

PRELIMINARY ENGINEERING REPORT

The City of Oklahoma City



Britton Old Town Street Enhancement Project

PC-0808 Britton Old Town Street Enhancement – Western Avenue to Shartel Avenue

Prepared by:

ATKINS

Member of the SNC-Lavalin Group

Atkins North America, Inc.
350 David L. Boren Boulevard, Suite 1510, Norman, OK 73072
Phone: (405) 321 2480 Fax: (405) 321 2490

March 2022



ATKINS

Member of the SNC-Lavalin Group

THE CITY OF OKLAHOMA CITY APPROVAL SHEET

PC-0808 Britton Road Street Enhancement – Western Avenue to Shartel Avenue

Prepared by:

Atkins North America, Inc.
350 David L. Boren Boulevard, Suite 1510
Norman, OK 73072
(405)321-2480

Robert Powell II, PE, PTOE



Recommended for Approval:

Eric J. Wenger, P.E., City Engineer
Geoff Butler, AICP, Planning Director

RECOMMENDED by the Community and Neighborhood Enhancement Advisory Board this 6th
day of June, 2022.

Vice Chairman of the Community and Neighborhood
Enhancement Advisory Board

APPROVED by the Council of the City of Oklahoma City this 21st day of June, 2022.

ATTEST:

City Clerk



THE CITY OF OKLAHOMA CITY

Vice Mayor



TO: Eric Wenger, PE
FROM: Robert Powell II, PE, PTOE
SUBJECT: Britton Old Town Street Enhancement Project
DATE: March 2022
PROJECT: Britton Road Street Enhancement - Western Avenue to Shartel Avenue

Executive Summary

The Britton Old Town project represents the combination of two funded projects, a street enhancement project on Britton Road, between Western Avenue and Shartel Avenue, funded by the Better Streets Safer City Sales Tax Program and an arterial resurfacing project on Britton Road, from Western Avenue to Interstate 235, funded by the 2017 GO Bond Program.

The two projects will be packaged together and bid as a single project. Due to the significance of the project area, stakeholder involvement is essential throughout the project. Meetings are in progress to seek input from district stakeholders and ensure community ideas are considered for inclusion in the final design. Public involvement is still ongoing, and the City of Oklahoma City has received input from several sources.

The construction budget for the street enhancement project as identified on the project budget sheet is \$1,621,080. The current estimate for this project without any add alternates is estimated at \$1,605,929 and within the fixed limits of construction. A more detailed cost estimate can be found in the *Engineer's Construction Cost Estimate* section of this report.

Introduction

The Britton Old Town area lies between Western Avenue and Shartel Avenue along Britton Road. The west boundary at the Western Avenue intersection includes a skewed railroad crossing with uncurbed median areas that contain the railroad signals and an arm to restrict the inside lane of traffic. The northwest and southeast corners include islands that provide for dedicated right turn lanes accessing Britton Road.

The first couple of blocks on Britton Road east of the Western Avenue intersection are comprised of small businesses in an old main street style setting with the sidewalks butting up to the front of the buildings and angled parking in the street. Outside of the Main Street setting, the area has a large driveways without defined pedestrian paths and is lighted by old-style galvanized light poles. At the east end, a new health care facility has been constructed on the north side of the roadway. The pedestrian access lacks continuity throughout and is significantly out of date.



This report will summarize the existing condition of the Britton Old Town area and provide recommendations for updates to be made as part of the street enhancement project. These recommendations are based on engineering judgement complemented with roadway design and construction management experience.

Herewith is an existing conditions analysis, proposed improvement recommendations, and a construction cost estimate.

Existing Conditions

Beginning at the Western Avenue intersection, the existing pedestrian facilities are old but include the basic crossing components and islands on northwest and southeast quadrants. The ramps are outdated and do not include tactile warning devices, the push buttons are located on the signal poles along with pedestrian signals, the at-grade railroad crossings are updated concrete panels, and the ramps line up with each other with the exception of the north leg of the intersection. The southeast and northwest corners include islands that do not include any pedestrian signal equipment to provide a protected crossing across the slip lanes.

Between Western Avenue and Francis Avenue, the roadway tapers from four lanes to two lanes. The signage and pavement markings for the lane closure on both sides of the Western Avenue intersection do not clearly alert drivers to the lane reduction. The lane reduction exists to allow for the angled parking along both sides of the road. The existing angled parking stalls do not meet the required length of 20 feet.

There is sidewalk on both sides of Britton Road with trees and shrubs placed along the curb side of the sidewalk in various locations. In some locations the sidewalk has been damaged by the roots of the trees. While there is sidewalk throughout this segment, the access ramps are inadequate or do not exist. Access to most of the building entries is accessible but does not meet ADA standards.

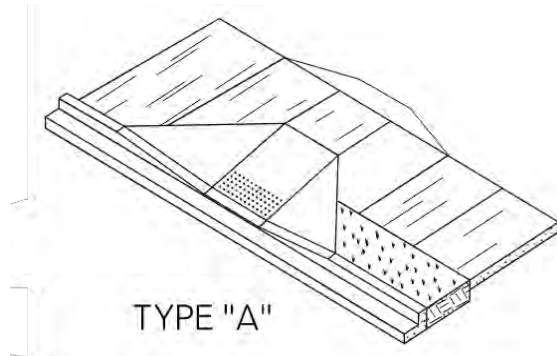
From Francis Avenue to southbound Classen Boulevard, both sides of Britton Road include sidewalk that is not continuous and large driveways that do not have a defined pedestrian path. There are no access ramps within this segment. There are signs, utilities, and water meters within the existing path.

