



## CITY OF MIDWEST CITY MEETINGS

FOR NOVEMBER 09, 2021

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Meetings will be streamed live on the City of Midwest City's (MWC) YouTube channel: [bit.ly/CityofMidwestCity](https://bit.ly/CityofMidwestCity).

The recorded video will be available on MWC's YouTube channel: [bit.ly/CityofMidwestCity](https://bit.ly/CityofMidwestCity) and MWC's website: [www.midwestcityok.org](http://www.midwestcityok.org) within 48 hours. The meeting minutes and video can be found on MWC's website in the Agenda Center: <https://www.midwestcityok.org/meetings>.

To make a special assistance request, call 739-1213 or email [bbundy@midwestcityok.org](mailto:bbundy@midwestcityok.org) no less than 24 hours prior to the start of a meeting. If special assistance is needed during a meeting, call 739-1388.

MWC continues to take steps to follow federal, state and local guidelines regarding social distancing and crowd size. Thank you for helping us keep our community safe.



### CITY COUNCIL AGENDA

City Hall - Midwest City Council Chambers, 100 N. Midwest Boulevard

November 09, 2021 – 6:00 PM

Presiding members: Mayor Matt Dukes

Trustee Susan Eads

Trustee Sean Reed

City Manager Tim Lyon

Trustee Pat Byrne

Trustee Christine Allen

City Clerk Sara Hancock

Trustee Española Bowen

Trustee Rick Favors

City Attorney Don Maisch

A. CALL TO ORDER.

B. OPENING BUSINESS.

- Invocation by Assistant City Manager Vaughn Sullivan
- Pledge of Allegiance by Carl Albert Jr ROTC Cadets
- Community-related announcements and comments
- Mayoral Proclamations: National American Indian Heritage Month and Small Business Saturday

- C. CONSENT AGENDA. These items are placed on the Consent Agenda so the Council, by unanimous consent, can approve routine agenda items by one motion. If any item proposed does not meet with the approval of all Council, or members of the audience wish to discuss an item, it will be removed and heard in a regular order.
1. Discussion and consideration for adoption, including any possible amendment of, the October 26, 2021 meeting minutes. (City Clerk - S. Hancock)
  2. Discussion and consideration for adoption, including any possible amendment of supplemental budget adjustments to the following funds for FY 2021-2022, increase: Fire Department Fund, expenditures/Transfer Out (64) \$15,000. 2018 Election GO Bonds Fund, revenue/Transfer In (64) \$15,000; expenditures/Fire Department (64) \$15,000. (Finance - T. Cromar)
  3. Discussion and consideration for adoption, including any possible amendment of a resolution for the City Council of the City of Midwest City relating to the expenditure of not more than \$15,000 for the clearing of the proposed location of the police/fire joint training facility project; indicating the official action of the City Council for the reimbursement to Midwest City Fire Department's 040 fund balance of such expenditure by the issuance of tax exempt general obligation bonds of the City of Midwest City, previously authorized at an election held for that purpose on May 11, 2021. (Finance - T. Cromar)
  4. Discussion and consideration of passing and approving a resolution and proclamation, including any possible amendment, to authorize the calling and holding of a primary election on February 8, 2022, if necessary, and a general election, if necessary, on April 5, 2022: in Ward 1, for the election of a City Councilperson to represent Ward 1; Ward 3, for the election of a City Councilperson for Ward 3; Ward 5, for the election of a City Councilperson for Ward 5; and all Wards for the purpose of electing the Mayor, an at-large position for the City of Midwest City, County of Oklahoma, State of Oklahoma; enumerating the qualifications for those offices; and establishing the filing period. (City Clerk - S. Hancock)
  5. Discussion and consideration including any amendment of restricting public vehicular access to Morris McGee Drive from November 10, 2021 to January 10, 2022 only that associated with Holiday Lights Spectacular. (City Manager - V. Sullivan)
  6. Discussion and consideration of adoption, including any possible amendment to a resolution selecting EST, Inc. as the engineer responsible for the annual city bridge inspections for compliance with National Bridge Inspection Standards for the term of April 1, 2022 to March 31, 2024. (Public Works - P. Menefee)
  7. Discussion and consideration approving, including any possible amendment of, the 2021-22 Midwest City Landscape Master Plan. (Public Works - R. Paul Streets)
  8. Discussion and consideration, including any amendment thereto, of approving Change Order #07 with the Oklahoma Department of Transportation for STP-255B(461)AG, State Job Number 31548(04), SE 29<sup>th</sup> Street Reconstruction from Midwest Boulevard to Douglas Boulevard in the amount of \$129,023.91. (Community Development - B. Bundy)

9. Discussion and consideration, including any amendment thereto, of approving a federal aid programming resolution for inclusion into the FFY 2022-2025 Transportation Improvement Plan for a project on SE 29th Street, replace the existing bridge over Crutcho Creek and rehabilitate the box over Kuhlman Creek. (Community Development - B. Bundy)
10. Discussion and consideration of, including any possible amendment, accepting a Grant of Permanent Easement from J Lou Properties L.L.C., across a certain parcel of land located within the corporate boundaries of Midwest City, in Block One of Tinker Village Addition to the Southwest Quarter (SW/4) of Section Eleven (11), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma. (Community Development - B. Bundy)
11. Discussion and consideration for adoption, including any possible amendment of 1) declaring various equipment obsolete items of city property on the attached list as surplus; and 2) authorizing their disposal by public auction, sealed bid, or other means as necessary. (City Manager - V. Sullivan)
12. Discussion and consideration for adoption, including any possible amendment of 1) declaring various equipment obsolete items of city property on the attached list surplus; and 2) authorizing their disposal by public auction, sealed bid, or other means as necessary. (City Manager - V. Sullivan)

D. DISCUSSION ITEMS.

1. Discussion and consideration, including any amendments, of electing a Vice-Mayor. (City Manager - T. Lyon)
2. Public hearing with discussion and consideration, including any amendments, of passing a resolution declaring the structures located at 9409 NE 11<sup>th</sup> St a public nuisance as defined in MCO 20.1 IPMC 301.3 and abatement procedures under MCO 27-8 of the Municipal Code and setting dates to demolish and remove the structure from the site. (Neighborhood Services - M. Stroh)
3. (TS-445) Discussion and consideration of adoption, including any possible amendment of accepting the **updated** Traffic Signal Study and analysis for the intersection of S.E. 15th Street and Windsong Drive. (Public Works - P. Menefee)
4. (TS-446) Discussion and consideration of adoption, including any possible amendment of accepting the **updated** Traffic Signal Study and analysis for the intersection of N.E. 10th Street and Shadybrook Drive. (Public Works - P. Menefee)
5. (CA-80) Discussion and consideration of an appeal including any possible amendment by Casey's General Stores to Section 9-386 (b) of the Midwest City Sign Ordinance which limits the height of freestanding signs to 20' above the level of the street, for the property addressed as 5601 Tinker Diagonal. (Community Development - B. Harless)

- 6. Discussion and consideration for adoption, including any possible amendment of an ordinance amending the Midwest City Municipal Code, Chapter 15, Fire Protection and Prevention, Article III, Fire Prevention Codes and Standards, Division 2, Fire Prevention Codes, by amending Section 15-55, 15-56 and adopting Section 15-59; establishing an effective date, and providing for repealer and severability. (Fire - B. Norton)

- E. NEW BUSINESS/PUBLIC DISCUSSION. . In accordance with State Statue Title 25 Section 311. Public bodies - Notice. A-9, the purpose of the "New Business" section is for action to be taken at any Council/Authority/Commission meeting for any matter not known about or which could not have been reasonably foreseen 24 hours prior to the public meeting. The purpose of the "Public Discussion Section" of the Agenda is for members of the public to speak to the City Council on any Subject not scheduled on the Regular Agenda. The Council shall make no decision or take any action, except to direct the City Manager to take action, or to schedule the matter for discussion at a later date. Pursuant to the Oklahoma Open Meeting Act, the Council will not engage in any discussion on the matter until that matter has been placed on an agenda for discussion. THOSE ADDRESSING THE COUNCIL ARE REQUESTED TO STATE THEIR NAME AND ADDRESS PRIOR TO SPEAKING TO THE COUNCIL.

- F. EXECUTIVE SESSION.

- 1. Discussion and consideration of 1) entering into executive session, as allowed under Title 25 Section 307 (B)(4) to discuss confidential communications between a public body and its attorney concerning a pending investigation, claim, or action if the public body with the advice of its attorney, determines that disclosure will seriously impair the ability of the public body to process the claim or conduct a pending investigation, litigation, or proceeding in the public interest; and 2) authorizing the City Manager to take action as appropriate based on discussion. (City Manager - T. Lyon)

- G. FURTHER INFORMATION.

- 1. Discussion and consideration of a resolution, including any possible amendment, of the City Council of the City of Midwest City, to rescind Resolution 2018-31; withdrawing from the Trust Agreement and Indenture of the Regional Transportation Authority of Central Oklahoma (RTA); and rescinding appointments to the Regional Transportation Authority of Central Oklahoma. (City Manager – T. Lyon)

- H. ADJOURNMENT.



CONSENT AGENDA



Notice for the Midwest City Council meetings was filed for the calendar year with the City Clerk of Midwest City. Public notice of this agenda was accessible at least 24 hours before this meeting at City Hall and on the Midwest City website (www.midwestcityok.org).

## Midwest City Council Minutes

October 26, 2021

This meeting was held in the Midwest City Chambers at City Hall, 100 N Midwest Blvd, Midwest City, County of Oklahoma, State of Oklahoma.

Mayor Matt Dukes called the meeting to order at 6:02 PM with following members present:

Ward 1 Susan Eads	Ward 4 Sean Reed*	City Manager Tim Lyon
Ward 2 Pat Byrne	Ward 5 Christine Allen	City Clerk Sara Hancock
Ward 3 Española Bowen	Ward 6 Rick Favors	City Attorney Don Maisch

OPENING BUSINESS. The Invocation was given by Vaughn Sullivan. The Pledge of Allegiance was led by Carl Albert High School ROTC Cadets Lin and Noland. Staff and Council made Community-related announcements and comments. Mayor Dukes read the Proclamation for Extra Mile Day.

CONSENT AGENDA. Allen made a motion to approve the consent agenda, seconded by Favors. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors and Dukes. Nay: none. Absent: none. Motion Carried.

1. Discussion and consideration for adoption, including any possible amendment of, the October 12, 2021 meeting minutes.
2. Discussion and consideration for adoption, including any possible amendment, of the City Manager's Report for the month of September 2021.
3. Discussion and consideration for adoption, including any possible amendment of supplemental budget adjustments to the following funds for FY 2021-2022, increase: Grant Funds, revenue/Intergovernmental (57) \$500,000; expenditures/Capital Improvements (57) \$500,000.
4. Discussion and consideration of adopting, including any possible amendment, the monthly report on the City of Midwest City Employees' Health Benefits Plan by the City Manager and action as deemed necessary by the Council to maintain the plan.
5. Discussion and consideration for adoption, including any possible amendment of 1) approving and entering into the 2022 Oklahoma Highway Safety Office Grant with the U.S. Department of Transportation Office to establish the terms and conditions under which the City will receive a law enforcement grant in the amount of \$44,880.00; and 2) authorizing the mayor and/or city manager to execute such documents and enter into such agreements as are necessary or appropriate to carry out the objectives of the grant.
6. Discussion and consideration of approving and including any possible amendment of Resolution 2021-32 updating the Association of Central Oklahoma Governments (ACOG) 911 agreement.

