Platform/stringer: C12x30.
- Treads and risers: 12 GA.
- Landing pans: 10 GA.
- Pan Stiffeners: HSS3x3x1/4 at 24" o.c. maximum.
- Tread and Riser Angles: L1x1x3/16.
- Flight headers: C8x11.5.
- Ancillary related connections.
- Concrete toppings should be 4,000 psi and be reinforced with 6x6 – W2.1 x W2.1 WWF.

6.2 Cold Formed Metal Framing (CFMF)

- Base sizes on architectural layouts. Provide studs at 16" o.c. maximum (20 GA min. interior, 18 GA min. exterior) and provide cap and base tracks (18 GA min. interior, 16 GA min. exterior).
- Provide 20 GA bridging at not more than 32" o.c. vertically.
- Provide proprietary clips to structure (Simpson Strong-tie, the Steel Network, ClarkDietrich, etc.) and accommodate deflection of up to 5/8" where studs frame to underside of structure.

6.3 Curtain Wall Cladding Systems

- Glazing systems at the tower are to be designed to accommodate their own full-height self-weight and bear on the slab-on-grade and/or foundations and be made to resist applied wind and seismic lateral forces, as well as thermal forces.
- Glazing systems at the pedestrian bridge are to be designed to hang their own self-weight off of the truss structure itself and be made to resist and transfer wind and seismic lateral forces along with.

- Glazing-to-glazing and glazing-to-structure connections.
- Seals and gaskets.
- Ancillary structural supports.

6.4 Above and Below-Grade Temporary and/or Permanent Shoring

- Any necessary above and below-grade temporary or permanent shoring are delegated design items, and the design shall be submitted to the architect for approval prior to construction. It is desired to have the firm which produces the geotechnical report perform the shoring designs

Architectural Design and Criteria

Aesthetic and Functional Considerations: The bridge is designed to complement Oklahoma City's urban landscape. The clean lines of the structural tube steel, combined with the transparency of the Novum glazing system, will create a contemporary look that seamlessly integrates with the surrounding architecture while standing out as a distinctive urban feature. The bridge and associated tower will be a mix of the Novum Point Supported Structural Glazing system, exterior ACM laminated aluminum panel system and a metal standing seam metal roof. The elevated plaza deck will be finished with stone pavers matching the City of Oklahoma City Project 180 standards. As previously mentioned, the plaza deck will be elevated to discourage pedestrians from crossing the heavily traveled EK Gaylord boulevard at street level as well as protect pedestrians and the bridge structure from vehicle traffic. A landscape island will cap and create the turn lane for the underpass and provide a buffer to the elevated deck and roadway. The island will contain safety bollards and oversized steel chevrons to direct northbound vehicles to the remaining northbound lanes. The chevrons are both aesthetic “art forms” and functional directional signage. The chevrons will be highly visible by day with their oversized features and by night with flashing LED sequenced edge lighting. The pedestrian comfort within the bridge will be passively controlled by natural air flow through the structure and the insulated glazing with a TDB frit design. The associated tower structure will be mechanically heated and cooled with a split VRT system systems to assist the mechanical requirements of the elevator.

The bridge and tower will also feature LED lighting to illuminate the structure at night, enhancing both visibility and its visual appeal as a nighttime landmark.

Accessibility and Safety: The bridge design prioritizes accessibility for all users, including those with disabilities. Accessibility will be created through the Park Avenue underpass with the creation of the new sidewalk connecting the east and west sides of the elevated RR. Pedestrian vertical access to the bridge deck will be provided either by open stairs or a 3500# elevator.

Pedestrian safety features include a raised plaza platform, (for protection of the public user and the building structure) protective traffic bollards, new LED site lighting and safety railings along the Gaylord Avenue Street edge. Vehicular safety along E.K. Gaylord include new signage, a landscaped turn island and the directional “art” chevrons. The bridge deck has a clear height of 17 feet, exceeding the 14-foot minimum required by ODOT creating additional public safety from vehicular traffic.

Integration with Surrounding Infrastructure: The bridge will connect directly to the Santa Fe Parking Garage, providing seamless access for pedestrians to Bricktown, thereby reducing the need to cross busy streets at ground level. The design aligns with existing infrastructure reducing the expense of relocating existing city infrastructure and can accommodate future urban development.

Environmental and Sustainability Considerations: The bridge's materials, including the structural tube steel and Novum structural glazing system, are chosen for their durability and low maintenance requirements, reducing long-term environmental impact. The bridge will also incorporate energy-efficient LED lighting and be designed to maximize natural light, reducing the need for artificial lighting. The tower structure will be mechanically controlled by roof top condensers, the bridge will be an open-air structure. An Air Curtain / Air Door at the sliding pedestrian access door on the bridge walking deck will separate the adjoining tower space to assist the mechanical systems efficiency and longevity to both the mechanical system and elevator. The Air Curtain / Air Door creates energy savings, user comfort and will reduce or eliminate the infiltration of pollutants to the tower structure.

Mechanical and Electrical Design and Criteria

Standards and Codes for the basis of design:

- 2017 National Electric Code
- 2018 International Fire Code
- 2018 International Mechanical Code
- 2009 International Energy Conservation Code
- 2018 International Building Code
- 2018 International Plumbing Code

Electrical Systems: The electrical service will be 250A, 208V, 3-phase electrical service fed underground from utility transformers. The utility meter shall be located on the south side of the tower structure.

Major loads in consideration are:

Base HVAC: Cooling - Tower 3-ton VRF Split outdoor condenser and (2) 1.5-ton Splits (40A MOCP total).

Elevator estimate load: 10HP, 60A, 208V, 3-phase.

Lighting Systems: The base project and alternate project shall be provided with energy efficient led light fixtures as scheduled by the Engineer. Design intent will be to light up the stair tower with a mixture of LED tape light, downlights, linear lights, wall mounted fixtures to provide the best effect from the exterior. The bridge shall be illuminated with LED tape light and linear lights. Emergency battery packs will be located within the fixtures or utilize architectural remote emergency fixtures. The interior lighting will be on at all times while the exterior lighting will be controlled via photocell and timeclock.

Fire alarm system: A new fire alarm systems shall be provided for the building shall meet or exceed the requirements of NFPA 70 and NFPA 72. Provide plans with the required DB levels for approval by the Fire Marshall, if the shutdown of any equipment is required, it is the responsibility of the fire alarm contractor to work with the electrician to accomplish the work and include the pricing for the work in the base bid.

Mechanical Systems: The mechanical system for the stairwell will consist of a single outdoor condenser and (2) 1.5 ton recessed floor mounted indoor fan coil units.

Outdoor unit basis of design: LG ARUN038GSS4

Indoor unit basis of design: LG ARNU153CEU4

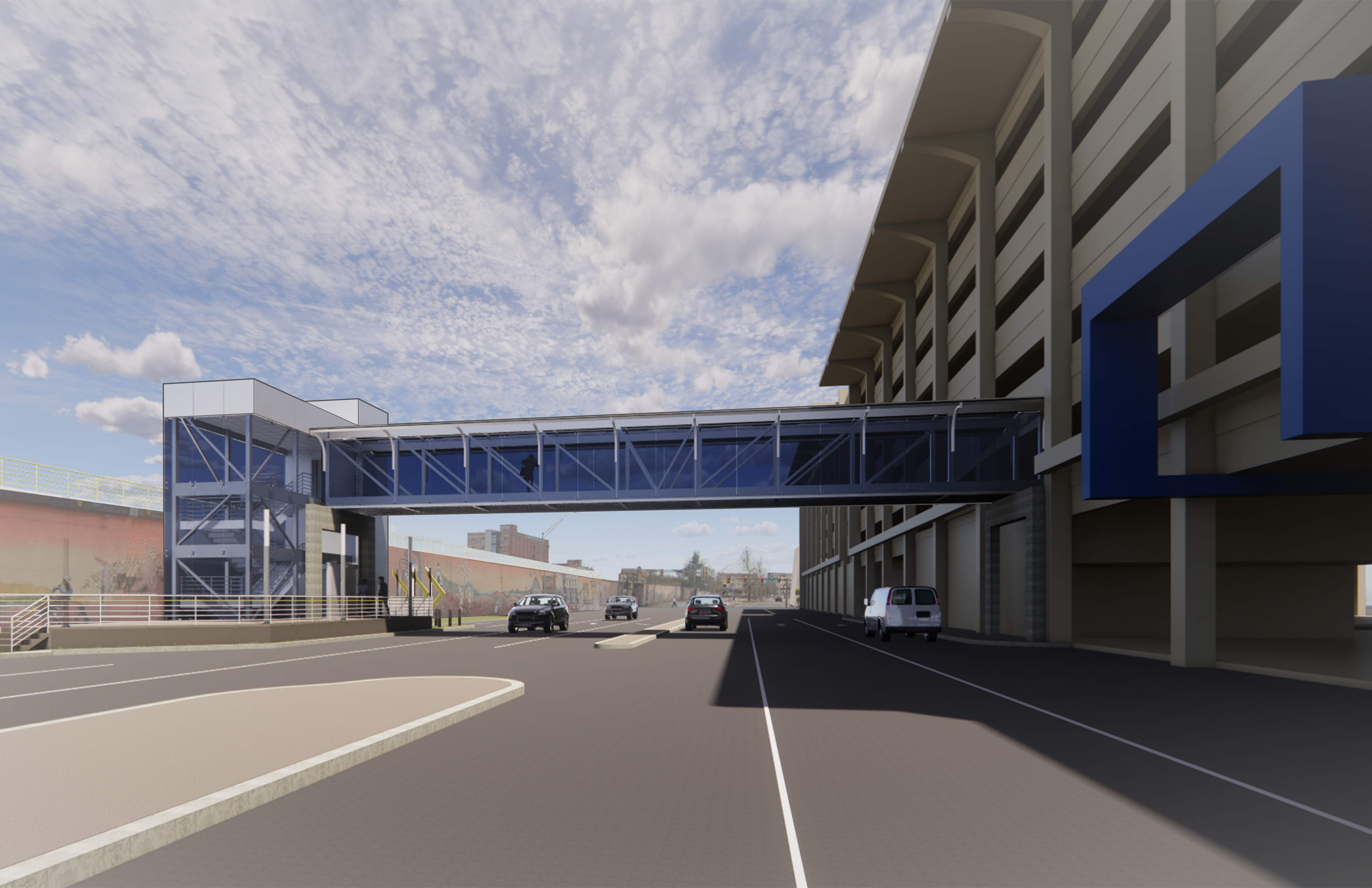
Mechanical air curtain / air door.