The north side of Britton Road has a large driveway between northbound and southbound Classen Boulevard. East of Classen Boulevard, the new healthcare center has updated the sidewalk along their frontage. The new sidewalk matches existing sidewalk that connects to Shartel Avenue but does not include an access ramp.

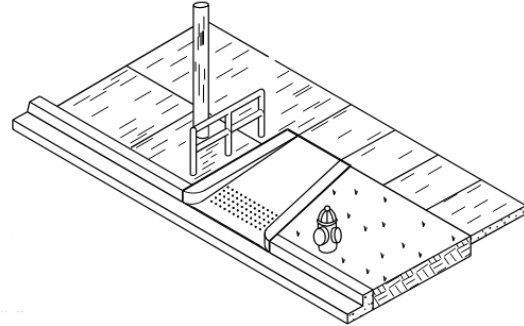
The south side of Britton Road does not have a sidewalk across the Classen Boulevard median but there is sidewalk to the east. This segment is not adequate and includes a short section of pavers. The sidewalk ends at the last store before connecting to Shartel Avenue.

Throughout the project limits, older style lighting exists on both sides of the roadway, and there are numerous driveways as well as a significant number of water meter boxes.

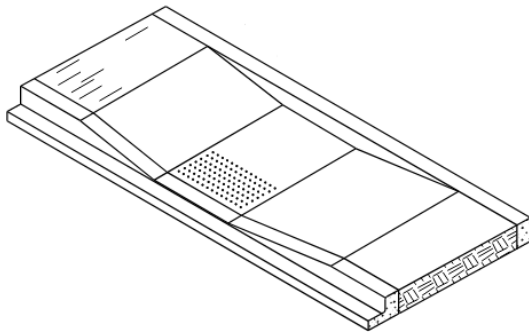
For reference the following types of ramps will be utilized throughout the project and are called out on each sheet accordingly:



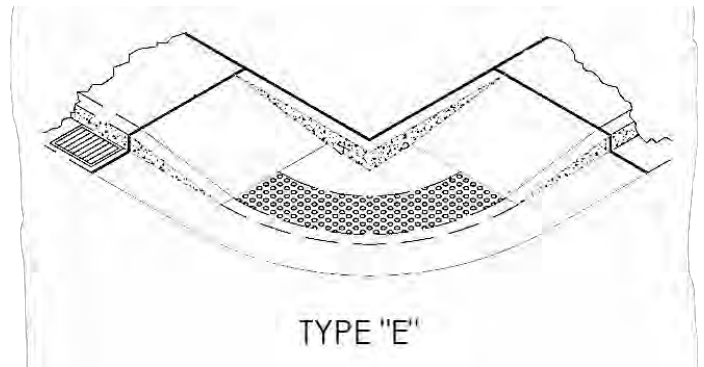
TYPE "A"



TYPE "B"



TYPE "D"



TYPE "E"



Proposed Improvements

The proposed improvements below are described in sections reviewed during the site visit. The recommendations will begin at the west end of the proposed limits and extend to Shartel Avenue. The Western Avenue intersections improvements will be discussed first, followed by the south side improvements and finally the north side improvements.

Western Avenue Intersection

Beginning with the pedestrian features, the existing ramps will need to be replaced to meet the current City standards and must include tactile warning devices. The pedestrian signal equipment will also need to be updated to include the audible pedestrian push buttons, and the existing pedestrian signal heads should be replaced with updated equipment. All work (signal heads, signal timing, additional signage) at the Western Intersection should be done to provide better guidance for vehicles crossing the railroad tracks.



On the northeast corner, the curb radius should be reconstructed to a smaller radius to provide more space for the new ramp. The location of the traffic signal pole, combined with the location of the impact attenuators protecting the median railroad signal equipment, will limit the location of the crosswalk which will determine the location of the new ramp. All these constraints are going to require a Type E ramp and the signal pole should be adequate location for the pedestrian push buttons and signals.

Recently, the standard pedestrian path at railroad crossings has been to pass on the non-traffic side of the railroad signal pole. Assuming right of way is available, the existing sidewalk will need to be reconstructed to the north to provide clear access to the northeast corner ramp.



The northwest corner includes a triangular shaped island that houses a traffic signal, railroad signal, and the signal controller cabinet. The ramps on the island can be Type B ramps including the ramp that will cross the existing slip lane. The pedestrian push buttons will need to be placed on individual pedestrian poles and the heads replaced. We recommend updating the receiving ramp from the island to a Type D ramp to ensure standards are met at this location and within the overall project limits.

The southwest corner has conflicts similar to the northeast corner. The crosswalk alignment will be limited by the location of the median impact attenuator but the location of the ramp will be more fluid since the traffic and railroad signal equipment is set back behind the sidewalk. The ramp on the corner will need to be a Type E, and the existing traffic signal pole can be used as the location for the pedestrian push buttons and signals.

The existing sidewalk alignment cannot be relocated to the back of signal poles so the new ramp and connecting sidewalk will have to match the existing sidewalk near the radius end point.