7. Discussion and consideration, including any amendment thereto, of approving a federal aid Programming Resolution 2021-28 for inclusion into the FFY 2022-2025 Transportation Improvement Plan for a project to reconstruct the drainage on SE 15th Street at the Choctaw Creek Tributary 4 East Branch (just west of Hiwassee Road).
8. Discussion and consideration, including any amendment thereto, of approving a federal aid programming Resolution 2021-29 for inclusion into the FFY 2022-2025 Transportation Improvement Plan for a project to reconstruct and signal the intersection of Reno Avenue and Westminster Road.
9. Discussion and consideration, including any amendment thereto, of approving a federal aid programming Resolution 2021-31 for inclusion into the FFY 2022-2025 Transportation Improvement Plan for a project to construct sidewalk in three locations.
10. Discussion and consideration, including any amendment thereto, of approving a federal aid programming Resolution 2021-30 for inclusion into the FFY 2022-2025 Transportation Improvement Plan for a project to resurface SE 29th Street from I-40 to Midwest Boulevard.
11. Discussion and consideration for entering into and approving, including any possible amendment of a Memorandum of Understanding with the City of Choctaw for a potential future federal aid project to reconstruct the drainage on SE 15th Street at the Choctaw Creek Tributary 4 East Branch (just west of Hiwassee Road).
12. Discussion and consideration for adoption, including any possible amendment of change order #1 amending the contract with Shiloh Enterprises, Inc. to construct the WP Bill Atkinson Park in a *decrease* of \$110.70 to add 2 additional days of time.
13. Discussion and consideration for adoption, including any possible amendment of reappointing Taiseka Adams to Park Board for an additional three-year term.
14. Discussion and consideration for adoption, including any possible amendment of 1) declaring an EyeBall R1 (360 degree deploy-able sensor) serial number BL20317, as obsolete city equipment/property; and 2) authorizing the disposal of this property by public auction, sealed bid or other means as necessary.
15. Discussion and consideration for adoption, including any possible amendment of declaring ammunition of various calibers Midwest City Police Department owned as surplus and authorizing their disposal by trade-in for the purchase of new ammunition with GT Distributors, Austin, TX.
16. Discussion and consideration for adoption, including any possible amendment of 1) declaring various computer equipment obsolete items of city property on the attached list surplus; and 2) authorizing their disposal by public auction, sealed bid, or other means as necessary.

#### DISCUSSION ITEMS.

1. **(PC-2090) Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to redistrict from C-3, Community Commercial and to R-HD, High Density Residential, for the property described as a part of the SW/4 of Section 12, T-11-N, R-2-W, located at 2500 S. Douglas Blvd. Take No Action.**

2. **(PC – 2092) Discussion and consideration for adoption, including any possible amendment of the Replat of Lot 14, Block 5 of the Pointon City Addition, described as a part of the NE/4 of Section 6, T11N, R1W and addressed as 10305 St. Patrick Drive.** Harless addressed the Council. Favors made a motion to approve the replat, seconded by Byrne. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors and Dukes. Nay: none. Absent: none. Motion Carried.
  
3. **(PC - 2093) Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to redistrict from R-6, Single Family Detached Residential to C-3, Community Commercial, and a resolution to amend the Comprehensive Plan from OR, Office/Retail to COMM, Commercial, for the property described as Lots 1-4 of the Poling Addition, addressed as 10012 E. Reno Ave.** Harless addressed the Council. Favors made a motion to approve Ordinance 3459 and Resolution 2021-33, seconded by Reed. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors and Dukes. Nay: none. Absent: none. Motion Carried.
  
4. **(PC – 2094) Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to amend the Soldier Creek Industrial Park (SCIP) Planned Unit Development governed by the C-4, General Commercial district and I-2, Moderate Industrial district for the property described as a part of the N/2 of Section 27, T-12-N, R-2-W, of the Indian Meridian, Oklahoma County, OK.** Harless addressed the Council. Byrne made a motion to approve Ordinance 3460, seconded by Bowen. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors and Dukes. Nay: none. Absent: none. Motion Carried.
  
5. **(PC - 2095) Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to redistrict from R-2F, Two-Family Attached Residential District to SPUD, Simplified Planned Unit Development, governed by the R-MD, Medium Density Residential District and a resolution to amend the Comprehensive Plan from PSP, Public/Semi-Public to MDR, Medium Density Residential, for the property described as Lot 20, Block 5 of the Country Estate Second Addition, addressed as 521 Babb Dr.** Harless and applicant, Jeff Johnson, addressed the Council. After Staff and Council discussion, Eads made a motion to approve, including subject to staff comments, Ordinance 3461 and Resolution 2021-34, seconded by Reed. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors and Dukes. Nay: none. Absent: none. Motion Carried.
  
6. **(PC - 2096) Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to redistrict from R-6, Single Family Residential to SPUD, Simplified Planned Unit Development, governed by the R-2F, Two-Family Attached Residential District and a resolution to amend the Comprehensive Plan from LDR, Low Density Residential to MDR, Medium Density Residential subject to staff comments, for the property described as Lot 20, Block 5 of the Pine Addition, addressed as 219 E Jacobs Dr.** Harless and applicant, Jeff Johnson, addressed the Council. After Staff and Council discussion, Eads made a motion to approve, including subject to staff comments, Ordinance 3462 and Resolution 2021-35, seconded by Byrne. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors and Dukes. Nay: none. Absent: none. Motion Carried.



7. **(PC – 2097) Discussion and consideration for adoption, including any possible amendment of approval of the Final Plat of Freedom Villas, described as a part of the SE/4 of Section 35, T12N, R2W.** Harless addressed the Council. Bowen made a motion to approve the final plat, seconded by Eads. Voting Aye: Eads, Bowen, Reed, Allen, Favors and Dukes. Nay: Byrne. Absent: none. Motion Carried.

\*Reed left meeting at 6:57 PM

8. **(PC - 2098) Public hearing with discussion and consideration for adoption, including any possible amendment of an ordinance to redistrict from C-1, Restricted Commercial to PUD, Planned Unit Development, governed by the C-1, Restricted Commercial and R-6, Single Family Detached Residential districts, and a resolution to amend the Comprehensive Plan from PSP, Public/Semi-Public to COM, Commercial and LDR, Low Density Residential, subject to staff comments, for the property described as a part of the SW/4 of Section 36, T12N, R2W, addressed as 9035 E. Reno Ave.** Harless and applicant, Bonnie Patterson, addressed the Council. After Staff and Council discussion, Eads made a motion to approve Ordinance 3463 and Resolution 2021-36, seconded by Bowen. Voting Aye: Eads, Byrne, Bowen, Allen, Favors and Dukes. Nay: none. Absent: Reed. Motion Carried.

\*\*Reed returned to meeting at 6:58 PM

9. **Discussion and consideration for adoption, including any amendments, of an ordinance amending the Midwest City Municipal Code, Chapter 2, Administration, Article VIII, Purchasing, Sections 2-116 Generally and 2-125 When bidding not required; and providing for a repealer, severability and an effective date.** Maisch address the Council. Eads made a motion to approve Ordinance 3464, seconded by Allen. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors and Dukes. Nay: none. Absent: none. Motion Carried.

10. **Discussion and consideration for adoption, including any amendments, of an ordinance amending the Midwest City Municipal Code, Chapter 5 Alcoholic Beverages, Article II, Alcoholic Beverages, Article IV, Occupation Tax, Various Sections; and providing for repealer, severability and effective date.** Maisch address the Council. Eads made a motion to approve Ordinance 3465, seconded by Favors. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors and Dukes. Nay: none. Absent: none. Motion Carried.

11. **Discussion and consideration for adoption, including any amendments, of an ordinance amending the Midwest City Municipal Code, Chapter 7 Amusements, Article IV, Circuses and Carnivals, Sections 7-50, License; and 7-52 Insurance; providing for repealer, severability and an effective date.** Maisch addressed the Council. Allen made a motion to approve Ordinance 3466, seconded by Eads. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors and Dukes. Nay: none. Absent: none. Motion Carried.

NEW BUSINESS/PUBLIC DISCUSSION. There was no new business or public discussion.

At 7:06 PM Eads made a motion to recess, seconded by Allen. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors, and Dukes. Nay: none. Absent: none. Motion carried.

At 7:15 PM Allen made a motion to return to meeting, seconded by Reed. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors, and Dukes. Nay: none. Absent: none. Motion carried.

EXECUTIVE SESSION.

- 1. Discussion and consideration of 1) entering into executive session, as allowed under Title 25 Section 307 (B)(4) to discuss confidential communications between a public body and its attorney concerning a pending investigation, claim, or action if the public body with the advice of its attorney, determines that disclosure will seriously impair the ability of the public body to process the claim or conduct a pending investigation, litigation, or proceeding in the public interest; and 2) authorizing the City Manager to take action as appropriate based on discussion.**

At 7:15 PM Byrne made a motion to enter into the City Council and Hospital Authority Executive Session, seconded by Reed. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors, and Dukes. Nay: None. Absent: none. Motion carried.

At 8:20 PM Reed made motion to return to Open Session, seconded by Allen. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors, and Dukes. Nay: None. Absent: none. Motion carried.

No Action Needed.

ADJOURNMENT. There being no further business, Mayor Dukes adjourned the meeting at 8:20 PM.

ATTEST:

\_\_\_\_\_  
MATTHEW D. DUKES II, Mayor

\_\_\_\_\_  
SARA HANCOCK, City Clerk



**Finance Department**  
100 N. Midwest Boulevard  
Midwest City, OK 73110  
tcromar@midwestcity.org  
Office: 405-739-1245  
www.midwestcityok.org

TO: Honorable Mayor and City Council

FROM: Tiatia Cromar, Finance Director

DATE: November 9, 2021

SUBJECT: Discussion and consideration for adoption, including any possible amendment of supplemental budget adjustments to the following funds for FY 2021-2022, increase: Fire Department Fund, expenditures/Transfer Out (64) \$15,000. 2018 Election GO Bonds Fund, revenue/Transfer In (64) \$15,000; expenditures/Fire Department (64) \$15,000.

The first and second supplements are needed to budget the transfer out of Fund 040 and transfer in to Fund 270 to cover expenditures for Police/Fire Training project 6419G5.

*Tiatia Cromar*

Tiatia Cromar  
Finance Director

**SUPPLEMENTS**

**November 9, 2021**

Fund FIRE DEPARTMENT (040)		BUDGET AMENDMENT FORM Fiscal Year 2021-2022			
<u>Dept Number</u>	<u>Department Name</u>	<u>Estimated Revenue</u>		<u>Budget Appropriations</u>	
		<u>Increase</u>	<u>Decrease</u>	<u>Increase</u>	<u>Decrease</u>
64	Transfer Out			15,000	
		<u>0</u>	<u>0</u>	<u>15,000</u>	<u>0</u>

**Explanation:**  
To budget the transfer out of Fund 040 & transfer in to Fund 270 to cover expenditures for Police/Fire Training project 6419G5. Funding to come from fund balance.

Fund 2018 ELECTION GO BONDS (270)		BUDGET AMENDMENT FORM Fiscal Year 2021-2022			
<u>Dept Number</u>	<u>Department Name</u>	<u>Estimated Revenue</u>		<u>Budget Appropriations</u>	
		<u>Increase</u>	<u>Decrease</u>	<u>Increase</u>	<u>Decrease</u>
64	Transfer In	15,000			
64	Fire Department			15,000	
		<u>15,000</u>	<u>0</u>	<u>15,000</u>	<u>0</u>

**Explanation:**  
To budget the transfer out of Fund 040 & transfer in to Fund 270 to cover expenditures for Police/Fire Training project 6419G5.



**Finance Department**  
100 N. Midwest Boulevard  
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TO: Honorable Mayor and City Council

FROM: Tiatia Cromar, Finance Director

DATE: November 9, 2021

SUBJECT: Discussion and consideration of adoption, including any possible amendment, of a resolution relating to the expenditure of not more than \$15,000 for the clearing of the proposed location of the police/fire joint training facility project; indicating the official action of the City council for the reimbursement to Midwest City Fire Department's 040 fund balance of such expenditure by the issuance of tax exempt general obligation bonds of the City of Midwest City, previously authorized at an election held for that purpose on May 11, 2021.

The voters of the City of Midwest City approved at an election on May 11, 2021 a general obligation bond in the amount of \$5,700,000 for a police/fire training facility. These bonds are slated to be sold in the first quarter of 2022 thus currently there are no funds for the project. In order to move forward with the project, specifically the clearing and grubbing of the proposed site, a resolution is needed in order to encumber funds, no more than \$15,000 from the Midwest City Fire Department Fund 040. This resolution will allow the reimbursement back to the Fire Department Fund 040 when the bonds are sold.