Cost Estimate

The attached preliminary cost estimate is based on current market conditions and construction climate. See attached Exhibit D.



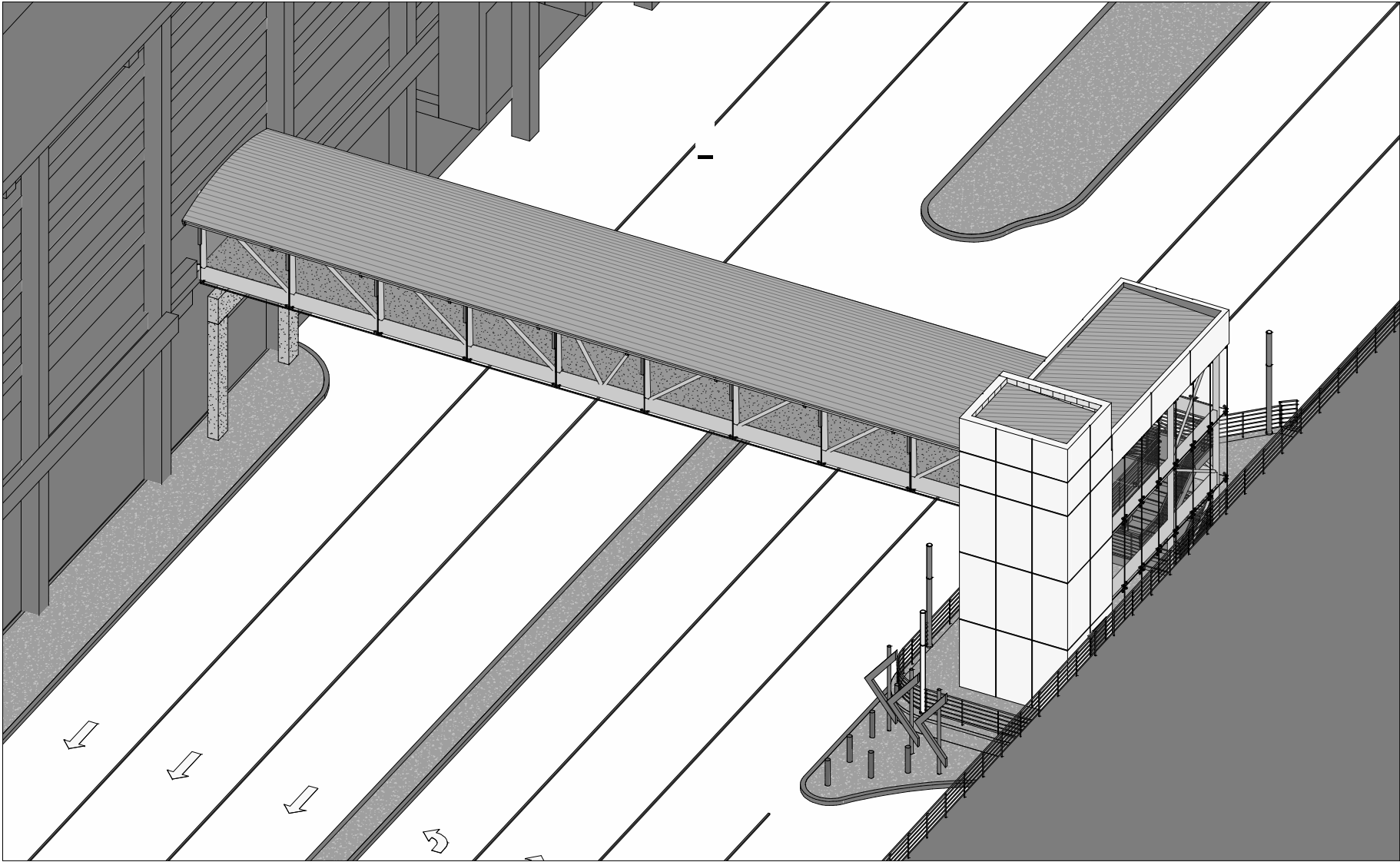






CITY OF OKLAHOMA CITY

EK Gaylord Pedestrian Bridge



MC-0594 TASK 1B - DESIGN DEVELOPMENT

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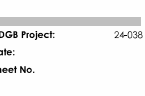
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EK Gaylord Pedestrian Bridge

MC-0594 TASK 1B - DESIGN DEVELOPMENT

Revisions:

COVER SHEET

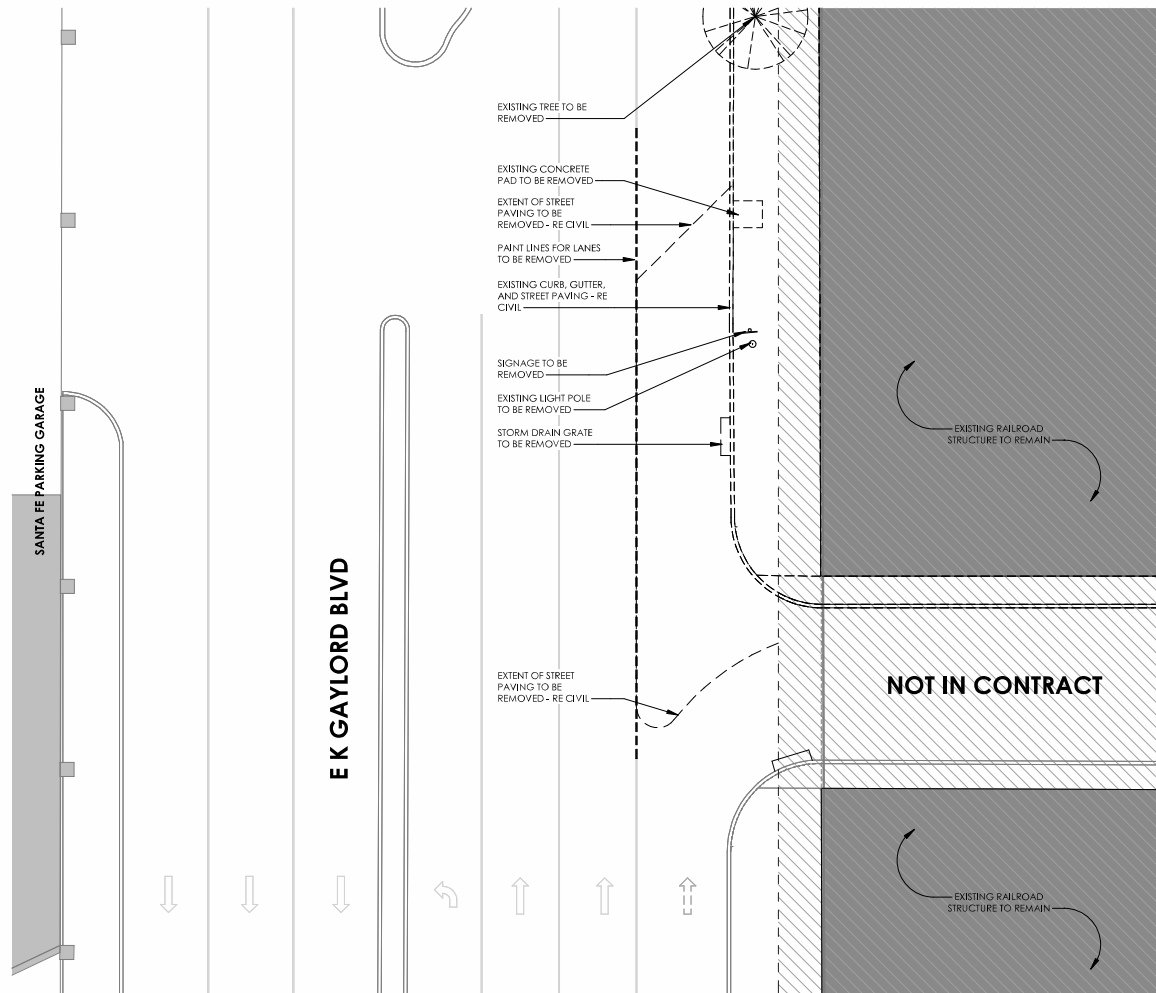
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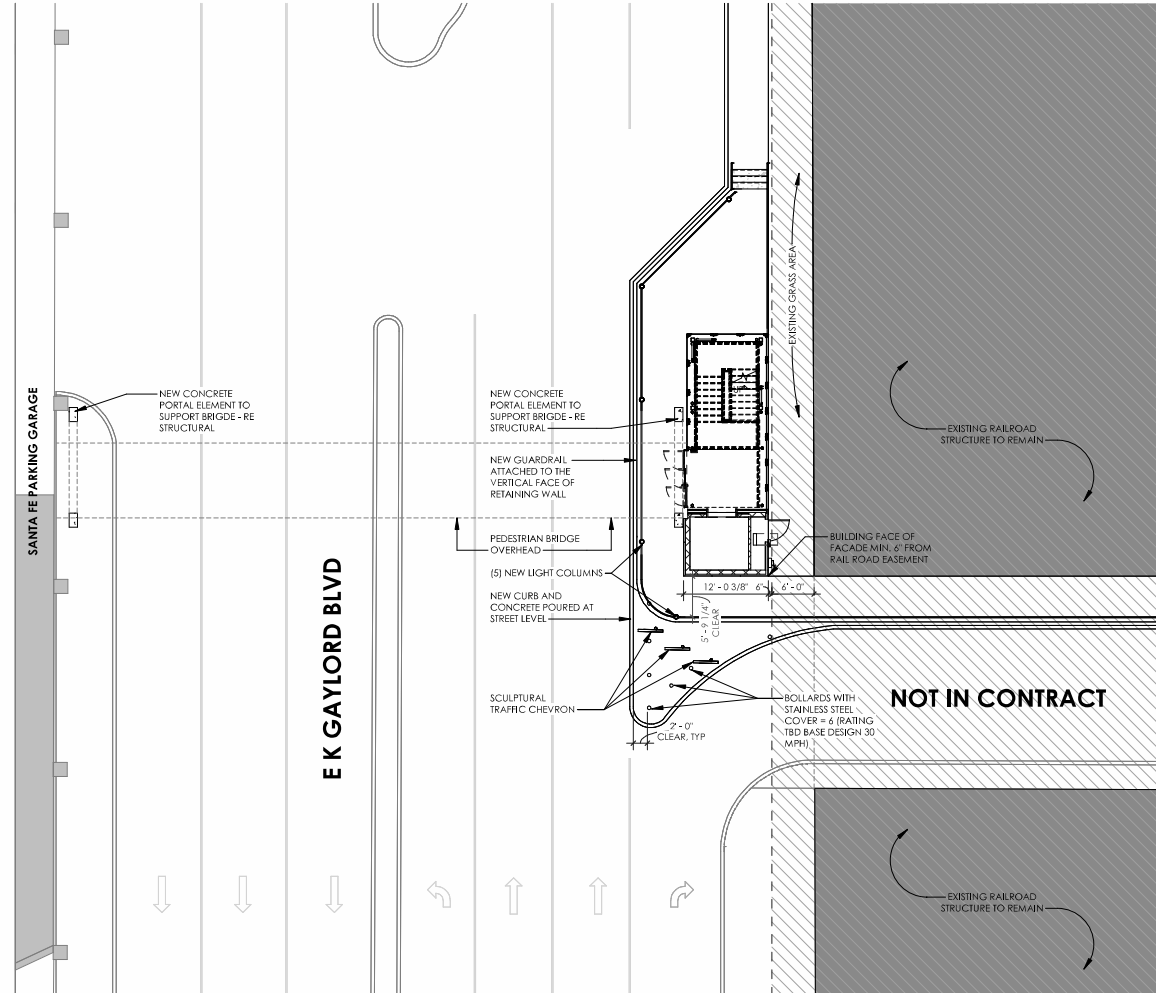
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ARCHITECTURAL SITE PLAN - DEMO
1" = 10'-0"