The island on the southeast corner will need to be updated with Type A ramps. A single pedestrian pole will need to be installed for the west crossing but the north crossing can utilize the traffic signal pole. The ramp crossing the right turn lane will be another Type A ramp and the receiving side will be a Type D ramp. Similar to the northwest island, no protection will be provided unless budgets allow for an additional traffic signal to be installed.



South Side Improvements

Western Avenue to Olie Avenue

Beginning at the new Type D ramp, the sidewalk will be reconstructed to six-feet wide and the adjacent grade will be sloped from the edge of the sidewalk verses the existing sidewalk sloping down to the existing grade. As the sidewalk progresses to the east, the sidewalk will be reconstructed with a curb along the bank parking lot to the east edge of the curb inlet.





At the curb inlet east of the Western Avenue intersection, the design will shift the curb towards the centerline of the roadway. Creating a wider area for the sidewalk will allow for compliant sidewalk and ramps to be installed at the bank driveway and at the west corner at Olie Avenue. By adding bumpouts at Olie Avenue, the design will include Type A ramps on either side of the intersection.

This segment of Britton Road is signed for 25 miles per hour which requires a merging taper length of 245 feet. The distance from the curb inlet to the first parking stall on the east side of Olie Avenue is approximately 260 feet. The merge can be defined by moving the curb line beginning at the curb inlet west of the bank drive.

To reduce the number of vehicle conflicts in the proposed merge area, the design should include a right only turn lane on the west leg of the Western Avenue intersection for eastbound traffic. Arrows on the pavement in conjunction with signs will require traffic to turn right in lieu of proceeding through the intersection.



Olie Avenue to Francis Avenue



The pedestrian path will begin with a Type A ramp on the east corner of Olie Avenue, placed in the proposed bumpout. This will allow adequate space for the ramp and will move the stop sign forward from behind the front face of the adjacent buildings. The adjoining sidewalk to the east, as well as the curb and gutter, will have to be replaced due to damage from the trees planted along the sidewalk. The current sidewalk elevation matches the business entries and will need to be replaced as such.



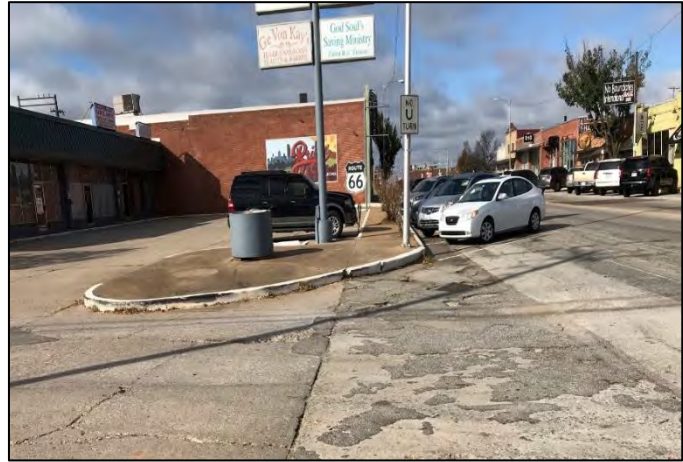
The furthest east business entry is too close to the end of the sidewalk to construct a ramp. Bumpouts should be constructed to provide areas to adequately place Type A ramps for pedestrian to cross the driveway.

Continuing east, the sidewalk in front of the parking lot contains planters with wide shrubs planted in them. The shrubs will need to be removed to provide the access along the sidewalk to Francis Avenue.



At Francis Avenue, bumpouts will be added on all four corners. This will provide adequate space for adding ADA compliant Type A ramps as well as a place to install pedestrian-activated flashing signs to alert drivers to pedestrians crossing Britton Road.

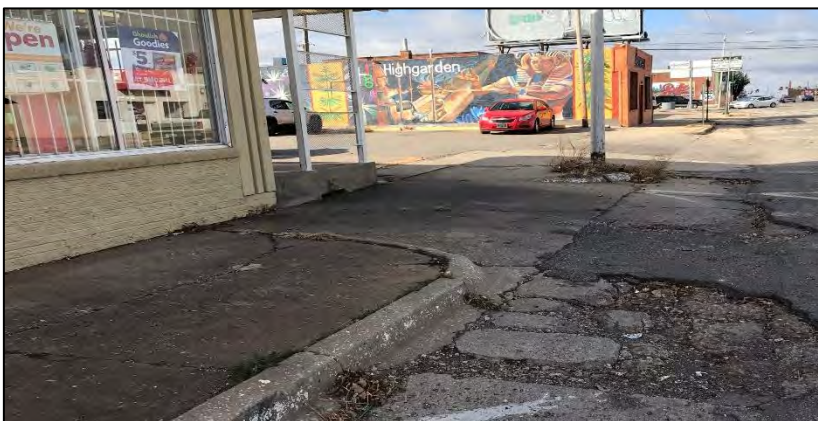
The inclusion of bumpouts have a negative impact on the existing drainage between Olie Avenue and Francis Avenue. In order to alleviate the issues, the roadway cross section will be revised from a typical two percent cross slope from center of the road to the curb and changed to a “W” shaped cross section. This will allow the water to drain to the back of the parked cars, also the end of the bumpouts, and flow to the east to the drainage structures at the Francis Avenue intersection. The existing drainage will be replaced with like structures but relocated towards the end of the bumpouts to capture the storm water runoff based on the proposed typical section.