Staff recommends approval and action is at the discretion of Council.

Tiatia Cromar  
Finance Director

RESOLUTION NO. 2021-\_\_\_\_\_

**A RESOLUTION FOR THE CITY COUNCIL OF THE CITY OF MIDWEST CITY RELATING TO THE EXPENDITURE OF NOT MORE THAN \$15,000 FOR THE CLEARING OF THE PROPOSED LOCATION OF THE POLICE/FIRE JOINT TRAINING FACILITY PROJECT; INDICATING THE OFFICIAL ACTION OF THE CITY COUNCIL FOR THE REIMBURSEMENT TO MIDWEST CITY FIRE DEPARTMENT'S 040 FUND BALANCE OF SUCH EXPENDITURE BY THE ISSUANCE OF TAX EXEMPT GENERAL OBLIGATION BONDS OF THE CITY OF MIDWEST CITY, PREVIOUSLY AUTHORIZED AT AN ELECTION HELD FOR THAT PURPOSE ON MAY 11, 2021.**

**WHEREAS**, the voters of the City of Midwest City approved at an election on May 11, 2021 to move forward with a general obligation bond in the amount of \$5,700,000 for a police/fire join training facility; and

**WHEREAS**, the clearing of the proposed site is the first step for the commencement of construction for the police/fire join training facility. The proposed site for the project is located at 8730 SE 15<sup>th</sup> Street behind the Midwest City Public Works building; and

**WHEREAS**, City Staff initiated communications with and received confirmation that the clearing of the site can and will be done by Oklahoma County District 1; and

**WHEREAS**, an agreement between Oklahoma County District 1 and the City of Midwest City has been approved; and

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Midwest City:

1. The City Council of the City of Midwest City hereby declares its official intent to reimburse this expenditure by the issuance of tax exempt general obligation bonds of the City, previously authorized at an election held for that purpose on May 11, 2021 in an amount not to exceed \$15,000 for the police/fire joint training facility to the Midwest City Fire Department's 040 fund balance; and
2. That this resolution shall take effect and be in full force from and after its passage as provided by law.

PASSED and APPROVED by the City of Midwest City this 9th day of November, 2021.

CITY OF MIDWEST CITY, OKLAHOMA

ATTEST:

\_\_\_\_\_  
MATTHEW D. DUKES II, Mayor

\_\_\_\_\_  
SARA HANCOCK, City Clerk

**APPROVED** as to form and legality this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
DONALD MAISCH, City Attorney



City Clerk  
100 N. Midwest Boulevard  
Midwest City, OK 73110  
shancock@midwestcityok.org  
Office: 405-739-1240

## Memorandum

TO: Honorable Mayor and Council


FROM: Sara Hancock, City Clerk

DATE: November 9, 2021

SUBJECT: Discussion and consideration of passing and approving a resolution and proclamation, including any possible amendment, to authorize the calling and holding of a primary election on February 8, 2022, if necessary, and a general election, if necessary, on April 5, 2022: in Ward 1, for the election of a City Councilperson to represent Ward 1; Ward 3, for the election of a City Councilperson for Ward 3; Ward 5, for the election of a City Councilperson for Ward 5; and all Wards for the purpose of electing the Mayor, an at-large position for the City of Midwest City, County of Oklahoma, State of Oklahoma; enumerating the qualifications for those offices; and establishing the filing period.

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The proposed election resolution and proclamation are attached for your review and approval.

  
\_\_\_\_\_  
Sara Hancock, City Clerk

Attachments

1 **RESOLUTION NO. 2021-\_\_\_\_\_**

2 **A RESOLUTION OF THE CITY OF MIDWEST CITY, OKLAHOMA, AUTHORIZING**  
3 **THE CALLING AND HOLDING OF A PRIMARY ELECTION ON FEBRUARY 8, 2022,**  
4 **IF NECESSARY, AND A GENERAL ELECTION, IF NECESSARY, ON APRIL 5,**  
5 **2022: IN WARD 1, FOR THE ELECTION OF A CITY COUNCIL PERSON TO REPRE-**  
6 **SENT WARD 1; WARD 3, FOR THE ELECTION OF A CITY COUNCILPERSON TO**  
7 **REPRESENT WARD 3; WARD 5, FOR THE ELECTION OF A CITY COUNCILPERSON**  
8 **TO REPRESENT WARD 5; AND ALL WARDS FOR THE PURPOSE OF ELECTING**  
9 **THE MAYOR, AN AT-LARGE POSITION; FOR THE CITY OF MIDWEST CITY,**  
10 **COUNTY OF OKLAHOMA, STATE OF OKLAHOMA; ENUMERATING THE QUALI-**  
11 **FICATIONS FOR THOSE OFFICES; AND ESTABLISHING THE FILING PERIOD.**

12 NOTICE OF ELECTION

13 BE IT RESOLVED by the city council of the home rule charter government for the City  
14 of Midwest City, for the purpose of electing councilmembers of that city, that:

- 15 1) A non-partisan primary election shall be held on the second Tuesday in February,  
16 2022 (February 8, 2022) to nominate candidates for the offices the terms of which  
17 are expiring; provided that, if not more than one (1) person is a candidate for each  
18 office to be filled, they all shall be not only nominated, but also elected, ipso facto,  
19 and no primary or general election shall be held. If not more than one (1) person is  
20 a candidate for an office, he shall be not only nominated, but also elected, ipso  
21 facto, and his name shall not appear on the primary or general election ballot. If  
22 only two (2) persons file for an office, they shall be nominated ipso facto, and the  
23 primary election shall serve as the general election for the office for which they  
24 filed and the person receiving the majority of votes in that election shall be elected  
25 to the office for which he filed. If three (3) or more persons file for an office, the  
26 two (2) candidates for councilmember from a ward and the two (2) candidates for  
27 mayor receiving the greatest number of votes in the primary election shall be nomi-  
28 nated; provided that, if one (1) of the candidates for an office receives a majority  
29 of all votes cast for all candidates for that office, he alone shall be not only nomi-  
30 nated, but also elected, ipso facto; and the names of the candidates for that office  
31 shall not appear on the ballot for the general election.
- 32 2) If all of the offices the terms of which are expiring in 2022 are not filled in the  
33 primary election, a non-partisan general election shall be held on the first Tuesday  
34 in April, 2022 (April 5, 2022) to elect successors for those offices. Every qualified  
35 elector of the wards in which the councilmembers' terms are expiring shall be en-  
36 titled to vote for one (1) candidate to serve as councilmember in that ward. Election  
37 to council seats shall be by ward. The candidate for each office receiving the great-  
38 est number of votes for that office shall be elected.

39 BE IT FURTHER RESOLVED that the following officers will be elected in 2022 for four-  
40 year terms:

41	Ward 1	Councilmember
42	Ward 3	Councilmember
43	Ward 5	Councilmember
44	At Large	Mayor

45 BE IT FURTHER RESOLVED that each candidate for office shall be a qualified elector  
46 of the City of Midwest City; shall be at least twenty-five (25) years old; shall have been a resident  
47 of the City of Midwest City for at least one (1) year preceding the election; and must at the time  
48 of the election be a resident in good faith of the respective ward from which s/he is elected.

49 BE IT FURTHER RESOLVED that the City of Midwest City, through the adoption of  
50 Ordinance 1872, has provided for absentee ballots to be cast in the City of Midwest City's munic-  
51 ipal elections.

52 BE IT FURTHER RESOLVED that the filing period shall begin and be open on the 6<sup>th</sup> day  
53 of December, 2021 at 8:00 a.m. and continue through the 8<sup>th</sup> day of December, 2021 at 5:00 p.m.



1 Candidates shall file a sworn statement of candidacy with the Secretary of the Oklahoma County  
2 Election Board.

3 BE IT FURTHER RESOLVED that the polling places for both the primary and general  
4 elections, if held, shall be opened at 7:00 o'clock a.m. and shall remain open until and be closed  
5 at 7:00 o'clock p.m. on those days.

6 Pursuant to Title 26, Section 13-103(c), all precincts totally or partially contained within the limits  
7 of the City of Midwest City shall be open for election, except the City authorizes Precinct 244 to  
8 be closed. Precinct 244 is only partially contained within the limits and no registered voters reside  
9 within that portion.

10 PASSED AND APPROVED by the mayor and council of the City of Midwest City, Okla-  
11 homa this \_\_\_\_ day of \_\_\_\_\_, 2021.

12 CITY OF MIDWEST CITY, OKLAHOMA

13 \_\_\_\_\_  
14 MATTHEW D. DUKES II, Mayor

15 ATTEST:

16 \_\_\_\_\_  
17 SARA HANCOCK, City Clerk

18 APPROVED as to form and legality this \_\_\_\_ day of November, 2021.

19 \_\_\_\_\_  
20 DONALD D. MAISCH, City Attorney

21  
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35

1 **ELECTION PROCLAMATION**

2  
3 Pursuant to Resolution No. 2021-\_\_\_\_\_, duly adopted by the governing body of the City of Mid-  
4 west City, Oklahoma, the mayor of the city, for the purpose of electing the Ward 1, 3 and 5 coun-  
5 cilmembers and the mayor, an at-large position to serve four-year terms, hereby calls in the City  
6 of Midwest City, County of Oklahoma, State of Oklahoma:

7 1) A non-partisan primary election which shall be held on the second Tuesday in Feb-  
8 ruary, 2022 (February 8, 2022) to nominate candidates for the offices the terms of  
9 which are expiring; provided that, if not more than one (1) person is a candidate for  
10 each office to be filled, they all shall be not only nominated, but also elected, ipso  
11 facto, and no primary or general election shall be held. If not more than one (1)  
12 person is a candidate for an office, he shall be not only nominated, but also elected,  
13 ipso facto, and his name shall not appear on the primary or general election ballot.  
14 If only two (2) persons file for an office, they shall be nominated ipso facto, and  
15 the primary election shall serve as the general election for the office for which they  
16 filed and the person receiving the majority of votes in that election shall be elected  
17 to the office for which he filed. If three (3) or more persons file for an office, the  
18 two (2) candidates for councilmember from a ward and the two (2) candidates for  
19 mayor receiving the greatest number of votes in the primary election shall be nomi-  
20 nated; provided that, if one (1) of the candidates for an office receives a majority  
21 of all votes cast for all candidates for that office, he alone shall be not only nomi-  
22 nated, but also elected, ipso facto; and the names of the candidates for that office  
23 shall not appear on the ballot for the general election.

24 2) If all of the offices the terms of which are expiring in 2022 are not filled in the  
25 primary election, a non-partisan general election shall be held on the first Tuesday  
26 in April, 2022 (April 5, 2022) to elect successors for those offices. Every qualified  
27 elector of the wards in which the councilmembers' terms are expiring shall be en-  
28 titled to vote for one (1) candidate for councilmember in that ward. Election to  
29 council seats shall be by ward. The candidate for each office receiving the greatest  
30 number of votes for that office shall be elected.

31 The polling places for both the primary and general elections, if held, shall be opened at 7:00  
32 o'clock a.m. and shall remain open until and be closed at 7:00 o'clock p.m. on those days.

33 All registered qualified electors residing within the boundaries of Midwest City shall be entitled  
34 to vote for mayor and all registered qualified electors residing within Wards 1, 3 and 5 of the city,  
35 respectively, shall be entitled to vote for a councilmember to represent the ward in which they live  
to serve a four-year term in office.

DATED AND ISSUED this 9<sup>th</sup> day of November, 2021.

THE CITY OF MIDWEST CITY, OKLAHOMA

\_\_\_\_\_  
MATTHEW D. DUKES II, Mayor

ATTEST:

\_\_\_\_\_  
SARA HANCOCK, City Clerk

APPROVED as to form and legality this \_\_\_\_\_ day of November, 2021.