1

ARCHITECTURAL SITE PLAN
1" = 10'-0"



UPDATE LEGEND TO SPECIFIC PROJECT

SITE PLAN LEGEND:

- NEW CONCRETE SIDEWALK
- NEW CONCRETE PAVING WITH SUBGRADE
- EXISTING TELEPHONE RISER
- EXISTING GAS METER
- EXISTING POWER POLE
- EXISTING MANHOLE
- EXISTING CONTOURS
- NEW SITE LIGHTING REFER ELECTRICAL

GENERAL SITE PLAN NOTES:

- G.C. SHALL COORDINATE STAGING LOCATIONS WITH OWNER PRIOR TO MOVING ON SITE.
- G.C. SHALL FIELD VERIFY LOCATIONS OF ALL EXISTING UTILITIES BEFORE STARTING DEMO.
- INSTALL SILT FENCE AS NEEDED AROUND DISTURBED AREA.
- SIDEWALK NOTES:
 - PROVIDE A MEDIUM BROOM FINISH ON ALL SIDEWALKS, PATIOS AND PADS.
 - 4" 3,500 PSI CONCRETE ON 4" SAND FILL.
 - SIDEWALKS SHALL NOT EXCEED A MAXIMUM SLOPE OF 1/20 IN THE DIRECTION OF TRAVEL. CROSS SLOPE SHALL NOT EXCEED 1/50.

UTILITY LINES LEGEND:

- (E)SS EXISTING SANITARY SEWER
- (E)W EXISTING WATER LINE
- (E)TUG EXISTING UNDERGROUND TELEPHONE
- (E)UFO EXISTING UNDERGROUND FIBER OPTIC
- (E)OHE EXISTING OVERHEAD ELECTRIC
- (E)UI EXISTING UNDERGROUND IRRIGATION



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EK Gaylord Pedestrian Bridge

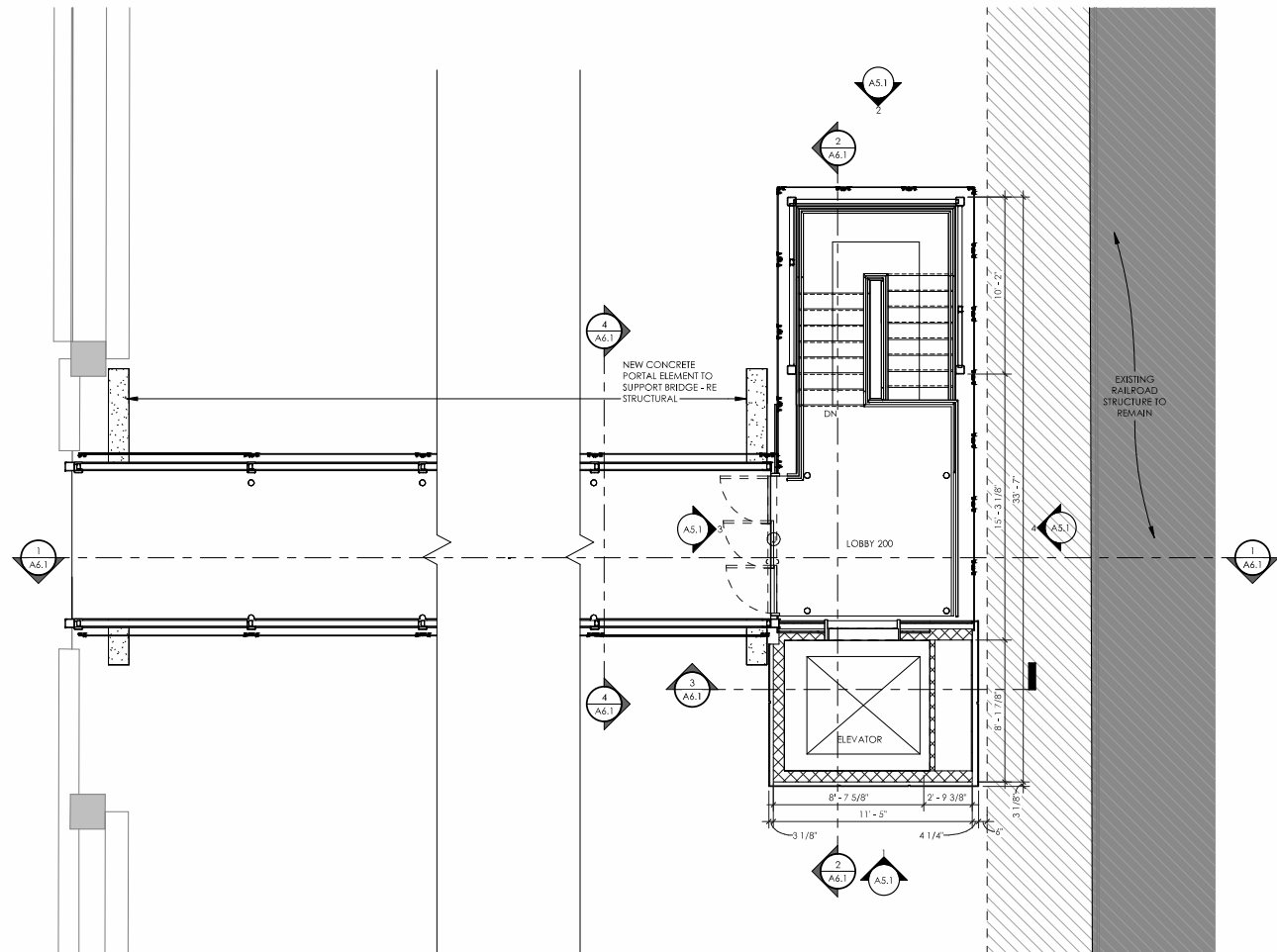
MC-0594 TASK 1B - DESIGN DEVELOPMENT

Revisions:

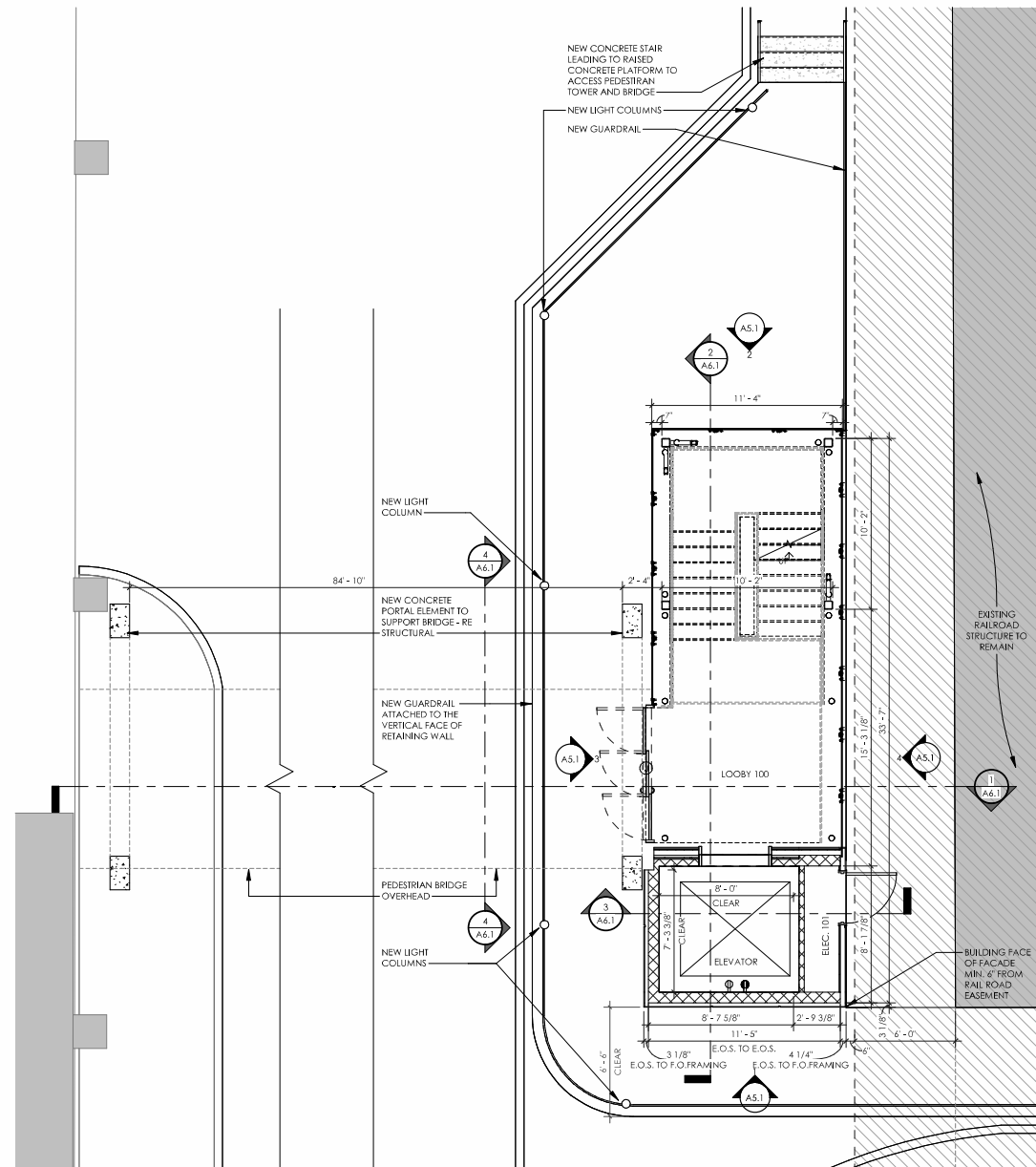
ARCHITECTURAL
SITE PLAN

ADGB Project: 24-038
Date:
Sheet No.

A1.1



2 SECOND FLOOR PLAN
1/4" = 1'-0"



1 FIRST FLOOR PLAN
1/4" = 1'-0"

FLOOR PLAN LEGEND	
	GYPSUM WALLBOARD PARTITION
	BRICK VENEER ON STEEL STUD BACKUP
	CMU ON STEEL STUD BACKUP
	RETAINING WALL
	CMU WALL
	GYPSUM WALLBOARD PARTITION WALL ON CMU
	FEC-FIRE EXTINGUISHER CABINET
	FE-FIRE EXTINGUISHER
	1 HOUR FIRE RATED CMU WALL
	2 HOUR FIRE RATED CONCRETE WALL
	1 HOUR FIRE RATED METAL STUD

- FLOOR PLAN NOTES**
1. REFERENCE SHEET A-X FOR DIMENSIONS.
 2. REFERENCE ENLARGED PLANS FOR ADDITIONAL DIMENSIONS, DETAIL REFERENCES AND INTERIOR ELEVATION REFERENCES WITHIN THOSE AREAS.
 3. REFERENCE SHEET G-X FOR PARTITION TYPES.
 4. FINISH FLOOR AT FIRST FLOOR IS AT 100'-0" ELEVATION (ELEVATION 100'-0" EQUATES TO USGS DATUM ELEVATION OF 100'-0").
 5. REFERENCE: ROOM FINISH SCHEDULE, DOOR SCHEDULE, AND WINDOW TYPES FOR MORE INFORMATION.



920 W. Main St.
Oklahoma City, OK 73106
101 S. Broadway, Suite 200
Edmond, OK 73034
Phone-OKC: 405.232.5700
Phone-Edmond: 405.340.8552
Web: www.adgblatt.com



EK Gaylord Pedestrian Bridge

MC-0594 TASK 1B - DESIGN DEVELOPMENT

Revisions:

FIRST FLOOR PLAN

ADG8 Project: 24-038
Date:
Sheet No.

A2.1

ROOF PLAN NOTES

1. REFERENCE SHEET AXX.X
2. REFERENCE ENLARGED PLANS FOR ADDITIONAL DIMENSIONS, DETAIL REFERENCES.
3. REFERENCE ROOF DETAILS FOR MORE INFORMATION



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EK Gaylord Pedestrian Bridge

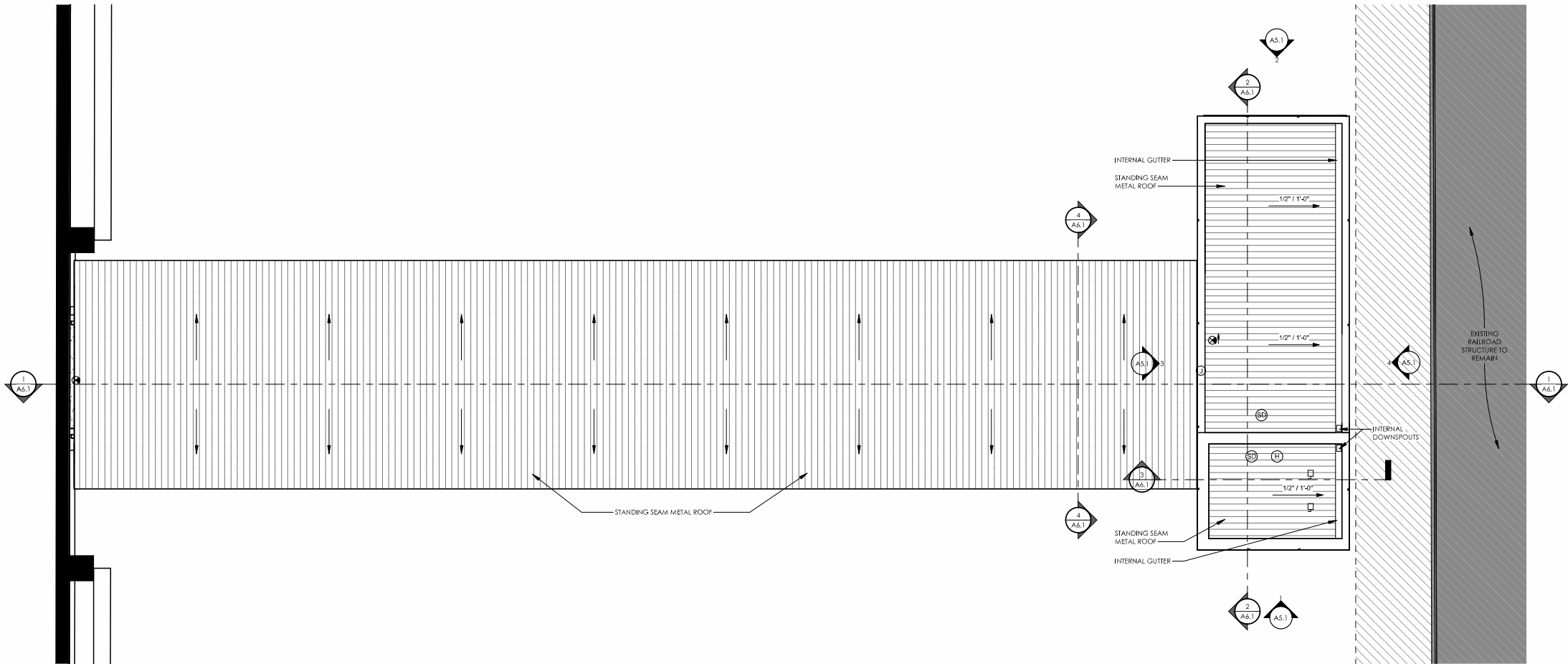
MC-0594 TASK 1B - DESIGN DEVELOPMENT

Revisions:

ROOF PLAN

ADGB Project: 24-038
Date:
Sheet No.