Francis Avenue to Northbound Classen Boulevard

The parcel east of Francis Avenue is a large driveway that does not have any bordering curb. We recommend adding curb to the corner to define the sidewalk and ramp and place additional curb at the sign to define two separate driveways. The existing drainage inlet should be removed and replaced along with new curb. This will improve the drainage and reduce the number of vehicles driving over it. The sidewalk will be constructed along the right of way line which will maintain its current alignment.

The sidewalk at the next parcel will need to be reconstructed making sure to match the existing grade to the building entrance. The curb and gutter should also be replaced at the same time.



At the Family Dollar store, the driveway will need to be reconstructed to meet slope requirements and define the sidewalk alignment. Should the City desire, now is an opportunity to reduce the driveway size as it is currently 40 feet wide. The sidewalk will continue along the Family Dollar frontage up to the southbound side of Classen Boulevard. We also recommend replacing the curb and gutter along this segment.

Approaching the southbound leg of Classen Boulevard, the sidewalk will shift to the south to construct the ramp and avoid the drainage inlet. The inlet is an old style inlet with concrete hoods and should be replaced at this time. The sidewalk alignment can shift back towards the curb as it crosses the median and northbound Classen Boulevard.

The Classen Boulevard approaches at Britton Road are in poor condition and will be included in the resurfacing quantities to be replaced.



Northbound Classen Boulevard to Shartel Avenue

Along this segment of the project, the sidewalk will continue from Classen Boulevard shifting as necessary to meet slope requirements for driveways. Around mid-block there is a section of brick pavers in the proposed location of the sidewalk that will have to be removed. Britton Feed will be contacted for opportunities alter or consolidated multiple driveways to improve driver expectation as well as the safety of pedestrians using the sidewalk.

At the final parcel, the sidewalk will be constructed across the parking lot and a ramp at Shartel Avenue. The driveway into the parking lot is large and could also be reduced if the City desired.



In working with the Britton Old Town district, parallel parking will be added along the south curb where feasible and in compliance the City Standards. Where applicable, bumpouts will be used instead of gore striping to prevent traffic from driving through unused parking areas.

North Side Improvements

Western Avenue to Francis Avenue

The sidewalk will continue from the Western Avenue intersection and cross Garnett Drive with new ramps installed on both sides of the roadway. A review of the sidewalk along the first parcel east of Garnett Drive will help to reduce costs by leaving it in place where the sidewalk meets design criteria. At the next parcel is a large parking lot with two driveways. The driveways will have to be reconstructed to allow the sidewalk alignment to shift to avoid the planters adjacent to the two driveways.



Where the parking lot ends and the building begins, the sidewalk is damaged by tree roots that have grown up through the sidewalk. This is a repeating issue along this building front. Unfortunately, the trees will likely need to be removed and replaced with a more appropriate type of tree or shrub.

A bumpout will be added at the east driveway to define the limits of the angled parking and where the two lane typical section ends.



Along the building front, the sidewalk will need to be replaced and business entry grades will have to be matched. The curb in this segment is also badly damaged or structurally deficient and should be replaced. Grade adjustments should be made from the building front and adjusted accordingly along the gutter line. There is a section of brick pavers that should be replaced but could be reset if necessary.

The final parcel west of Francis Avenue is an undefined driveway with no curb. A bumpout will be added on the west edge of the driveway and on the northwest corner of Francis Avenue to define the sidewalk, add a pedestrian ramp Type A or B and prevent parking on the sidewalk. The driveway approach and sidewalk will have to be reconstructed along this parcel.



The intersection approach for Francis Avenue is in poor condition and should be replaced.

Francis Avenue to Southbound Classen Boulevard

Continuing east at Francis Avenue, the first parcel includes a large driveway with no curb and gutter. Again the use of a bumpout will be a part of the design. The driveway is short with a steep slope and the addition of a bumpout will allow for a pedestrian ramp as well as help the driveway meet City standards.

Along the second and third parcels from Francis Avenue, the sidewalk grade will have to be adjusted to meet the business entry grade. The curb and gutter will need to be replaced due to significant damage. The fourth parcel includes a driveway that will have to be reconstructed to ensure a compliant sidewalk crossing and reconstruction of the sidewalk will be required to meet the necessary cross slopes.

The final parcel before southbound Classen Boulevard will require construction of new sidewalk along the frontage. The two driveways are defined but could be reduced to support a safer crossing. The corner already includes curb and gutter and can remain with the exception of a new ramp.



The intersection approach is in poor condition and should be replaced.



Northbound Classen Boulevard to Southbound Classen Boulevard



The business between the north and southbound Classen Boulevard does not have any curb and there is a driveway across the entire frontage. The recommendation is to add curb and gutter on the corners to help define the sidewalk ramp and to construct new sidewalk across the parcel. The driveways can be defined and reduced.

The intersection approach is in poor condition and should be replaced.

Northbound Classen Boulevard to Shartel Avenue

This leg of the project has been reconstructed as a part of the new health center. The ramp at Classen Boulevard is skewed and could be reconstructed perpendicular to the roadway. The addition of parallel parking along the north curb will require the existing sidewalk along the clinic to be removed and replaced adjacent to the curb. This will provide a place for the vehicle users to walk in lieu of walking in the roadway.