\_\_\_\_\_  
DONALD D. MAISCH, City Attorney



**Vaughn Sullivan**  
**Assistant City Manager**  
[vsullivan@midwestcityok.org](mailto:vsullivan@midwestcityok.org)  
100 N. Midwest Blvd.  
Midwest City, Oklahoma 73110  
O: 405-739-1207 /Fax: 405-869-8604

## Memorandum

TO: Honorable Chairman and Trustees, Midwest City Municipal Authority

FROM: Vaughn K. Sullivan, Assistant City Manager

DATE: November 9, 2021

SUBJECT: Discussion and consideration including any amendment of restricting public vehicular access to Morris McGee Drive from November 10, 2021 to January 10, 2022 only that associated with Holiday Lights Spectacular.

As in the past, we are requesting that public vehicular access to Morris McGee Drive be restricted to only that associated with Holiday Lights Spectacular. This year Holiday Lights Spectacular will run from December 1, 2021 through December 25, 2021. This request to restrict public vehicular access to Morris McGee Drive runs from November 10, 2021 to January 10, 2022, to allow for setup and teardown of the lights and displays.

Staff recommends approval.

Vaughn K. Sullivan  
Assistant City Manager



**Public Works City Engineer**  
**Patrick Menefee**  
[pmenfee@midwestcityok.org](mailto:pmenfee@midwestcityok.org)  
8730 S.E. 15<sup>th</sup> Street,  
Midwest City, Oklahoma 73110  
O: 405-739-1066 /Fax: 405-739-1090

TO : Honorable Mayor and City Council

FROM : Patrick Menefee, P.E., City Engineer

DATE : November 9th, 2021

SUBJECT: Discussion and consideration of adoption, including any possible amendment to a resolution selecting EST, Inc. as the engineer responsible for the annual city bridge inspections for compliance with National Bridge Inspection Standards for the term of April 1, 2022 to March 31, 2024.

The resolution is required in order to select an engineering firm to perform the annual bridge inspections within Midwest City according to the National Bridge Inspection Standards. The Oklahoma Department of Transportation provides several pre-qualified engineering firms that are interviewed for selection.

EST, Inc. was selected based on their many years of experience. They have worked with the City for approximately the last 15years.

Approving the resolution is at the discretion of the City Council.

---

Patrick Menefee, P.E.

City Engineer

Attachment

RESOLUTION \_\_\_\_\_

CONCERNING BRIDGE INSPECTION RESPONSIBILITY  
BY LOCAL GOVERNMENT FOR COMPLIANCE WITH  
NATIONAL BRIDGE INSPECTION STANDARDS

Bridge Inspection Contracts for April 1, 2022 to March 31, 2024

WHEREAS, the City of Midwest City has the responsibility of bridge maintenance and safety inspections.

WHEREAS, the City of Midwest City has the following options:

- (1) Select one of ODOT's prequalified engineering firms.
- (2) Elect to do bridge safety inspections with your own forces using inspection teams and an oversight engineer *fully qualified* as mandated by the NBIS (National Bridge Inspection Standards).
- (3) Use the same consultant as Oklahoma County. A letter is attached stating that the County has agreed to cover the extra cost for the Federal local match of the city bridges.
- (4) Let ODOT make your selection.

Therefore, BE IT RESOLVED, by the City of Midwest City that it is their desire to select option #1 and choose

EST, Inc.  
11500 Clarksville Street  
Paris, TX 75460

as the engineer responsible for city bridge inspections as approved by the Oklahoma Department of Transportation.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

BY \_\_\_\_\_  
Mayor

ATTEST: \_\_\_\_\_  
City Clerk



**Public Works Administration**

8730 S.E. 15<sup>th</sup> Street,  
Midwest City, Oklahoma 73110

**Public Works Director**

[pstreets@midwestcityok.org](mailto:pstreets@midwestcityok.org)

(405) 739-1061

**Public Works City Engineer**

[pmenefee@midwestcityok.org](mailto:pmenefee@midwestcityok.org)

(405) 739-1062

[www.midwestcityok.org](http://www.midwestcityok.org)

**Memorandum**

To: Honorable Chairman and Trustees, Midwest City Municipal Authority

From: Robert P. Streets, Public Works Director

Date: October 11, 2021

Subject: Discussion and consideration of approving, including any possible amendment of, the 2021-22 Midwest City Landscape Master Plan.

---

On 12 October 2021, the Tree Board approved the 2021-22 Midwest City Landscape Master Plan which is attached for your review and approval.

Action is at the discretion of Council.

Robert P. Streets  
Public Works Director

# Midwest City Landscape Master Plan



Midwest City Tree Board  
8730 S.E. 15<sup>th</sup> St.  
Office # (405)739-1066  
Fax # (405)739-1090  
[www.midwestcityok.org](http://www.midwestcityok.org)



2021/2022





# 1 Midwest City Tree Board



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## Acknowledgements

### City Council Members

Mayor Matt Dukes  
Ward 1 Susan Eads  
Ward 2 Pat Byrne  
Ward 3 Espaniola Bowen  
Ward 4 Sean Reed  
Ward 5 Christine Allen  
Ward 6 Rick Favors



### Tree Board Members

Suzi Byrne, Chair (Ward 2)  
Sherry Beaird (Ward 6)  
Lou Atkinson (Ward 3)  
Theresa Mortimer (Ward 1)  
Susan Glapion (Ward 4)  
**Vacant (Ward 5)**  
Aruna Abhayagoonawardhana  
(Ward 6)

**City Manager, Tim Lyon**  
**A LANDSCAPE MASTER PLAN**  
**PREPARED FOR**  
**THE CITY OF MIDWEST CITY, OKLAHOMA**  
REVISED:  
October 2021

### PROFESSIONAL AND TECHNICAL STAFF

Robert P. Streets, Public Works Director  
Jamie Lowrie, Forestry and Facility Supervisor

## Preface

The urban forest is an essential element of the modern city. Without trees and landscaping cities become concrete jungles void of natural surroundings. In planned communities trees and plant materials are used to accent and soften building lines, screen-parking areas, and heavy use activity areas, provide a buffer between land uses and create privacy. In addition, trees and plant materials serve to control noise levels and create aesthetically pleasing environments in which to live.

The Midwest City Council demonstrated its support for the development of the urban forest by forming a Tree Board to oversee the “care, preservation, trimming, planting, replanting, removal, or disposition of trees and shrubs; in public ways, streets, parks, and alleys.” As required in section [42-3\(f\)](#) of the Midwest City Municipal Code the Midwest City Tree Board has developed a Landscape Master Plan identifying the goals, plans, and objectives necessary to enhance the development of the urban forest in Midwest City. The following document provides detailed information concerning the Midwest City Tree Board’s Landscape Master Plan.

## Purpose

The Midwest City Tree Board has developed a Landscape Master Plan, which establishes city policy concerning tree planting and landscaping. The Landscape Master Plan facilitates orderly and consistent tree planting and landscaping throughout the city. The purpose of this plan is to accumulate and present the data needed to enhance and increase the tree population of Midwest City. Apart from the development of the Landscape Master Plan, the Tree Board has researched and prepared regulations pertaining to tree pruning, removal, disposal, and specifications for planting within city right-of-ways.



## **Tree Board Standing Committees**

The Midwest City Tree Board held its first meeting in March 1980. The seven-member board works closely with several government agencies including the City of Midwest City Public Works Department and the Oklahoma Department of Agriculture's Urban Forestry Division. The Oklahoma State University Horticultural Extension Center also serves as a consultant to the Tree Board. Standing committees serve at the pleasure of the Tree Board. Standing committee members are appointed by the Chairman and are confirmed by the board.

### **Public Image**

The Public Image sub-committee engages the news media and special programs to enlist public support and to inform Midwest City residents of the Tree Board's progress and plans.

### **Master Plan**

The Master Plan sub-committee defines and delineates those areas that are to be a part of the Master Plan. The extent of a planting project and its priority are also assigned.

### **Annual Work**

The Annual Work sub-committee works with the Street Department to implement the programs approved by the Tree Board.

### **Community Projects**

The Community Projects sub-committee provides a communication link with various community organizations and civic groups. This committee is responsible for the solicitation of funds from community groups.

## The Value of Trees in a Community

The role of trees in providing beauty and shade in our communities and neighborhoods is widely appreciated. But what is less generally understood are the many vital and often unseen things trees do to make our cities and towns more pleasant and healthful places in which to live.

### In The Community, Trees:

**Reduce Energy Costs** – Trees have been called the low tech solution to energy conservation. Shade from trees reduces the need for air conditioning in summer. In winter, trees break the force of winter winds. Studies have shown that parts of cities without cooling shade from trees can literally be “heat islands,” with temperatures as much as 12 degrees Fahrenheit higher than surrounding areas.



**Clean the Air** – Trees produce oxygen that we breathe. In addition, trees remove air pollution by lowering air temperature, by releasing water into the atmosphere, and by retaining particulates. By reducing the need for heating and cooling systems, trees also reduce emissions that contribute to atmospheric carbon dioxide and the greenhouse effect.

**Produce Economic Benefits** – Trees add value to retail areas by making them more attractive places for shopping. Trees along streets and on private property increase property values. Studies conducted in two communities in New York and Connecticut showed that the presence of trees increased the selling price of homes by as much as 15 percent.

**Screen Noise and Undesirable Views** – Strips of densely planted trees and shrubs will not completely remove the annoyance of city noise, but they can significantly reduce it. Urban forestry researchers have shown that even narrow belts of trees can reduce noise by three to five decibels. And, trees can provide privacy or screen out undesirable views.

**Attract Wildlife** – Trees can provide habitat for songbirds and other desirable wildlife, adding natural sounds and beauty in the urban environment.

**Slow Runoff and Prevent Erosion** – The leaves of trees break the force of rain, reducing flooding by helping water percolate into the soil instead of quickly running off. Tree roots also help hold the soil in place on steeper hillsides, preventing erosion and improving water quality.

## The Importance of Urban & Community Forestry

To some it may sound like a contradiction of terms, but many foresters actually work in cities. Their work may not be as well-known as that of their rural colleagues, but urban foresters play a vital role in the health and future of some of America's most important forests—the trees along our streets and urban river corridors, and in our parks and yards. Every citizen wants professional police protection, a high quality fire department, and the best possible administrators of the city coffers. It is important that the welfare of our communities' tree resources be similarly entrusted to professional management.

According to studies cited by The National Arbor Day Foundation, only 39 percent of American municipalities have programs to systematically care for their publicly owned trees. Yet the health and appearance of a community's trees is one of the most important factors in determining a city's visual image and quality of life.

"Trees are vital elements in the fabric of any community," says John Rosenow, president of the Foundation. "They provide cooling shade in summer, help reduce the chill of winter winds, clean the air, reduce noise, and provide a home for songbirds, to name just a few of the benefits of trees in an urban setting."

The National Arbor Day Foundation operates the Tree City USA program to help encourage community forestry programs and provide recognition to cities and towns that meet certain standards for community tree planting and care. Rosenow notes that every community's forestry program will be different, tailored to the needs and circumstances of its citizens and trees. Flying the flag of Tree City USA is a symbol of good urban forestry, but that symbol represents a lot of hard work. Some of the goals that city foresters seek to attain for their communities include:





**Making the Community a Beautiful Place**—Trees make life more pleasant. City forestry programs work toward giving greater vitality to neighborhoods and a unique character to the community. In turn, this attracts and retains residents and desirable industries, increasing both property values and the tax base. A well-managed city forestry program contributes to the well-being of the community through the beauty of trees.

**Keeping Public Trees Safe**—Proper selection of tree species, routine inspection, knowledgeable pruning and maintenance, control of insects and diseases, and the timely removal of dangerous or dead trees- these are some of the ways city forestry programs provide for public safety and protect people and property from falling limbs or trees.