A4.1



1 ROOF PLAN
1/4" = 1'-0"

EK Gaylord Pedestrian Bridge

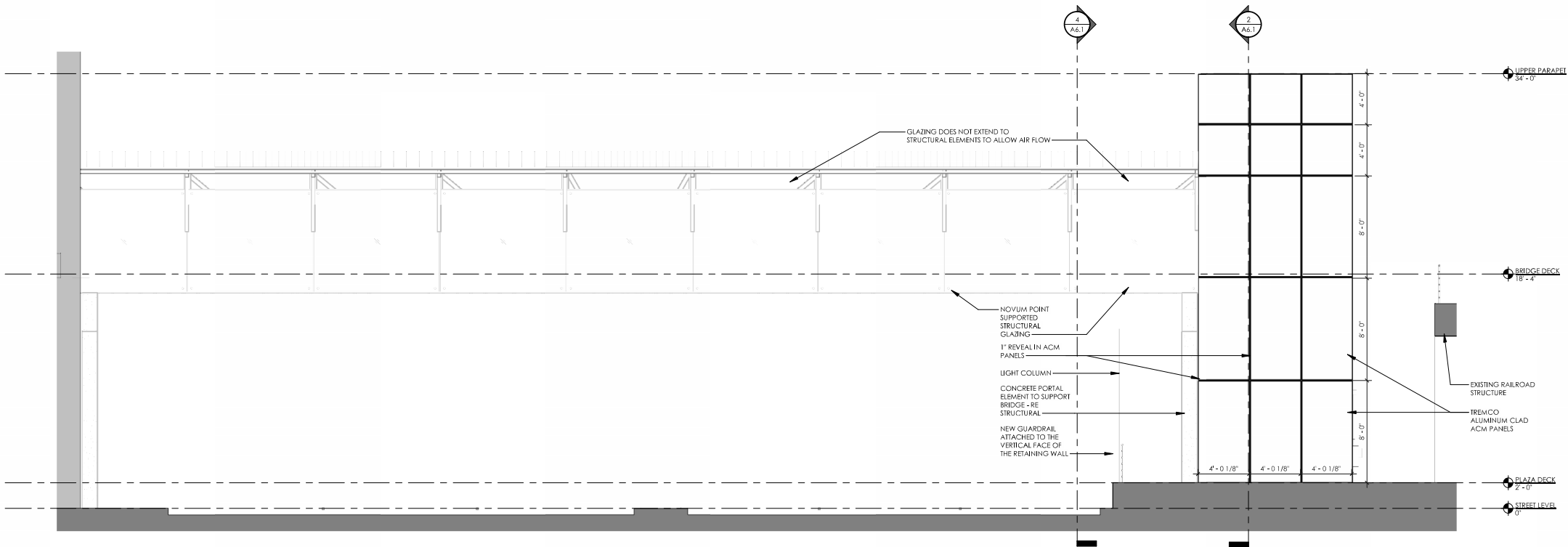
MC-0594 TASK 1B - DESIGN DEVELOPMENT

Revisions:

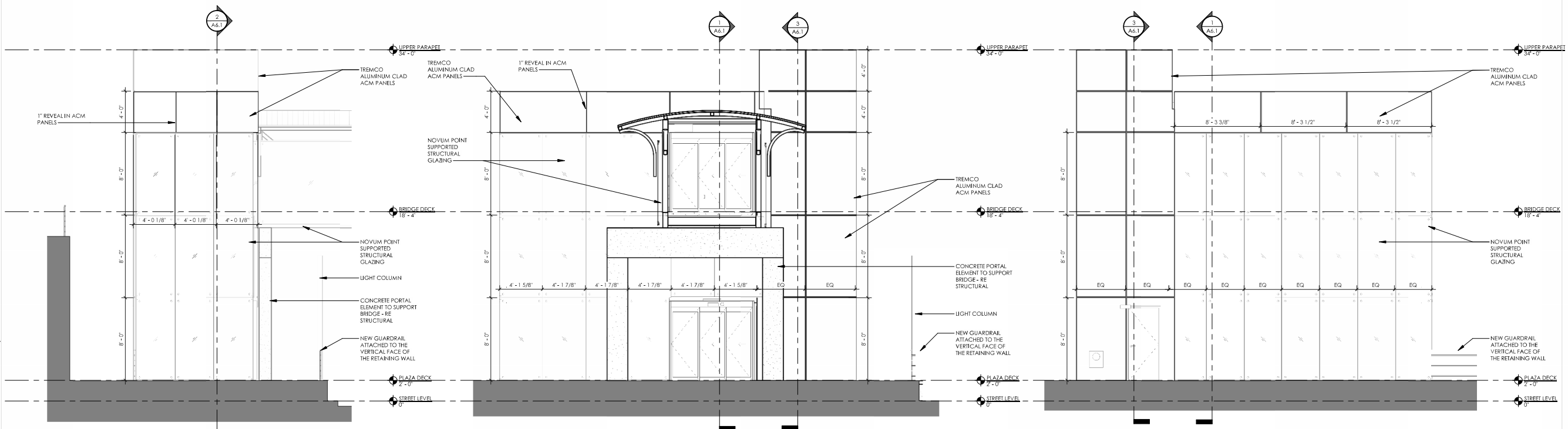
ELEVATIONS

ADGB Project: 24-038
Date:
Sheet No.

A5.1



1 SOUTH ELEVATION
1/4" = 1'-0"



2 NORTH ELEVATION
1/4" = 1'-0"

3 WEST ELEVATION
1/4" = 1'-0"

4 EAST ELEVATION
1/4" = 1'-0"

EK Gaylord Pedestrian Bridge

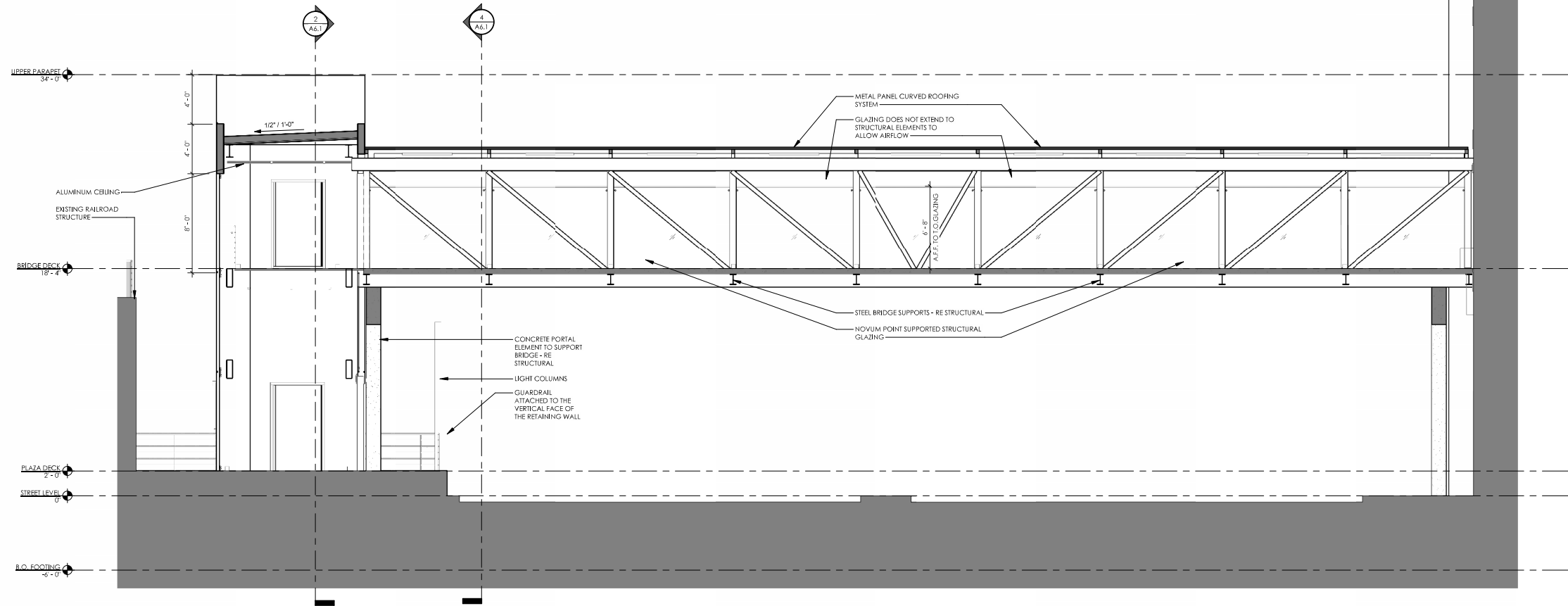
MC-0594 TASK 1B - DESIGN DEVELOPMENT

Revisions:

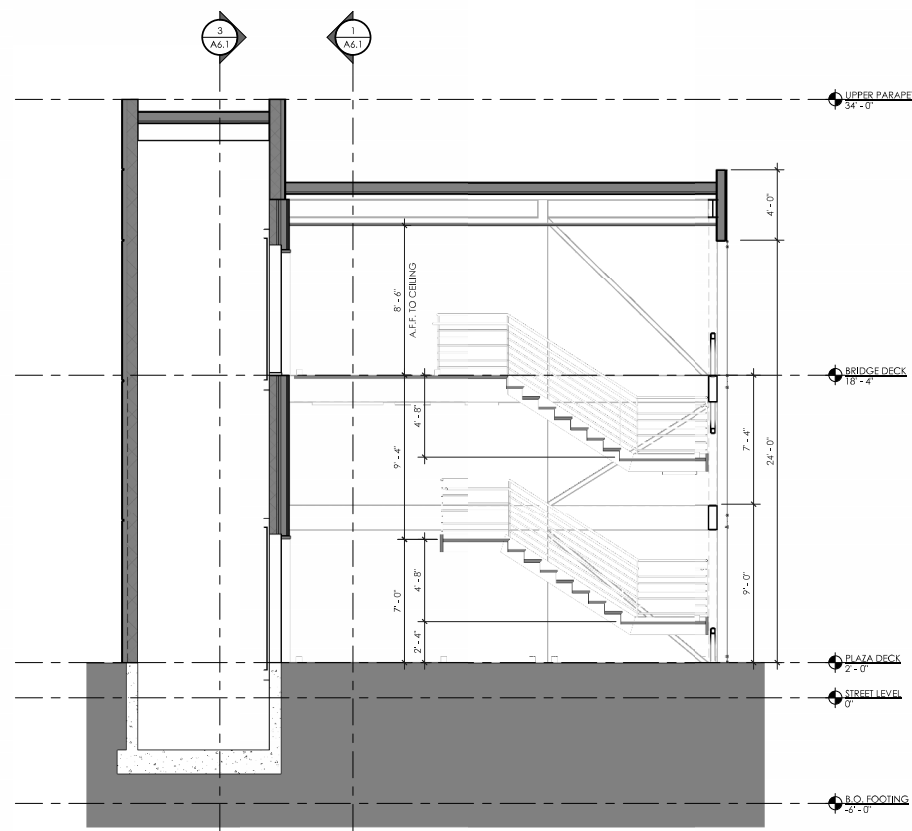
BUILDING
SECTIONS

ADGB Project: 24-038
Date:
Sheet No.

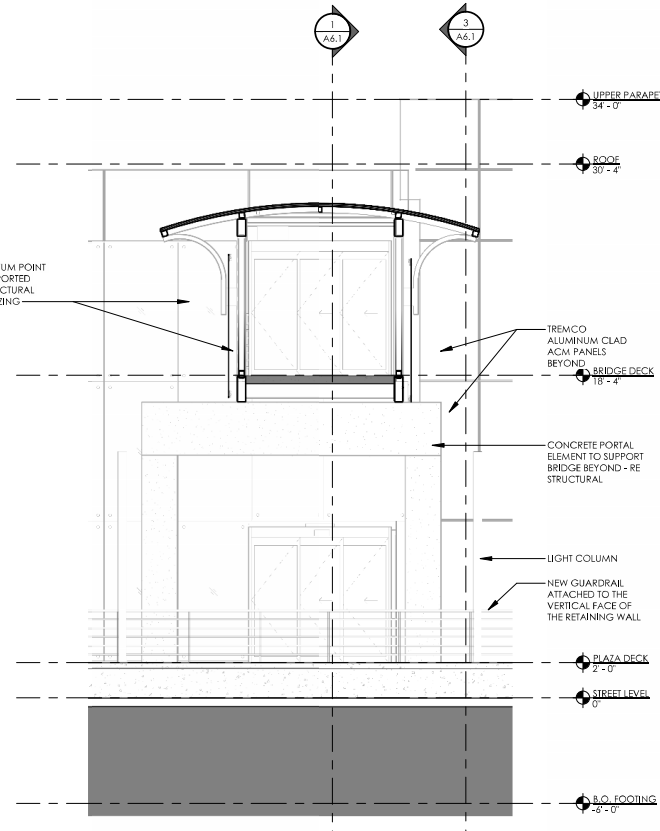
A6.1



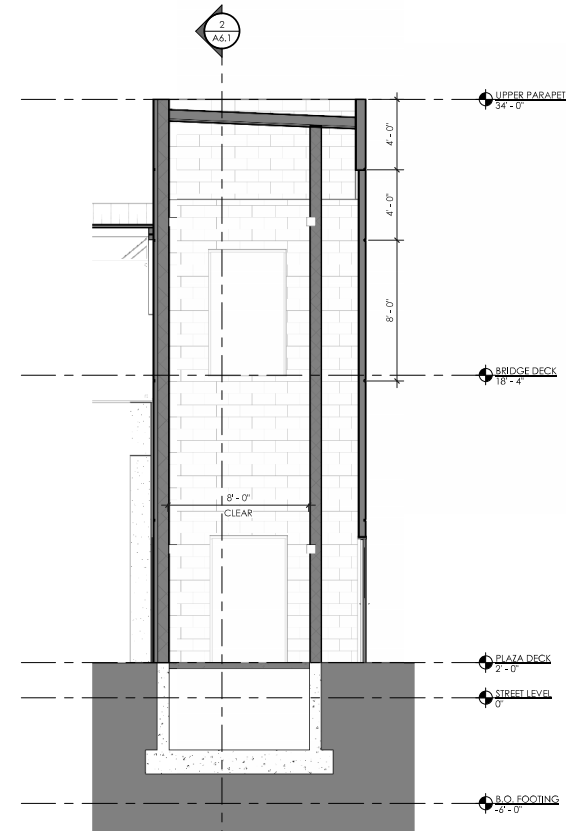
1 E/W SECTION THROUGH BRIDGE
1/4" = 1'-0"



2 N/S TOWER SECTION
1/4" = 1'-0"



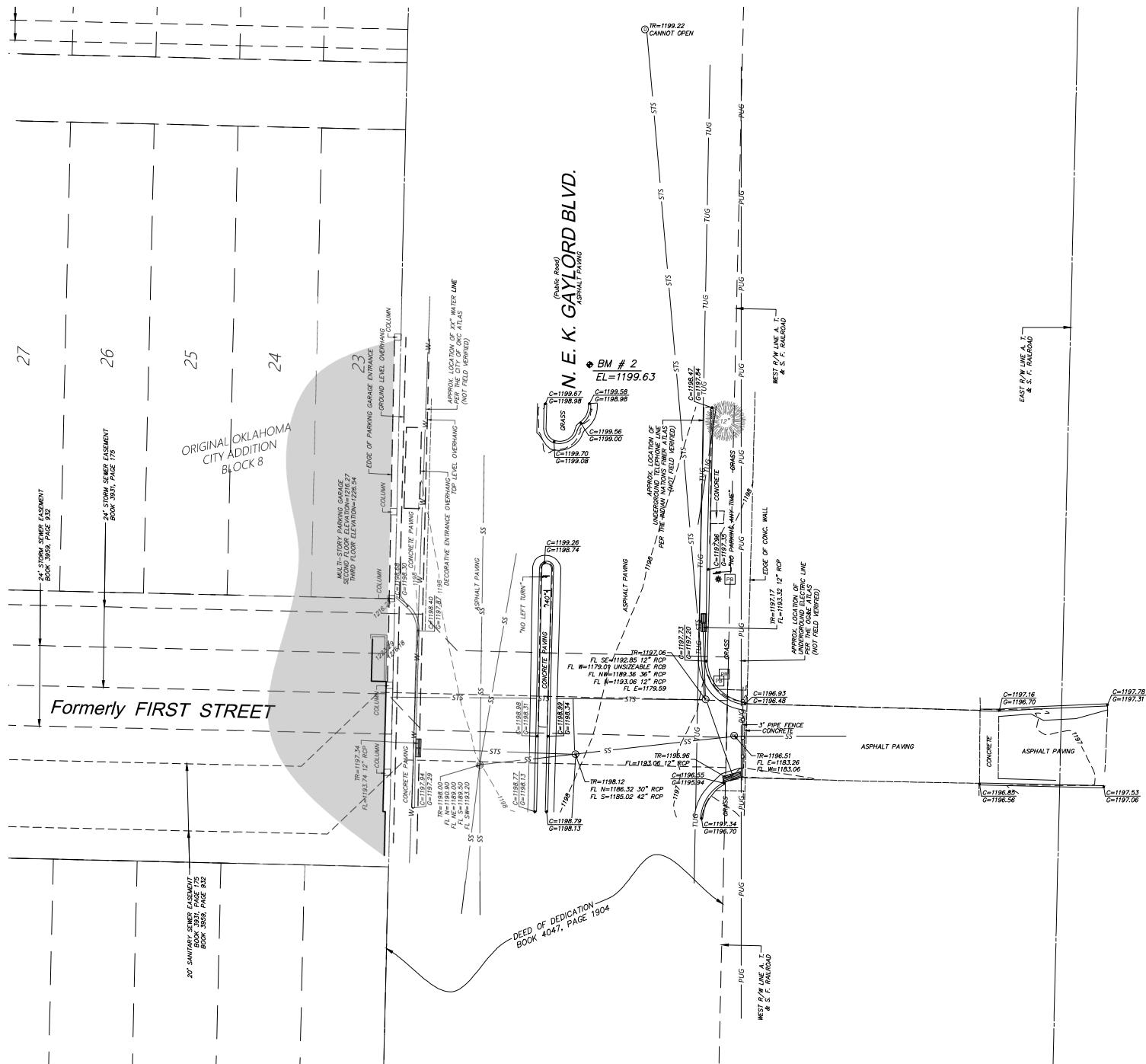
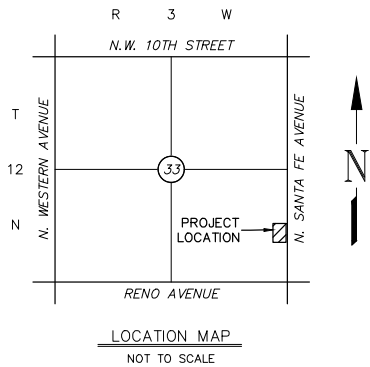
4 N/S BRIDGE SECTION
1/4" = 1'-0"