Access will be maintained to the clinic, but the sidewalk will have to be relocated and the handrail removed.

District Requests

In identifying a desired scope of work, the Britton District targeted increased pedestrian access through a consistent roadway configuration featuring a standardized parking layout framed with large bumpouts at the intersections.

A traffic study is in progress to evaluate vehicular and pedestrian circulation throughout the district, with a focus on the following opportunities:

- Conversion of the eastbound curbside lane west of the Western Avenue and Britton Road intersection to a right turn-only configuration.
- Crosswalks at all intersections with the opportunity for pedestrian activated signalization at the crosswalks along Britton Road at Olie Avenue and Classen Boulevard.
- Conversion of Britton Road between Classen Boulevard and Shartel Avenue from four drive lanes to two drive lanes with parallel parking stalls against the curb where applicable.



Bumpouts will be utilized when applicable to shorten pedestrian crossing distances and protect on-street parking areas. Given the relatively narrow sidewalks in the Britton district, a landscape design is underway that will establish landscaping and irrigation options in the bumpout areas. It will also lay out a pattern of streetlights throughout the four-block area as a base bid, with alternates to extend the same style of lighting both east and west of the core of the district. Furthermore, the plan will consider placement options for public art and a conceptual design for the medians on Classen Boulevard south of Britton Road. Lastly, extending the limits of the project east will be considered, if funding allows.

Bumpouts

The District requested the addition of bumpouts at each intersecting roadway. The use of bumpouts will help to define the parking stalls as well as reinforce the limits of the two driving lanes. Bumpouts will also provide a large refuge area for pedestrians to gather before crossing the road and will provide congestion relief to the existing narrow pedestrian facilities. Furthermore, the bumpouts will serve to consolidate driveways and revise their size to meet the City's design standards.

Drainage impacts will need to be evaluated as the bumpouts can create ponding areas. Supplemental drainage is anticipated as a part of the project, but additional structures may be required if existing infrastructure is not available. Green infrastructure design techniques will also be considered for bumpout locations where extending or installing additional underground storm sewer components is impractical or unaffordable.

Britton Road and Classen Boulevard - Signal

The district would like to investigate the possibility of adding signalization at Classen Boulevard. Signals would support pedestrians crossing Britton Road to access the Variety Care Health Center and other locations on the north as well as future development that can achieve south along Classen Boulevard in the future. District leaders have already considered architectural plans for a dog park or some other use within the limits of the center median between Britton Road and NW 92nd Street.

A fully signalized intersection or an intersection utilizing pedestrian-activated flashing signs to alert drivers to pedestrians in the crosswalk are both options. In both cases, bumpouts would be added to define the two drive lanes on Britton Road. Pedestrian access would be connected to the already proposed sidewalks and could be continued to the south to provide continuity to the future improvements south of Britton Road.

Expansion of the project to the east

The district asked that consideration be given to expanding the east limit of the project to Walker or Hudson, if funding is available.

Report Summary

The following points are a summary of the proposed scope:

- The eastbound curbside lane west of the Western Avenue Intersection should be converted to right turn-only lane



- The taper for eastbound traffic on Britton Road between Western Avenue and Olie Avenue should be eliminated
- The eastbound and westbound curbside drive lanes on Britton Road between Classen and Shartel should be converted to parallel parking spaces
- Establish grades at the building fronts or entries
 - Construct new curb and gutter
 - Adjust the parking pavement to the new grades
- Reconstruct all intersecting road approaches
- Replace sidewalk and ramps throughout
- Utilize corner bumpouts when applicable to shorten pedestrian crossing distances and prohibit drivers from traveling through unused parking spaces
- Define driveways with curb and gutter when none exists
- Consolidate driveways, when applicable, to improve driver expectation and pedestrian safety
- Replace, update, and relocate drainage inlets when applicable
- Standardize on-street parking including appropriately located handicap parking spaces
- Add pedestrian-activated flashing signs at the Olie and Classen intersections
- Update the Western Avenue intersection pedestrian signal equipment
- Update the lighting throughout
- Remove all trees and shrubs and that conflict with the sidewalk alignment
 - Replace with an appropriate design and material at the corner bumpouts
- Consider green infrastructure technology as an option to providing additional underground drainage structures
- Resurface Western to I-235



Engineer's Construction Cost Estimate

Street Enhancement – all street enhancement related items (does not include resurfacing)

Street Enhancement Estimated Cost	\$1,605,929
Total Fixed Limit of Construction	\$1,621,080