*Cont. on next page*

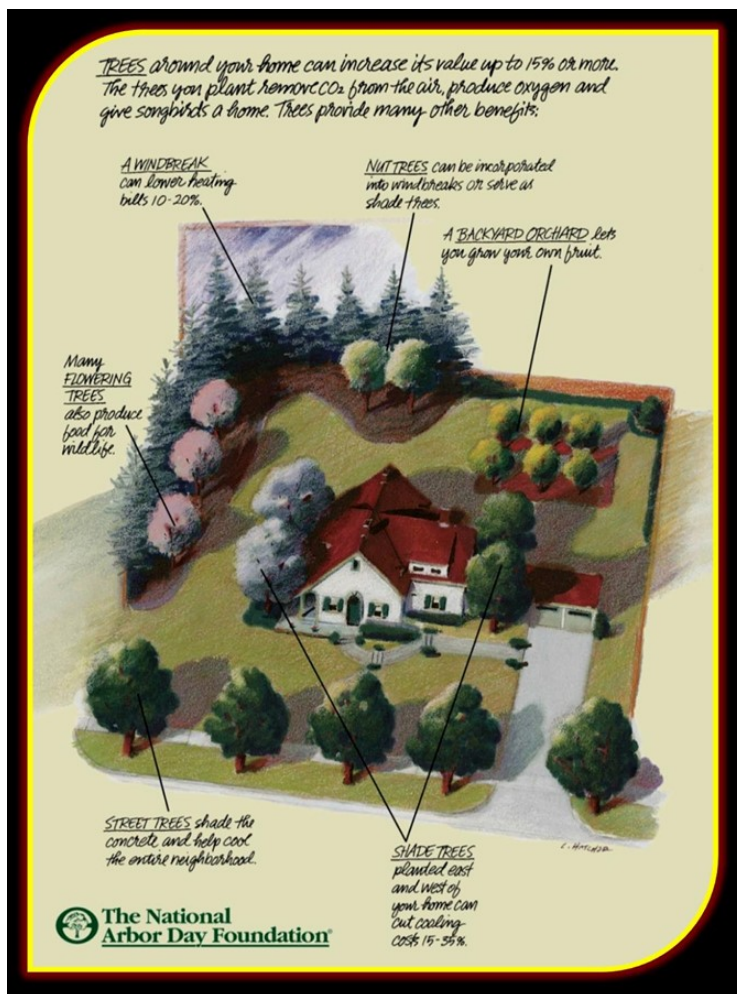
**Efficiency in Tree Care**—With 134 trees per mile lining the streets of an average American city, a systematic approach to tree management is needed. After making a well-developed inventory of publicly owned trees, city foresters can use scheduled maintenance instead of crisis management. The result is longer life of trees. Also, more time and money can be available for planting and maintaining trees instead of removing them.

**Community Involvement** - Public support is essential for the success of an urban forestry program. Therefore, city foresters work with tree advisory boards, volunteer groups and others, as well as the media. Many conduct educational outreach programs aimed at informing home and business owners about how to care for trees on their own property.



## Benefits of Trees

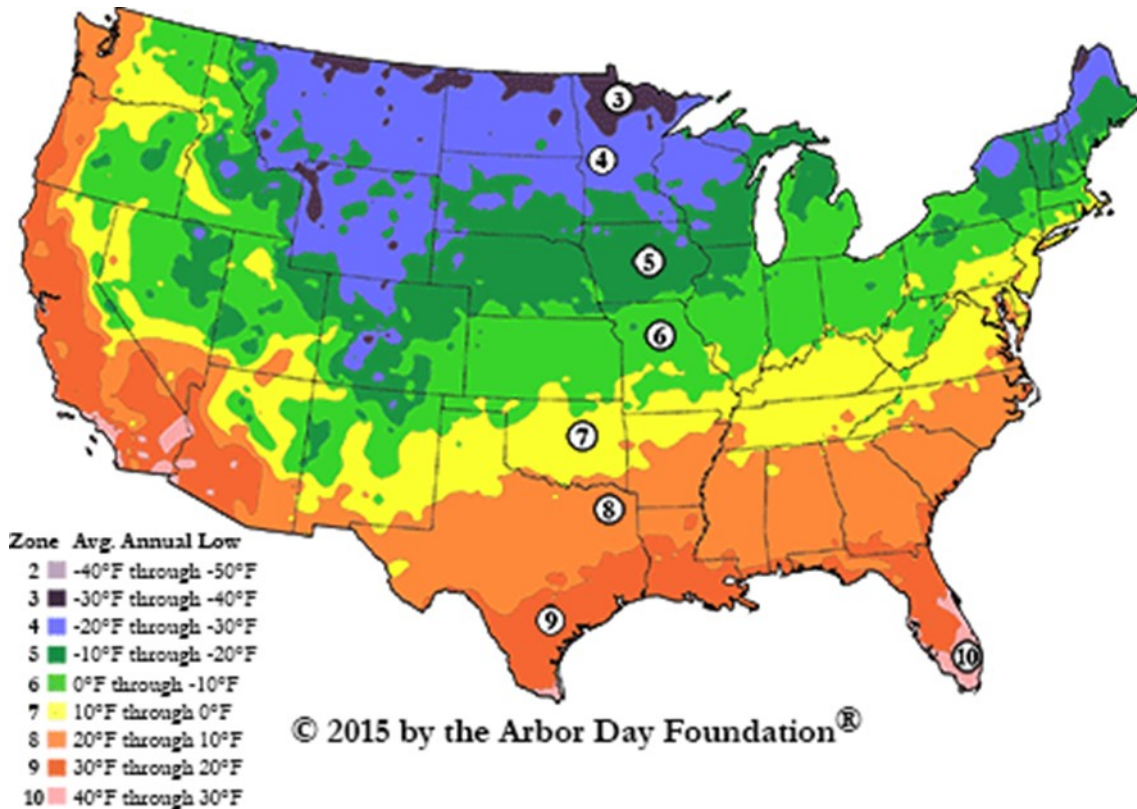
Trees are major capital assets in Midwest City. Just as streets, sidewalks, utilities, public buildings and recreational facilities are a part of a community's infrastructure, so are publicly owned trees. Trees and collectively the urban forest are important assets that require care and maintenance the same as other public property.



Without proper Landscaping, the city is a sterile landscape of concrete, brick, steel, and asphalt. Trees make the community livable, as well as, add beauty and create an environment beneficial to mental health.

## Hardiness Zones Map

Go to [arborday.org](http://arborday.org) to find the zone for your zip code.  
You can also find trees for planting in your zip code.



**Plant A Tree**



## Recommended Deciduous Trees for Midwest City

### Bald Cypress- *Taxodium distichum*

General Shape - Pyramidal

Mature Height - 60-80'

Growth Rate – Rapid

Site - Wide range of soils and locations.

Best Characteristics - Can take waterlogged conditions and drought. Perfect for low areas that flood in the spring and go bone dry in the summer.

Use - Ornamental

Mature Width – 30-40'

Pests- No major

### Shumard Oak – *Quercus shumardii*

General Shape - Spreading

Mature Height – 60'

Growth Rate – Slow

Site – Prefers better soils, not as tolerant to tight clay soils.

Best Characteristics - Majestic tree, long lived, bright red fall color.

Use - Shade

Mature Width – 50'

Pests – No major, sometime mites

### Bur Oak – *Quercus macrocarpa*

General Shape - Spreading

Mature Height – 40-60'

Growth Rate – Slow

Site – Wide range of soils and locations.

Best Characteristics - The toughest oak tolerating sites with extreme heat and wind.

Use - Shade

Mature Width – 50-70'

Pests – No major

### “Caddo” Sugar Maple – *Acer saccharum* “Caddo”

General Shape - Spreading    Use - Shade

Mature Height – 50'    Mature Width – 25'

Growth Rate – Moderate    Pests – No major

Site – Better soils preferred afternoon shade helpful.

Best Characteristics - Deep red fall color, deep green summer color.

### Chinese Pistache – *Pistacia chinensis*

General Shape - Umbrella    Use - Shade

Mature Height – 30'    Mature Width – 25'

Growth Rate – Moderate    Pests – No major

Site – Wide range of soils and locations, super tough tree.

Best Characteristics – Excellent recreational tree, deep rooted, no surface roots, tolerates tight clay soils, provides a little delicate shade, excellent fall color from deep orange-red to reddish purple hues.

## Recommended Evergreen Trees for Midwest City

### Live Oak – *Quercus virginiana*

General Shape – Spreading

Mature Height – 40 - 60’

Growth Rate – Slow

Site – Better soils preferred.

Best Characteristics – Green color in the winter.

Use - Ornamental

Mature Width – 60 - 80’

Pests – No major

Drawbacks – No major

### Atlas Cedar – *Cedrus atlantica*

General Shape – Spreading

Mature Height – 50’

Growth Rate – Moderate

Site – Better soils preferred.

Best Characteristics – Evergreen, variety of foliage colors.

Use - Ornamental

Mature Width – 30’

Pests – No major

Drawbacks – No major

### Loblolly Pine – *Pinus taeda*

General Shape – Spreading

Mature Height – 80’

Growth Rate – Moderate

Site – Better soils preferred, with at least fair drainage.

Drawbacks – Iron chlorosis in high pH soils.

Best Characteristics – Most pest resistant pine native to the southeastern section of the United States.

Use - Ornamental

Mature Width – 30’

Pests – No major

### Eastern Red Cedar – *Juniperus virginiana ‘Canaertii’*

General Shape – Pyramidal

Mature Height – 25’

Growth Rate – Rapid

Site – Anywhere, wide range of soils and locations, one of the toughest trees.

Best Characteristics – Excellent windbreak tree the toughest of the tough trees.

Use - Windbreak

Mature Width – 20’

Pests – Bagworms, Cedar Apple Rust

### Leyland Cypress – x *Cupressocyparis leylandii*

General Shape – Pyramidal

Mature Height – 40 - 60’

Growth Rate – Rapid

Site – Better soils preferred with at least fair drainage.

Best Characteristics – less rapid growth, gray green summer color.

Use - Ornamental

Mature Width – 20 - 30’

Pests – No major, Bagworms

Drawbacks – some Winter Tip-burn

## Other Deciduous Trees for Oklahoma

### Trees for wet sites

Red Maple  
River Birch  
Bald Cypress  
Willow  
Sweetgum

### Trees for difficult sites

Common Hackberry  
Bur Oak  
Soapberry  
Chittimwood  
Osage Orange  
Lacebark Elm  
Desert Willow  
Fruitless Mulberry  
Japanese Tree Lilac

### Trees for small sites or large containers

Goldenrain Tree  
Amur Maple  
Katarina Maple  
Possumhaw  
Oklahoma Redbud



### Trees for showy flowers

Saucer Magnolia  
Star Magnolia  
Japanese Pagoda  
Japanese Tree Lilac  
Crabapple  
Redbud  
Flowering Dogwood

### Trees for showy fruit

Chinese Pistache  
Soapberry  
Hawthorn  
Possumhaw

### Trees for fall color

Chinese Pistache  
White Ash  
Ginkgo  
White Oak  
Red Oak  
Red Maple  
Cado Sugar Maple  
Tatarian Maple  
Amur Maple