3 E/W TOWER SECTION
1/4" = 1'-0"

Gaylord Pedestrian Bridge Schedule

Task	Additional Task or Submissions within Timeline			
Proposal of Services and Schedule to City			12/17/2024	
Task 1B				
NTP from City			1/27/2025	
Project start up			1/28/2025	Civil meet with OKC Traffic and OKC Drainage Engineering
Revised Drawings to Bill White	2 + weeks		2/14/2025	
Revised Estimate from BW	2 weeks		2/28/2025	
Task 1B Report to the City			3/5/2025	
City Council Review and Approval		QA/QC with Team	3/25/2025	
NTP for Task 2 from City			3/31/2025	
Task 2 CD's				
Issue NTP for Potholing & Geotech			4/1/2025	
Receive Potholing Results	4 + weeks		4/29/2025	
Receive Geotechnical Report and Recommendations	6 + weeks		5/13/2025	
60% drawings start up			4/1/2025	
Submission to City for Review	6 + weeks	Submit Drawings for review to BNSF and DDC	5/16/2025	Civil Submissions using 60% plans: Traffic Commission Public Paving & Drainage (PD) Plans to OKC Engineering
		DDC 5/13/25 deadline for 6/20/25 Commission Hearing		
City Comments Received		QA/QC during City Review	5/30/2025	
Railroad Review and Approval	10 + weeks	Receive railroad approval	7/25/2025	
Railroad review schedule is beyond the control of the Owner and the Design Team.				
95% Start up shall not commence until railroad review is complete with approval in hand (confirm remaining schedule prior to proceeding).				
95% Start up			6/2/2025	
Submission to City for Review	6 + weeks	Submit 95% for OKC BLDC Permit	7/18/2025	
City Comments Received		QA/QC during City Review	8/1/2025	
100% Start up			8/4/2025	
Submission to City for Review	3 + weeks		8/22/2025	
Task 3 Bidding				
Release Drawings for Bid			8/27/2025	
Receive Bids	5 weeks		10/1/2025	
Task 4 Construction Administration				
Contracts			11/5/2025	
Construcution	40 weeks?		11/10/25 - 8/21/26	
Task 5 Project Closeout	2 weeks		9/4/2026	



SURVEY LEGEND

AC - AIR CONDITIONER	EP - ELECTRIC METER	GA - GAS VALVE	MA - MAIL BOX	RP - REFERENCE POINT	TM - TELEPHONE MARKER	WM - WATER MARKER
AD - AREA DRAIN OR CATCH BASIN	EM - ELECTRIC METER	GM - GAS METER	MB - MONITORING WELL	SC - SECTION CORNER	TP - TELEPHONE PEDestal	WT - WATER METER
AL - ALPHA BOX	EH - ELECTRIC HOLE	GM - GAS METER	MS - MISC. MARKER	SV - SPRINKLER VALVE	TR - TREE	WM - WATER MANHOLE
AS - AUTO SPRINKLER	EM - ELECTRIC MARKER	GP - GUARD POST	MP - MISC. MARKER	ST - SANITARY SEWER LIFT STATION	TR - TREE	WM - WATER METER
AV - AIR VENT	EP - ELECTRIC	GT - GREASE TRAP	PA - PULLBOX	ST - SIGN	TR - TRAFFIC SIGNAL LIGHT	WM - WATER SHUTOFF (SPICOT)
AW - PROP. MON. (FOUND)	EU - ELECTRIC UTILITY TRANSFORMER	GV - GAS VALVE	PM - PARKING METER	ST - SIGN	TR - TRAFFIC SIGNAL LIGHT	WM - WATER VALVE
BP - PROP. MON. (SET)	EU - END UNKNOWN	HC - HC SIGN	PP - POWER POLE	ST - SEPTIC TANK	TR - TRAFFIC SIGNAL LIGHT	WM - WATER WELL
BS - BUSH	FD - FRENCH DRAIN	HC - HC PARKING	PP - POWER POLE	ST - SEPTIC TANK	TR - TRAFFIC SIGNAL LIGHT	WM - WATER WELL
CL - CLEAN OUT	FD - FIRE HYDRANT	HC - HC PARKING	PP - POWER POLE	ST - SEPTIC TANK	TR - TRAFFIC SIGNAL LIGHT	WM - WATER WELL
CS - DOWN SPOUT	FD - FIRE VALVE	HC - HC PARKING	PP - POWER POLE	ST - SEPTIC TANK	TR - TRAFFIC SIGNAL LIGHT	WM - WATER WELL
CB - BENCH	FD - FIRE VALVE	HC - HC PARKING	PP - POWER POLE	ST - SEPTIC TANK	TR - TRAFFIC SIGNAL LIGHT	WM - WATER WELL
TO - TO	G - G	STS - STS	SS - SS	TUG - TUG	TELEPHONE	
UNDERGROUND FIBER OPTIC	UNDERGROUND GAS	UNDERGROUND STORM SEWER	UNDERGROUND SANITARY SEWER	UNDERGROUND TELEPHONE		
UNDERGROUND TELEVISION	UNDERGROUND ELECTRIC	UNDERGROUND WATER	UNDERGROUND CHILLED WATER	OVERHEAD ELECTRIC		
TOE OF BANK	TOE OF BANK	CHAINLINK FENCE	STOCKADE FENCE	BARBED WIRE FENCE		
O/P - O/P	T - T	O/TV - O/TV	HEDGE	TREELINE		
OVERHEAD PIPE LINE	OVERHEAD TELEPHONE	OVERHEAD TELEVISION				
EDGE OF ASPHALT	EDGE OF CONCRETE	EDGE OF DIRT	PRESENT RIGHT-OF-WAY	BUILDING SETBACK LINE		
P.O.C. - POINT OF COMMENCEMENT	(M) - MEASURED		P.O.B. - POINT OF BEGINNING	(R) - RECORD		

PRIMARY HORIZONTAL / VERTICAL CONTROL

HORIZONTAL DATUM:
ALL HORIZONTAL COORDINATE AND DISTANCE VALUES SHOWN ARE U.S. SURVEY FEET.
OKLAHOMA STATE PLANE NORTH ZONE (NSRS 2011)
ALL CONTROL POINTS ARE BASED ON ALL TERRA RTK NETWORK. POINT NO. 10,000 WAS USED AS THE BASIS FOR ALL HORIZONTAL CONTROL.
VERTICAL DATUM:
ALL VERTICAL ELEVATION VALUES ARE SHOWN IN FEET.
NAVD 88; GEOID 18
POINT NO. 10,000 WAS USED AS THE BASIS FOR ALL VERTICAL CONTROL.
MONUMENTS:
POINT NO. 10,000
DESCRIPTION: 1/2" I.P. W/CA3949 CP CAP
N: 172151.252
E: 2114565.685
Z: 1230.02

BENCHMARKS

BM # 1
CUT "X" TOP OF CURB
E. SIDE E.K. GAYLORD NORTH
BOUND, S. OF PROJ.
ELEV= 1197.00
BM # 2
CUT "X" TOP OF CURB
E. SIDE OF ISLAND ON THE W.
SIDE OF E.K. GAYLORD NORTHBOUND
ELEV= 1199.63

FEMA FLOOD HAZARD LEGEND (IF APPLICABLE)

FLOOD ZONE "AE" (1% ANNUAL CHANCES OF FLOOD HAZARD)
FLOOD ZONE "X" (0.2% ANNUAL CHANCES OF FLOOD HAZARD)
REGULATORY FLOODWAY

TOPOGRAPHIC SURVEY CERTIFICATION

I, Justin Smith, Professional Land Surveyor, certify that this project was completed under my direct responsible charge from an actual survey made under my supervision; that this ground survey was performed at the 95 percent confidence level to meet the Federal Geographic Data Committee Standards; that this survey was performed to meet the Specifications of 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 June 28, 2024; that the survey was completed on July 2, 2024; that contours shown as "Obscured Areas" may not meet the stated standard; and all coordinates are based on North American Vertical Datum of 1988 (NAVD 88) Geoid 18 Model.

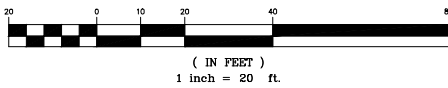
Justin Smith, Professional Land Surveyor No. 1868

Date of Plot or Map: July 1, 2024
Date of Signature: July 2, 2023

SURVEYOR NOTES:

- A boundary survey was not a part of the scope for this project.
- Easements and road right-of-way were not a part of the scope for this project.
- UTILITY STATEMENT:** The underground utilities shown have been located from field survey information and existing drawings. 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 he does certify that they are located as accurately as possible from information available. The Surveyor has not physically located the underground utilities.