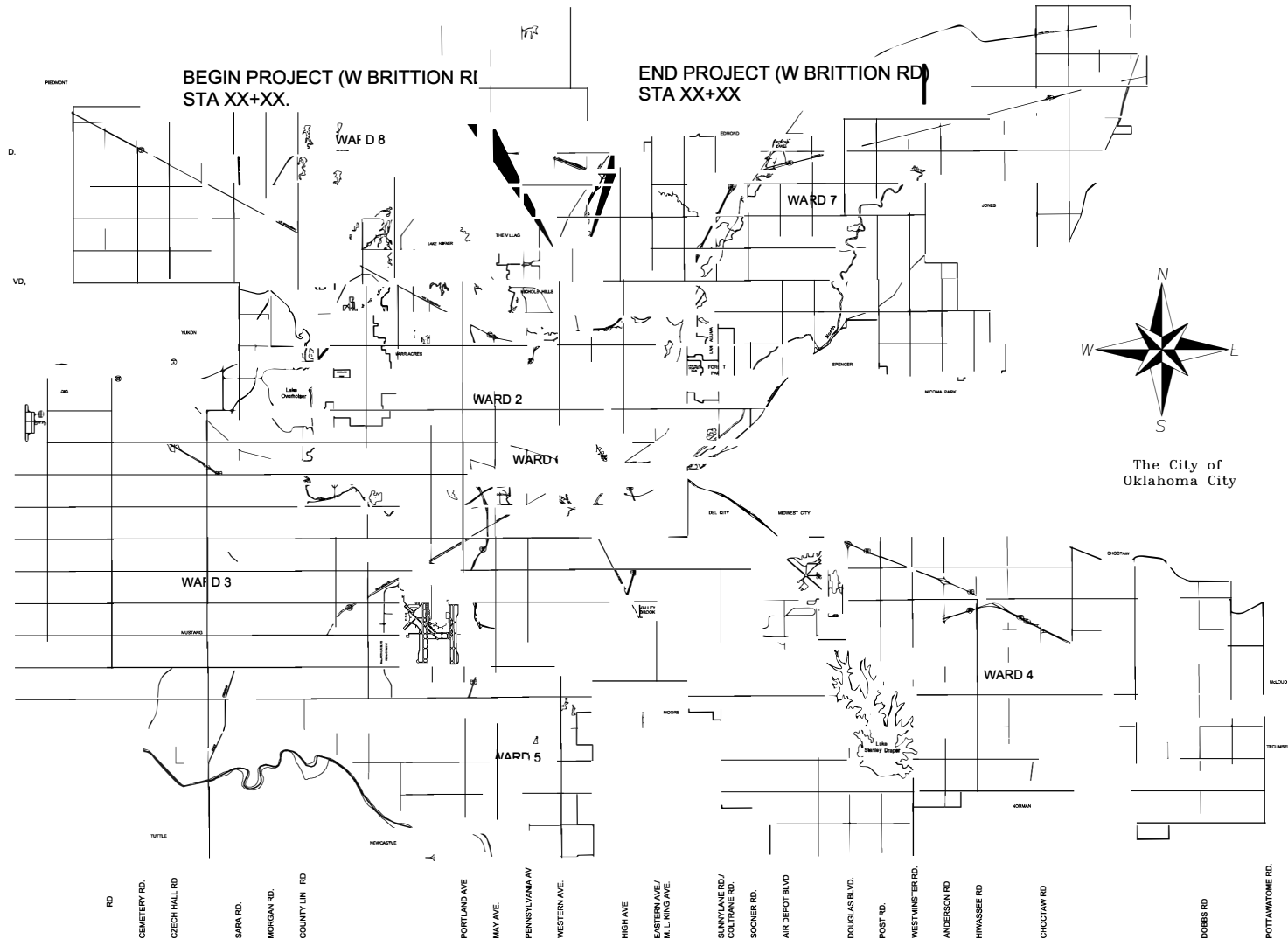


Street Enhancement Cost Estimate

Item No.	Item	Unit	Quantity	Unit Cost	Cost
1	CONSTRUCTION SIGNING AND TRAFFIC CONTROL	LSUM	1	\$18,000	\$18,000
2	MOBILIZATION	LSUM	1	\$132,721	\$132,721
3	CONSTRUCTION STAKING (CONSTRUCTION SURVEY)	LSUM	1	\$20,000	\$20,000
4	ROCK BAG DROP INLET BARRIER	EA	15	\$238	\$3,570
5	FILTER FABRIC SILT FENCE - COMPLETE IN PLACE	LF	400	\$6	\$2,400
6	CLEARING AND GRUBBING	LSUM	1	\$20,000	\$20,000
7	REMOVE STORM SEWER (INLETS) (STRUCTURE)	EA	4	\$800	\$3,200
8	REMOVE CURB AND GUTTER	LF	1235	\$12	\$14,820
9	PAVEMENT REMOVAL	SY	780	\$15	\$11,700
10	DRIVEWAY REMOVAL	SY	1588	\$15	\$23,820
11	SIDEWALK REMOVAL	SY	2230	\$15	\$33,450
12	REINFORCED CONCRETE PIPE (18 INCHES)	LF	80	\$88	\$7,040
13	MANHOLE (4 FEET DIA.)	EA	2	\$3,100	\$6,200
14	ADJUST MANHOLE FRAME & COVER TO FINISH GRADE	EA	4	\$1,200	\$4,800
15	DESIGN 2-0 INLET	EA	4	\$8,200	\$32,800
16	SEPARATOR FABRIC	SY	780	\$4.50	\$3,510
17	AGGREGATE BASE	CY	175	\$65	\$11,375
18	PC CONCRETE PAVEMENT (8 INCHES) (DOWEL JOINTED)	SY	780	\$155	\$120,900
19	CUB AND GUTTER (ALL TYPES)	LF	1590	\$20	\$31,800
20	6 INCHES P.C. CONCRETE DRIVEWAY (HES)	SY	1588	\$95	\$150,860
21	SIDEWALK	SY	2267	\$75	\$170,025
22	CURB RAMP	SY	193	\$105	\$20,265
23	TACTILE MARKERS/TRUNCATED DOMES	SF	280	\$35	\$9,800
24	(5) CONDUCTOR TRAFFIC SIGNAL ELECTRICAL CABLE	LF	150	\$6	\$900
25	SHEET ALUMINUM SIGNS	SF	320	\$30	\$9,600
26	SQUARE STEEL SIGN POST	LF	160	\$15	\$2,400
27	TRAFFIC STRIPE (MULTI-POLYMER)(4 INCH)	LF	1500	\$1.50	\$2,250
28	TRAFFIC STRIPE (MULTI-POLYMER)(24 INCH)	LF	148	\$6	\$888
29	TRAFFIC STRIPE (MULTI-POLYMER)(ARROWS)(DOUBLE)	EA	9	\$250	\$2,250
30	TRAFFIC STRIPE (MULTI-POLYMER)(RR SYMBOL)	EA	8	\$1,200	\$9,600