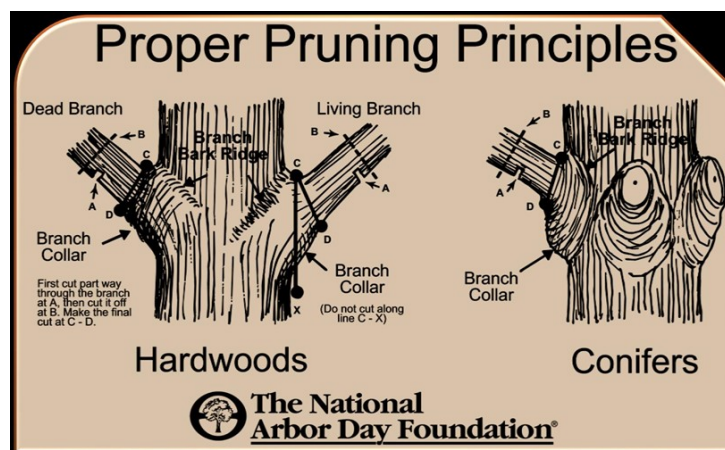
### Trees to plant less of

Fruitless Mulberry  
American Sweetgum  
Eastern Cottonwood  
Bradford Pear



## Pruning

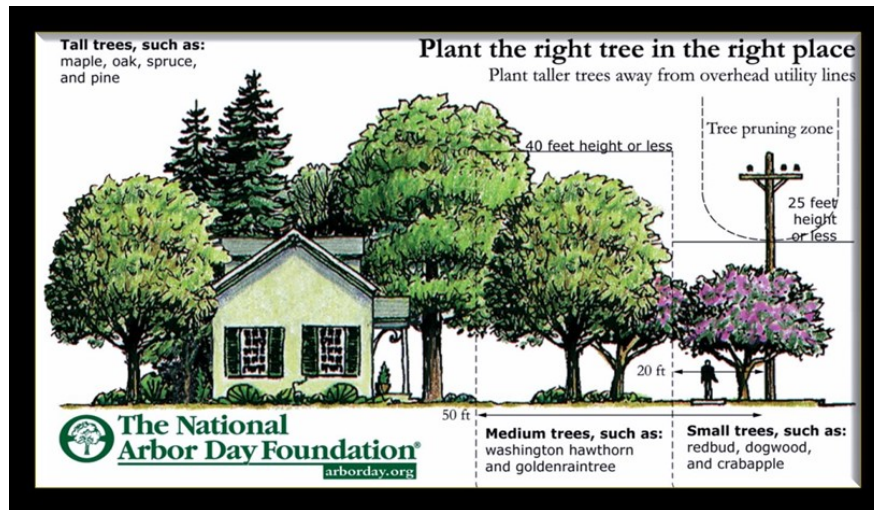
Proper pruning while the trees are young prevents most growth problems the tree may cause in the future. The best time to prune most species is in the dormant season. Remove all dead branches. Remove crossed branches or ones growing to the same location to prevent rubbing. Remove any branches that have severe insect or disease problems. Also, remove any water sprouts, which may have developed. Use pruning to keep only one central leader on the tree. Favor branches that have a crotch with a wide angle and remove branches with a “V” shape or narrow crotch. Never trim more than one-third of the branches at one time.



Dehorning or topping of a tree is not pruning but butchery. No one who leaves a tree looking like a hat rack understands the principles of pruning or plant growth. Dehorning a tree substantially shortens the life of a healthy tree because the stubs that are left usually become infected with heartwood rot and borers. Regrowth after dehorning forms many narrow “V” crotches, which split during storms. Such tremendous stress is placed on a tree by dehorning that most trees die prematurely as a result.

## Planting

Site selection is an important part of any planting program. The location of buildings, sidewalks, utilities and other objects can have a large influence on how well a new tree will grow and is noted in the plan.



Soil type is also an important factor to consider before digging. Soil characteristics to consider are texture, potential growing depth, availability of nutrients, and drainage.

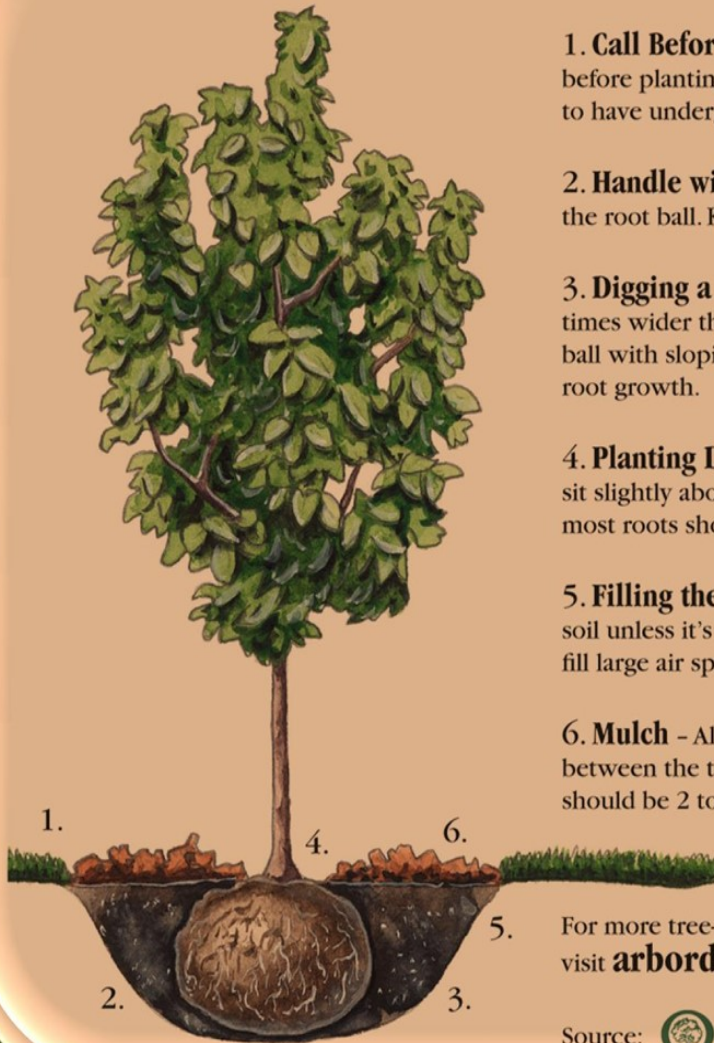
1. Prepare a planting area five times the diameter of the root ball about 12" deep.
2. Avoid digging the hole too deep since the tree should be planted at its original depth or slightly higher (1-2 inches above grade). If the tree is planted above grade, it is important to cover the edges of the exposed root ball with soil tapered down to the surrounding soil line.
3. Once the tree is in the hole, remove all rope and wires wrapped around the ball or the container. If burlapped, remove as much fabric as possible without disturbing the root ball.

4. Fill in the planting hole with native soil and tamp lightly
5. Do not over fertilize the new tree. A newly planted tree has a very limited capacity for utilizing fertilizer until it starts to establish itself.
6. Stake young trees (top-heavy or planted in windy areas) when necessary but allow for sway. Remove all stakes after the first season if possible.
7. Avoid over pruning new trees. Leave lower limbs intact the first season if possible.
8. Keep a 5-6 feet weed and turf-free circle around the tree. Place organic mulch, 1-3 inches deep, around the tree.
9. Apply at least one inch of water weekly.
10. Wrap young trees as fall approaches. Tree wraps protect tender bark from rodent damage and environmental stresses because of temperature fluctuations. It should be noted some young trees benefit from summer wrapping to avoid sunscald.
11. Irrigate in the winter, when temperatures remain above freezing for more than a few days, to avoid dehydration injury.



Below is an example of the correct way to plant trees as shown by the National Arbor Day Foundation

### Six things you should know when planting a tree.



**1. Call Before You Dig** - Several days before planting, call the national 811 hotline to have underground utilities located.

**2. Handle with Care** - Always lift tree by the root ball. Keep roots moist until planting.

**3. Digging a Proper Hole** - Dig 2 to 5 times wider than the diameter of the root ball with sloping sides to allow for proper root growth.

**4. Planting Depth** - The trunk flare should sit slightly above ground level and the top-most roots should be buried 1 to 2 inches.

**5. Filling the Hole** - Backfill with native soil unless it's all clay. Tamp in soil gently to fill large air spaces.

**6. Mulch** - Allow 1 to 2 inch clearance between the trunk and the mulch. Mulch should be 2 to 3 inches deep.

For more tree-planting tips and information, visit [arborday.org](http://arborday.org).

Source:  **Arbor Day Foundation**  
9007520

## Irrigation

Most areas of our state receive plenty of water for tree growth except during summer months. Water newly planted trees for the first three years with a slow stream or steady drip from the hose overnight. Do not repeat watering until the ground around the tree completely dries, usually 6-10 days. Long, less frequent watering allows the entire root zone to become moist, and help promote normal root growth.

Drip systems are the most efficient means of watering. Installed properly, drip systems will deliver a set amount of water per hour directly to the root zone. . Drip systems are composed of 1/2" poly hose, with a 1016 pressure regulator and three emitters each releasing one-gallon per hour at each tree.

## Mulching

Mulch helps conserve soil moisture by reducing evaporation from the soil surface and by reducing weeds that compete for water. Mulch is important for trees that are watered infrequently. Mulch also helps prevent trunk damage caused by lawnmowers and weed eaters.

Apply 2-4 inches of mulch in the planting area. Composted mulches are preferred, because fresh mulch can often tie-up soil nutrients needed by the plant. Some examples of mulch are bark, wood chips, cottonseed hulls, grass clippings, sawdust, and leaves. As mulch breaks down over time, new mulch must be added.

## In the Storm's Wake...

After a major storm, a community is instantly changed. Buildings may be damaged or destroyed, power lines down, and trees broken and torn. In the wake of this loss, neighborhoods and entire cities may experience a sense of devastation they have never known before.

"Because trees are such a large part of a city's visual landscape, damage to them from a severe storm can be a major shock to residents," says John Rosenow, president of The National Arbor Day Foundation, an organization that helps people plant and care for trees. "Seeing a favorite tree down or badly damaged in the front yard can be a traumatic experience-almost like losing an old friend."



But even in the wake of this shock, Rosenow says there are ways of coping with the loss. Among other things, he counsels patience in dealing with the storm's consequences. Trees are amazingly resilient and many recover with proper care and time. Despite the urge to do something immediately, people should try to be patient. As long as there isn't an immediate physical risk from a damaged tree, my advice is simple: if you're unsure about its condition, keep the tree for now.

“Of course, safety is the first major concern,” Rosenow says. “Everyone should stay away from downed power lines and beware of broken tree limbs that may be ready to fall. Never use pruning equipment near utility lines.” Downed utility lines should be reported to utility companies or 911 operators.



He adds that citizens' patience also allows city officials time to organize and respond properly to the situation. After a major storm, city officials, utility workers, and private tree care firms must focus first on dealing with hazards to life and property. After that, one of the city's major tasks is the removal of debris from the storm and the work of removing damaged branches and sometimes entire trees. Homeowners should remember that street trees, usually those between the streets and sidewalks, are typically city-owned, and when that is the case, their care will be the city's responsibility. By exercising a cool head, despite the devastation that accompanies a major storm, homeowners are helping their community as well as working to preserve their own trees and property values, Rosenow notes.

## First, Assess the Damage

Before writing off a damaged tree as a “goner,” homeowners should evaluate their trees by asking the following questions:

-Other than the storm damage, is the tree basically healthy and vigorous? If the tree is basically healthy, is not creating a hazard, and did not suffer major structural damage, it will generally recover if first aid measures are applied immediately after the storm.

-Are major limbs broken? The larger a broken limb is, the harder it will be for the tree to recover from the damage. If a majority of the main branches are gone, the tree may have little chance of surviving.

- Has the leader (the main upward-trending branch on most trees) been lost? In species where a leader is important to upward growth or desirable appearance, it may have to be a judgment call. The tree may live without its leader, but at best would be a stunted or deformed version of the original.

- Is at least 50 percent of the tree’s crown (branches and leaves) still intact? This is a good rule of thumb on tree survivability. A tree with less than half of its branches remaining may not be able to produce enough foliage to nourish the tree through another season.

- How big are the wounds where branches have been broken or bark has been damaged? The larger the wound is in relation to the size of the limb, the less likely it is to heal, leaving the tree vulnerable to disease and pests. A two- to three-inch wound on a 12-inch diameter limb will seal over with new bark within a couple of years.

- Are there remaining branches that can form a new branch structure? The remaining limbs will grow more vigorously as the tree tries to replace its missing foliage. Look to see if branches are in place that can eventually fill out the tree’s appearance.





## Then, Make the Decision

The questions listed above will help you make informed decisions about your trees. In general, the answer as to what to do about a particular tree will fall into one of three categories:

**1: It's a Keeper** If damage is relatively slight, prune any broken branches, repair torn bark or rough edges around wounds, and let the tree begin the process of wound repair.

**2: Wait and See** If a valuable tree appears to be a borderline case, resist the temptation to simply cut the tree down and be done with it. In such cases, it may be best to stand back for a while and think it over. Remember that time is on your side. After careful pruning of broken branches, give the tree some time to recover. A final decision can be made later.

**3: Say Goodbye** Some trees simply can't be saved or are not worth saving. If the tree has already been weakened by disease, if the trunk is split, or more than 50 percent of the crown is gone, the tree has lost its survival edge.