GRAPHIC SCALE



Field Book..... 2024
Party Chief..... SG & DL
Processed By..... CMP
Drawn By..... CMP
Checked By..... JMS
Project Number
117,635
Scale
1" = 20'

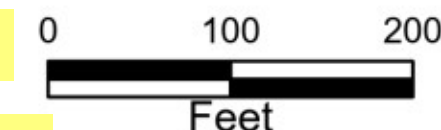
DesignReady® SURVEY
E.K. GAYLORD and PARK AVENUE
OKLAHOMA CITY
OKLAHOMA COUNTY
STATE OF OKLAHOMA



Oklahoma City
Water
Utilities Trust

ATLAS

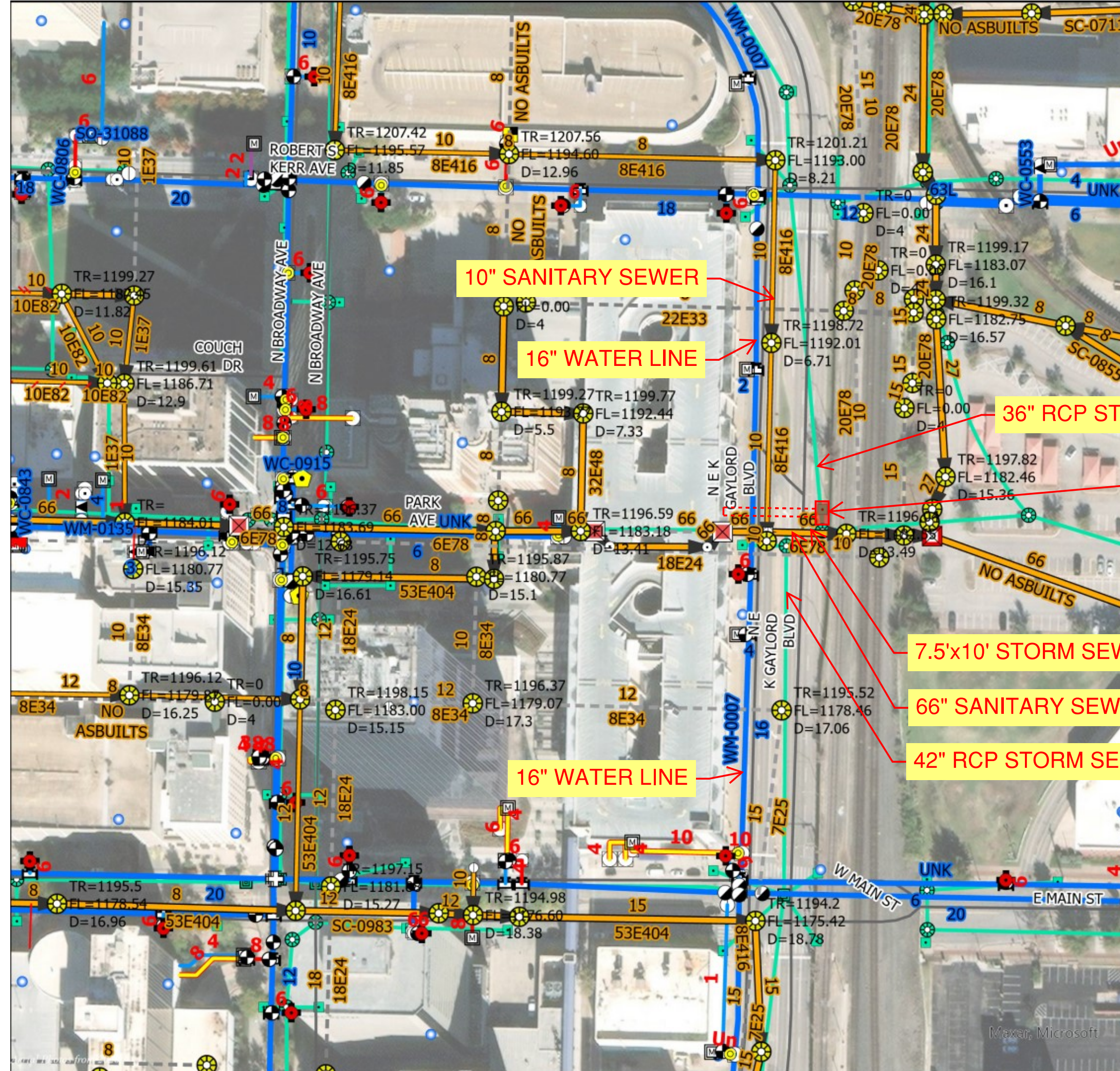
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Legend

- Abandoned/Remove
- Wastewater Main
- Abandoned/Remove
- Abandoned/Remove
- Wastewater Main
- Abandoned/Remove
- Fire Hydrant
- Abandoned
- Water Main
- Storm Drain

Created By: Christopher M Dillard
Date: 4/30/2024



ADG Blatt
Pedestrian Bridge
Project No. MC-0594
Task 1B DD Estimate
Oklahoma City, Oklahoma
William White and Associates, LLC
3-Mar-25
Oklahoma City, Oklahoma
Design Development

Bridge

General Conditions						\$	419,600.00
Site Superintendent	8.00	mon	\$	16,500.00	\$		132,000.00
Traffic Control	1.00	LS	\$	8,500.00	\$		8,500.00
Project Management	8.00	mon	\$	8,500.00	\$		68,000.00
Document Control	8.00	mon	\$	800.00	\$		6,400.00
Daily Clean - up	8.00	mon	\$	4,250.00	\$		34,000.00
Final Clean - up	1.00	ls	\$	12,000.00	\$		12,000.00
Punchlist	1.00	ls	\$	3,500.00	\$		3,500.00
Fencing and Site Control	8.00	mon	\$	4,500.00	\$		36,000.00
Building Permit and Impact Fee's	1.00	allow	\$	35,000.00	\$		35,000.00
Video	8.00	mon	\$	175.00	\$		1,400.00
Photographs	8.00	mon	\$	250.00	\$		2,000.00
Equipment - 3rd party	8.00	mon	\$	3,500.00	\$		28,000.00
Office/ Trailers	8.00	mon	\$	1,200.00	\$		9,600.00
Submittal Procedures	1.00	ls	\$	24,000.00	\$		24,000.00
Temporary Facilities and Controls	8.00	mon	\$	1,200.00	\$		9,600.00
Owner trailers	8.00	ls	\$	1,200.00	\$		9,600.00
Temporary water and power by owner	8.00	allow	\$	-	\$		-
Demolition						\$	280,824.00
Pavement	268.00	sy	\$	30.00	\$		8,040.00
Utility	1.00	allow	\$	24,000.00	\$		24,000.00
Sidewalks	184.00	sy	\$	26.00	\$		4,784.00
Existing Garage demo and modification	1.00	allow	\$	206,500.00	\$		206,500.00
Electrical, low voltage, and temporary connections	1.00	allow	\$	12,500.00	\$		12,500.00
Water	1.00	allow	\$	10,000.00	\$		10,000.00
Sanitary sewer	1.00	allow	\$	10,000.00	\$		10,000.00
Gas	1.00	allow	\$	5,000.00	\$		5,000.00
Bridge Construction						\$	3,664,767.00
Excavation	285.00	cy	\$	24.00	\$		6,840.00
Sub-base	105.00	cy	\$	38.00	\$		3,990.00
Foundation	58.00	cy	\$	885.00	\$		51,330.00
Piers	324.00	cy	\$	625.00	\$		202,500.00
Utility allowance	1.00	allow	\$	46,250.00	\$		46,250.00
Elevator structures	880.00	sf	\$	650.00	\$		572,000.00
Portal Elements	4.00	ea	\$	18,850.00	\$		75,400.00
Bridge Structure	1.00	allow	\$	824,560.00	\$		824,560.00
Stairs	1.00	allow	\$	78,500.00	\$		78,500.00
Bollards	11.00	ea	\$	2,560.00	\$		28,160.00
Glass and glazing	1.00	allow	\$	825,000.00	\$		825,000.00
Elevators	1.00	ea	\$	196,000.00	\$		196,000.00
Mechanical	1.00	allow	\$	118,880.00	\$		118,880.00
Electrical - 54 light and 6 light columns (renderings)	1.00	allow	\$	221,500.00	\$		221,500.00
Chevron allowance	1.00	allow	\$	45,000.00	\$		45,000.00
Plumbing	1.00	allow	\$	2,400.00	\$		2,400.00
Drainage and Pumps	1.00	allow	\$	3,500.00	\$		3,500.00
Finishes	2,120.00	sf	\$	53.25	\$		112,890.00
Roofing	1.00	allow	\$	38,000.00	\$		38,000.00
Site signage	1.00	allow	\$	35,000.00	\$		35,000.00
Site concrete/ hard surface	1.00	allow	\$	88,650.00	\$		88,650.00
Retaining wall	11.00	cy	\$	725.00	\$		7,975.00
Guardrail	120.00	lf	\$	168.00	\$		20,160.00
Electrical power and low voltage	1.00	allow	\$	50,000.00	\$		50,000.00
Fire sprinkler system	2,120.00	allow	\$	4.85	\$		10,282.00

Landscaping							\$	19,000.00
Trees	1.00	allow	\$	4,000.00	\$	4,000.00		
Shrubs/ Grasses Existing	1.00	allow	\$	10,000.00	\$	10,000.00		
Irrigation	1.00	allow	\$	5,000.00	\$	5,000.00		
Sub-Total					\$	4,384,191.00	\$	4,384,191.00
Fee - 5%					\$	219,209.55		
Builders Risk - .35%					\$	15,344.67		
Bond - 1%					\$	43,841.91		
Contractor contingency - 3%					\$	131,525.73		
Insurance - 1%					\$	43,841.91		
Project Cost							\$	4,837,954.77