31	RELOCATE EXISTING WATER SERVICE METER	EA	35	\$1,300	\$45,500
32	ADJUST WATER METER BOX TO GRADE	EA	35	\$600	\$21,000
33	UNCLASSIFIED EXCAVATION	CY	200	\$20	\$4,000
34	BENCH	EA	4	\$2,500	\$10,000
35	TRASH RECEPTACLE	EA	8	\$2,000	\$16,000
36	BICYCLE RACK	EA	4	\$1,500	\$6,000
37	SOLID SLAB SODDING	SY	165	\$6	\$990
38	2" PVC SCH40 CONDUIT	LF	7500	\$25	\$187,500
39	LIGHT POLE PULL BOX TYPE II	EA	30	\$1,000	\$30,000
40	LIGHT POLE FOUNDATION (COMPLETE)	EA	24	\$2,500	\$60,000
41	TREE/SHRUB REPLACEMENT	LSUM	1	\$40,000	\$40,000
42	DISTRICT MARKERS/SIGNS	LSUM	1	\$38,000	\$38,000
43	PUBLIC ART	LSUM	1	\$20,000	\$20,000
44	SUPPLEMENT POWER SUPPLY	LSUM	1	\$25,000	\$25,000
45	RAILROAD FLAGGING	DAY	50	\$1,500	\$75,000

Total Cost	\$1459,935
10% Contingency	\$145,994
Estimated Construction Cost	\$1,605,929

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PROJECT NO. PC-0808
BRITTON OLD TOWN
STREET ENHANCEMENT PROJECT
WEST BRITTON ROAD
FROM NORTH WESTERN AVENUE TO NORTH SHARTEL AVENUE

Preliminary
04/17/2022 9:25:43 AM

REVISIONS



The City of
OKLAHOMA CITY
Public Works Department

DAVID HOLT	Mayor
COUNCIL MEMBERS	
BRADLEY CARTER	Ward 1
JAMES COOPER	Ward 2
BARBARA YOUNG	Ward 3
TODD STONE	Ward 4
DAVID GREENWELL	Ward 5
JOBETH HAMON	Ward 6
NIKKI NICE	Ward 7
MARK K. STONECIPHER	Ward 8
CRAIG FREEMAN	City Manager
ERIC J. WENGER, P.E.	City Engineer

SHEET INDEX

SHEET NO.	DESCRIPTION
1	TITLESHEET
2	TYPICAL SECTIONS
3	GENERAL NOTES
4 - 7	PLAN SHEETS
8 - 11	SIGNING AND STRIPING PLAN
12 - 16	CROSS SECTIONS

ODOT STANDARDS

SSS-1-01 SSIF-4-0 PM1-1-00 TCS6-1-02
ASCD-5-02 CIG-3-0 TCS1-1-01 TCS7-1-02
CSCD-5-03 MFC-4-1 TCS2-1-00 TRFD-1-02
TWD-1-0 PDT-1-3 TCS3-1-01