## Don't Try to Do it All Alone

Some of your trees may have damage that's too close to call, or may have hidden damage. To help with such questions, a tree professional may be needed to help you decide what to do about your trees. Don't hire just anyone who shows up at your door following a storm. Look for qualified arborists in the phone book or by contacting your state or city forester.

For free information about saving trees that have been damaged in a storm, send your name and address to:

The National Arbor Day Foundation  
100 Arbor Avenue  
Nebraska City, NE 68410



## Watch Out for Scam Artists Posing as Arborists

After a storm, it is common for people claiming to be tree specialists to show up at your door offering their services to remove or repair trees. In the words of one city forester: “They seem to come out of the woodwork—people we have never even heard of before.” Unfortunately, many such individuals have little or no training, and sometimes have little interest in removing anything but money from the pocketbooks of unsuspecting residents.

The National Arbor Day Foundation urges you to not be a victim. “Make sure you are dealing with a reputable individual or tree care firm when you contemplate repairs or removal of any trees on your property,” warns John Rosenow, president of The National Arbor Day Foundation. “Legitimate arborists rarely go door to door to solicit business.”



*Hiring just anyone who shows up at your door may result in fatal damage to your trees. It's best to go with a qualified professional arborist.*

—National Arbor Day Foundation illustration

### Here are eight guidelines to help you find qualified tree-care specialists:

1. Make sure they are part of an established business in the community or nearby area, with a listing in the phone book, usually under Tree Service.
2. Have them provide you with evidence that they are actually working for the company, rather than moonlighting.
3. Ask for current certificates of insurance showing that they are fully insured for property damage, personal liability, and worker compensation.

4. Ideally, they should be members of a professional association of arborists such as the International Society of Arboriculture (ISA), the National Arborist Association (NAA), or the American Society of Consulting Arborists (ASCA).

5. Arborists who have received certification from their professional associations, such as ISA Certified Arborists, will have received training and access to current technical information on tree care, repair, and removal.

6. If possible, get more than one estimate to ensure that the price offered is competitive with that offered by others for the same services.

7. In case of tree removals, have a clear understanding about who removes the limbs and debris from the property, and whether or not the price includes stump removal and clean up.

8. Check to see if the estimate has considered the possible value your tree will have as firewood or chips, either to yourself or if sold to others.

“Above all, don’t be pressured into making a decision,” Rosenow warns. “Taking the time to select a qualified tree professional can safeguard your trees and save you from the long-term consequences of wrong decisions about what to do about them after a storm.”

## Sources of Accurate Tree Information in Your Local Area:

One of the best sources for localized information will probably be your City Forester, or other city officials who care for public trees in your communities. In many cities this is a function of the city's parks or public works department. In addition, each state has a State Forester, who is usually part of the state's department of natural resources. County and state extension services, usually affiliated with state land-grant universities, are also good sources of information about trees, tree care, and tree issues.





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\*Cross references: Definitions and rules of construction generally, § 1-2; shrubs, hedges, etc., around fire hydrants, § 28-4. State law references: Authority of city to regulate trees, 11 O.S. § 22-122

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## Article I. In General

### Sec. 42-1. Legislative findings

- (a) Trees are recognized as a valued asset, providing a healthier and more beautiful environment in which to live. They provide oxygen, shade, aesthetics, and a priceless psychological counterpoint to the man-made, urban setting. Trees aid in preventing erosion, siltation of streams and reservoirs; flash flooding; and air, noise and visual pollution.
- (b) Trees are economically beneficial in attracting new industry, residents and visitors. Healthy trees of the right size and species, growing in the right places, enhance the value and marketability of property, and promote the stability of desirable neighborhoods, thus helping to prevent the emergence of blighted areas and slum conditions.
- (c) Therefore, it is the purpose of the tree board to provide for the planting of appropriate trees and removal of dead, dying or diseased trees. (Code 1972, § 35 1/2-17)

### Sec. 42-2. Definitions.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning: Landscape shall mean the planting and maintenance of any tree, bush, shrub or any other woody vegetation. Park shall mean any public parks or may include private parks approved by the city council and maintained by homeowner associations. Park trees are herein defined as trees, shrubs, bushes and all other woody vegetation in public parks having individual names, and all areas owned by the city, or to which the public has free access as a park. Property line shall mean the outer edge of a street or highway for the purpose of this chapter. Public place shall include any other ground owned by the city, any real property other than parks, streets or highways which is owned by the city or held by it in trust for the benefit of the public.

Public trees shall include all trees now or hereafter growing on any street, park or other public place. Street or highway shall mean the entire width of every public way or right-of-way when any part thereof is open to the use of the public, as a matter of right, for purposes of vehicular and pedestrian traffic. Street trees are trees, shrubs, bushes and all other woody vegetation on land lying between property lines on either side of all streets, avenues or rights-of-way within the city. Treelawn is that part of a street or highway, not covered by sidewalk or other paving, lying between the property line and that portion of the street or highway usually used for vehicular traffic. (Code 1972, § 35 1/2-18)

**Sec. 42-3. General administrative and enforcement responsibilities.**

- (a) The tree board shall have the authority and jurisdiction of regulating the protection, maintenance, removal and planting of trees on streets, parks and public places.
- (b) The city manager or his designated representative shall be charged with authority of administering this chapter and to ensure that provisions of this chapter are not violated, including but not limited to the issuance of citations for the violation of any provisions of this chapter.
- (c) The city manager or his designee shall supervise or inspect all work done in accordance with this chapter.
- (d) The city manager or his designated representative shall have the responsibility of inventorying (and classifying as to location, species, size, condition and evaluation) the existing trees on streets, parks and other public places, as an integral part of the landscaping master plan. This inventory shall be periodically updated.
- (e) The tree board may request enforcement, supervision or other assistance from the city manager or his designated representative.

(f) The tree board shall also have the authority to prepare and submit to the city council the landscape master plan. The master street plan shall include the inventory of existing trees, and shall specify the species of tree to be protected, maintained, removed and/or planted on each of the streets, parks and other public places of the municipality. From and after the effective date of the master street tree plan, or any amendment thereof, all tree work shall conform thereto. (Code 1972, § 35 1/2-19; Ord. No. 2092, §§ 7--10, 1-14-86)

**Sec. 42-4. Reserved.**

Editor's note: Section 6 of Ord. No. 2092, adopted Jan. 14, 1986, repealed § 42-4 which pertained to requirements for new developments to be landscaped with trees which derived from Code 1972, § 35 1/2-20.

**Sec. 42-5. Street tree species to be planted.**

The following list constitutes the official street tree species for the city. Trees were selected based on their ability to perform well in the surrounding soil conditions and climate. Also considered was the tree's ability to withstand wind without severe breakage and the amount of debris produced by the tree. No species other than those included in this list shall be planted as street trees without written permission of the city tree board:

***Small Trees:***

Flowering Crabapple  
 Redbud  
 Purpleleaf Plum  
 Bradford Pear  
 Amur Maple  
 Smoketree  
 Russian Olive

***Medium Trees:***

Pin Oak  
 Kentucky Coffee Tree  
 Red Mulberry (male)  
 Chinese Pistachio  
 Lacebark Elm  
 Austrian Pine  
 Scotch Pine

***Large Trees:***

Bur Oak  
 Hackberry  
 American Sycamore  
 Pecan  
 Red Oak  
 Caddo Sugar Maple  
 Sweetgum

**Sec. 42-6. Street tree species prohibited from planting.**

No American Elm, Siberian or Chinese Elm, Mimosa, Female Cottonwood or Peach tree will be allowed for planting. (Code 1972, § 35 1/2-30; Ord. No. 2401, § 2, 4-24-90)

**Sec. 42-7. Spacing of street trees.**

The spacing of street trees will be in accordance with the tree species size classes listed in section 42-5 of this chapter, and no trees may be planted closer together than the following: Small trees, twenty (20) feet; medium trees, thirty (30) feet; and large trees, forty (40) feet. Nothing in this section shall be construed to allow planting in the sight distance triangle. (Code 1972, § 35 1/2-31)

**Sec. 42-8. Distance from curb and sidewalk.**

The distance street trees may be planted from curbs or curblines and sidewalks will be in accordance with the tree species size classes listed in section 42-5 of this chapter, and no street trees shall be planted closer to any curb or sidewalk than six (6) feet. (Code 1972, § 35 1/2-32)

**Sec. 42-9. Distance from fireplugs.**

No street tree shall be planted closer than ten (10) feet from any fireplug. (Code 1972, § 35 1/2-33)

**Sec. 42-10. Protection of utilities.**

No street tree, other than those species listed as small trees in section 42-5 of this chapter, may be planted near or within ten (10) lateral feet of any overhead utility wire, or over or within five (5) lateral feet of any underground waterline, sewer line, transmission line or other utility. (Code 1972, § 35 1/2-34)

**Sec. 42-11. Sight distance triangle.**

Limitations on obstructing sight triangles are defined in section 4.8.3 of the zoning ordinance and are incorporated by reference into this chapter, and limitations therein shall be expressly made applicable to the planting and cultivating of any permissible tree. (Code 1972, § 35 1/2-35; Ord. No. 2092, § 11, 1-14-86) Cross references: Zoning, App. A.

**Sec. 42-12. Requests for waivers.**

The requirements set out in sections 42-7 through 42-10 of this Code may be waived in those instances whereby if relief from said requirements, if granted, would not cause substantial detriment to the public good, impair the purpose or intent of the section or where the conditions requiring the waiver request are peculiar to the piece of property involved. (Ord. No. 2092, § 1, 1-14-86)

**Sec. 42-13. Application procedures.**

Any request for waiver of the requirements of sections 42-7 through 42-10 shall be in writing addressed to the Chairman of the Midwest City Tree Board received at least fourteen (14) days in advance of the next regularly scheduled meeting. The chairman will advise the representative of the Midwest City Manager of the request and the manager's representative shall present a staff report and recommendation to the members of the board at least three (3) days before the next regularly scheduled meeting. The staff representative shall also cause said requested waiver to be placed on the agenda of said meeting and notify the applicant in writing of the time and place of the meeting. (Ord. No. 2092, § 2, 1-14-86)



**Sec. 42-14. Planting trees within public right-of-way; removal or relocation; fees.**

(a) Prior to planting any tree(s) within public right-of-way, a site plan shall be submitted showing the location and species of trees to be planted. Any plantings within public right-of-way shall comply with sections 42-5 through 42-11 of this Code.

(b) Prior to the removal or relocation of any tree within public right-of-way, an application shall be made to the Midwest City Tree Board as prescribed in sections 42-12 and 42-13 of this Code. It shall be the responsibility of the applicant to submit a site plan showing the exact location, diameter and species of the tree(s) to be removed from the public right-of-way. The tree board shall have the authority to grant or deny the removal or relocation of any street tree. The tree board shall have the power to authorize said applicant to have a professional landscaper to relocate the tree(s) in a different location on the public right-of-way adjoining the subject property at no fee cost to the applicant as prescribed in section 42-14; if the applicant submits in writing to the tree board guaranteeing should the tree(s) die within a three-year period after being relocated, the applicant will replace the tree(s) with a species approved by the tree board as prescribed in section 42-5. In lieu of relocating the tree(s) on the public right-of-way adjoining the property, the tree board may require the tree(s) to be located to a different location within the city upon payment of fees by the applicant as prescribed in section 42-14(c). If fees are charged for the removal and relocation of any tree(s), it shall be the responsibility of the Midwest City Street Department to remove and relocate said tree(s) at the direction of the Midwest City Tree Board.

(c) The following fees shall be paid prior to the removal or relocation of any street tree(s):

- (1) Three-inch diameter or smaller--\$150.00.
- (2) More than three-inch diameter--\$50.00 per inch. In calculating fees, inches shall be rounded off to the next whole inch. The diameter of the tree shall be measured from three (3) feet to four (4) feet from the base of the tree.
- (3) Fees collected shall be deposited to the tree board account.

(Ord. No. 2390, § 1, 2-13-90)  
Secs. 42-15--42-22. Reserved.