CITY OF OKLAHOMA CITY STANDARDS

D-010 D-101 D-108 D-700-A
D-109 D-106 D-300 D-700-B
D-800


ATKINS

ONE CALL UTILITY LOCATION NUMBER

840-5032
1-800-522-6543

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

RECOMMENDED FOR APPROVAL

	04.15.2022
DESIGN ENGINEER	DATE
ERIC J. WENGER, P.E.	DATE
CITY ENGINEER	

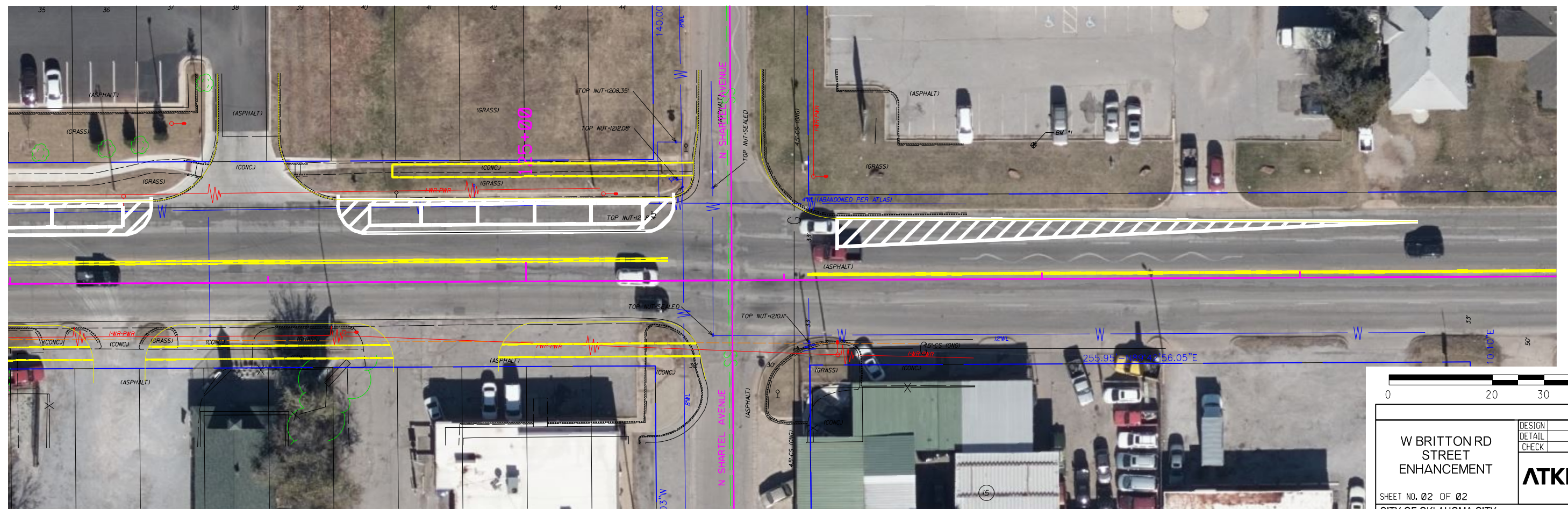
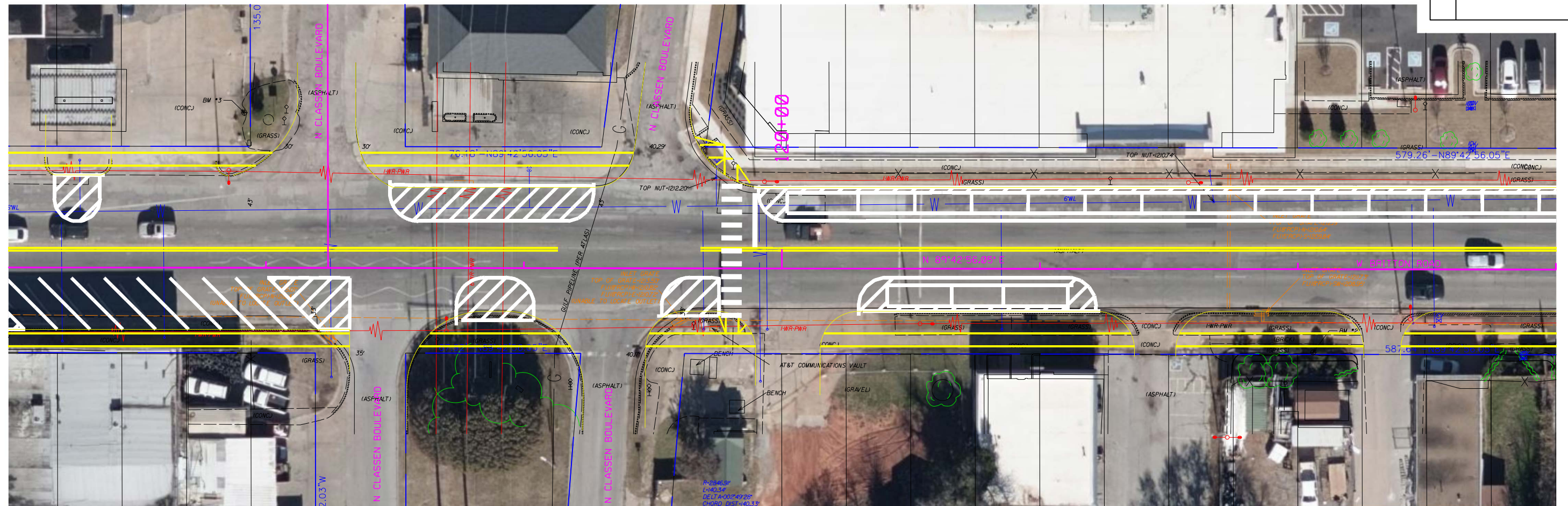


APPROVED AS FINAL PLANS


MAYOR	DATE
CITY CLERK	DATE

PROJECT NO. PC-0808

REV. NO.		DESCRIPTION	REVISIONS	DATE



5:25:06 PM
4/19/2022
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DETAIL												
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<p style="font-size: 18pt; margin: 0;">SHEET NO. 02 OF 02</p>		<p style="font-size: 36pt; font-weight: bold; margin: 0;">ATKINS</p>										
<p style="font-size: 18pt; margin: 0;">CITY OF OKLAHOMA CITY</p>												
<p style="font-size: 12pt; margin: 0;">PROJECT: PC-0808 AND PC-0824</p>		<p style="font-size: 12pt; margin: 0;">SHEET NO.</p>										