## Article II. Tree Board\*

\*Cross references: Termination of membership on board for unauthorized absence, § 2-28.

### Sec. 42-23. Created.

There is hereby created a city tree board. (Code 1972, § 35 1/2-1)

### Sec. 42-24. Members.

(a) The city tree board shall be composed of seven (7) members, all of whom shall be residents of Midwest City, nominated by the mayor and confirmed by the council. The mayor shall be ex officio a member of the board.

(b) The term of the seven (7) members shall be three (3) years or until their successors take office, except that in the first instance, three (3) members shall be appointed for three (3) years; two (2) members for two (2) years, two (2) members for one year. The members of the board shall be nominated and appointed solely with reference to their fitness and without reference to party affiliation, and shall serve without compensation as hereinafter provided. Members may be removed by the city council only for inefficiency, neglect of duty or malfeasance in office. Absences from meetings by the board members shall be governed by section 2-28 of the Municipal Code. Vacancies occurring otherwise than through the expiration of terms shall be filled only for the unexpired term by the mayor with confirmation by the city council, provided that each member appointed prior to the effective date of this chapter shall continue to hold office for the balance of the term for which he is appointed. (Code 1972, § 35 1/2-1, 35 1/2-2; Ord. No. 2238, § 4, 1-12-88; Ord. No. 2405, § 1, 5-8-90)

### Sec. 42-25. Officers.

The city tree board shall elect a chairman and a secretary and shall create and fill such other offices as it may determine. The term of chairman and secretary shall be one (1) year, with eligibility for reelection. (Code 1972, § 35 1/2-3)

**Sec. 42-26. Standing committees.**

The city tree board shall receive recommendations and assistance from standing committees. Forestry master plan committee, public image committee, annual work plans committee, park board liaison, and community projects committee. Members shall be appointed by the chairman and confirmed by the board. Each committee shall serve at the pleasure of the board. (Code 1972, § 35 1/2-4; Ord. No. 1864, § 1, 5-24-83; Ord. No. 2503, § 1, 5-26-92)

**Sec. 42-27. Meetings required.**

The city tree board shall hold at least one (1) regular meeting each calendar quarter. (Code 1972, § 35 1/2-5; Ord. No. 2929, § 1, 8-24-04)

**Sec. 42-28. Quorum.**

Four (4) members of the city tree board shall constitute a quorum for the transaction of business. (Code 1972, § 35 1/2-7; Ord. No. 2503, § 2, 5-26-92)

**Sec. 42-29. Reserved.**

Editor's note: Section 5 of Ord. No. 2092, adopted Jan. 14, 1986, repealed § 42-29, relative to council approval of tree board action, which derived from Code 1972, § 35 1/2-8.

**Sec. 42-30. General powers.**

In general, the board shall have such powers as may be necessary to enable it to fulfill its functions, promote sound urban forest management, maintain a healthy and beneficial tree population, and carry out the purposes of this chapter. (Code 1972, § 35 1/2-12)



**Sec. 42-31. Duties and responsibilities.**

It shall be the responsibility of the board to study, investigate, counsel and develop and/or update annually a written plan for the care, preservation, trimming, planting, re-planting, removal or disposition of trees and shrubs in public ways, streets, parks and alleys. Such plan will be presented annually to the city council and upon their acceptance and approval shall constitute the official comprehensive city tree plan for the city. The board, when requested by the city council, shall consider, investigate, make findings, report and recommend upon any special matter of question coming within the scope of its work. In addition to the above described duties and responsibilities the Midwest City Tree Board shall hear all requests for waivers as outlined in section 42-12 and section and section 42-13 of the Code. A report with the recommendation of the tree board shall be forwarded to the city council for final action on each application. Said hearing shall be open to the public and all interested parties shall be given the opportunity to be heard. The board shall propose rules to govern these hearings to the council for approval. (Code 1972, § 35 1/2-9; Ord. No. 2092, § 3, 1-14-86; Ord. No. 2503, § 3, 5-26-92)

**Sec. 42-32. Entry powers.**

The city tree board, its members, officers and employees, in the performance of their functions, may enter public ways, streets, alleys and parks to make examinations and surveys. (Code 1972, § 35 1/2-10)

**Sec. 42-33. Interference with board.**

It shall be unlawful for any person to prevent, delay or interfere with the city tree board, or any of its agents, or employees while engaging in and about the planting, cultivating, mulching, pruning, spraying, or removing of any street trees or park trees as authorized in this chapter. (Code 1972, § 35 1/2-11)

**Sec. 42-34. Master plan.**

The city tree board shall have the power and the duty to make and recommend to the city council for adoption a master plan for the development of a forestry program for the city. The plan shall be made with the general purposes of guiding and accomplishing a coordinated forestry program. The landscape master plan shall outline tree planting needs relative to the specific landscape plans for individual areas, such as parks and other major public areas. (Code 1972, § 35 1/2-13, 35 1/2-14)

**Sec. 42-35. Annual work plans.**

The work plan developed annually by the city tree board shall implement the master plan, working with the general public. The annual plan shall describe planned activities for the coming year in tree planting, tree maintenance, and tree removal and disposal. Main items of the work plan, shall include what is to be done, how it is to be done, who is to do it, and estimated cost to the community. The annual work plan committee shall make recommendations to the board. The annual work plan shall be coordinated with the park and recreation board and then presented to the city council for final approval. (Code 1972, § 35 1/2-15)

**Sec. 42-36. Review by city council.**

The city council shall review the conduct, acts, decisions and recommendations of the city tree board. No action of the city tree board shall become final until approved by the city council. Requests for waivers considered by the city tree board pursuant to section 42-31 shall be considered by the city council by public hearing. (Code 1972, § 35 1/2-16; Ord. No. 2092, § 4, 1-14-86)

**Sec. 42-37. Rules authorized; records.**

The city tree board shall adopt rules for the transaction of business and shall keep a record of its resolutions, transactions, findings and determinations, which record shall be a public record. (Code 1972, § 35 1/2-6)

**Secs. 42-38--42-48. Reserved.**



## **Article III. Tree Trimming, Etc.\***

\*Cross references: Tree trimming by CATV franchises, § 17-57(f).

### **Sec. 42-49. Trimming; clearance.**

Every owner of any tree or shrub overhanging any street or right-of-way within the city shall trim the branches so that such branches shall not obstruct the light from any street lamp, or obstruct the view of any street, intersection or traffic control device or sign, and so that there shall be a clear space of twelve (12) feet above the surface of the street or right of way. Every property owner shall remove from the owner's property all dead, diseased or dangerous trees and shrubs, or broken or decayed limbs which constitute a menace to the safety of the public. The city shall have the authority to order the trimming or removal of any tree or shrub that interferes with the proper spread of light from a street light, or interferes with visibility or any traffic control device or sign, or does not provide a clear space of twelve (12) feet above the surface of the street or right of way. In the event of failure of owners to comply with the provisions of this section, the city shall also have the authority to trim or remove any tree or shrub that violates the provisions of this section and charge the cost of trimming or removal to the owner. (Code 1972, § 35 1/2-21; Ord. No. 2656, § 1, 10-8-96)

### **Sec. 42-50. Dead or diseased tree removal within right-of-way.**

The city shall have the right to cause the removal of any dead or diseased trees on right-of-way abutting private property within the city when such trees constitute a hazard to life and property, or harbor insects or disease which constitute a potential threat to other trees within the city. The city tree board will notify in writing the owners of such trees. Removal shall be done by said owners at their own expense within thirty (30) days after the date of service or notice. In the event of failure of owners to comply with such provisions, the city shall have the authority to remove such trees and charge the cost of removal to the owner. (Code 1972, § 35 1/2-22)

**Sec. 42-51. Notice to owner.**

(a) After ten (10) days' written notice by the city to the property owner by certified mail with return receipt requested, or by personal service to the owner of such property, at the address shown by the current year's tax rolls in the county treasurer's office, a hearing shall be held by the governing body as hereinafter provided. (b) If the property owner is unable to be notified by certified mail, or if the property owner refuses receipt of the certified mail, then notice of said violation shall be published in two (2) consecutive Thursday issues in an official newspaper in the city; and the last publication shall be at least four (4) days prior to the day set for the hearing prescribed by section 42-52. (Code 1972, § 35 1/2-23)

**Sec. 42-52. Hearing.**

Upon the date specified in the notice given as required by this article, the city council shall hold a hearing on the report and shall receive information thereon, including anything which may be presented by the owner of the premises, personally or by agent or attorney. The owner of such property may give his written consent to the city authorizing the removal of dead, dying or diseased trees or any part of the tree, and waive his right to a hearing by the city council. (Code 1972, § 35 1/2-24)

**Sec. 42-53. Order to trim or remove.**

If the city council determines that the conditions specified in sections 42-49 and 42-50 exist upon such premises and declares same to be a nuisance, it shall order the property to be removed of dead, dying or diseased trees or any part of the tree, if necessary to abate the conditions found to exist. (Code 1972, § 35 1/2-25)

**Sec. 42-54. Work to be done by city forces or contract.**

The work ordered to be performed under section 42-53 may be done by the employees of this city under the supervision of the department head designated by the city manager, or it may be let by contract to the lowest and best bidder, after appropriate notice, in the manner for letting other contracts by public bid. (Code 1972, § 35 1/2-26)

**Sec. 42-55. Cost to be determined; statement of cost to be sent.**

Upon completion of the work ordered to be performed under section 42-52, the department head designated by the city manager shall report the cost thereof to the city council. Such report shall be itemized as to each tract as follows: Actual cost of the labor, maintenance and equipment required for removal or trimming, including the cost of notice and mailing. The city council shall examine its report, and after receiving appropriate information shall determine the total actual costs of the work, and shall direct the city clerk to forward a statement and demand payment thereof, by certified mail with return receipt requested to the owner of the property at the address shown by the current tax rolls in the office of the treasurer of the county in which the property lies. (Code 1972, § 35 1/2-27)

**Sec. 42-56. Failure to pay costs to be certified to county treasurer.**

If the payment for the work performed under this chapter is not made within thirty (30) days from the date of mailing the notice prescribed by section 42-55, the city clerk shall forward a certified statement of the amount of such costs to the county treasurer of the county in which the property upon which the work was done is located, to be levied upon the property and to be collected by the county treasurer in the manner prescribed by the laws of this state. (Code 1972, § 35 1/2-28)

## Recommendations and Conclusions

The Midwest City Tree Board's primary goal during the next year is to continue planting trees and therefore, expand the development of the urban forest in Midwest City.

In addition to planting trees during the next year, the Tree Board anticipates the creation of a "tree sensitive" educational program aimed at creating awareness for trees and the issues surrounding their growth and development. The program will emphasize the need for botanical awareness and appeal to a broad range of age groups. The National Arbor Day Foundation has selected the City of Midwest City as a "Tree City USA" for over thirty (30) years. The Midwest City Tree Board is proud of this achievement. In the future, the Tree Board's ability to form public/private-funding partnerships will be a key issue in the continued development of Midwest City's urban forest. Working together under a focused vision will ensure that Midwest City's citizens benefit from the value of trees. Together we can make a difference.



**TREE CITY USA®**

NOTES

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CITY of MIDWEST CITY  
COMMUNITY DEVELOPMENT DEPARTMENT  
ENGINEERING DIVISION

Billy Harless, Community Development Director  
Brandon Bundy, P.E., City Engineer

ENGINEERING DIVISION  
Brandon Bundy, P.E., City Engineer  
CURRENT PLANNING DIVISION  
Kellie Gilles, AICP, Manager  
COMPREHENSIVE PLANNER  
Petya Stefanoff, Comprehensive Planner  
BUILDING INSPECTION DIVISION  
Building Official

---

TO : Honorable Mayor and Council

FROM : Brandon Bundy, P.E., City Engineer

DATE : November 9<sup>th</sup>, 2021


SUBJECT : Discussion and consideration, including any amendment thereto, of approving Change Order #07 with the Oklahoma Department of Transportation for STP-255B(461)AG, State Job Number 31548(04), SE 29<sup>th</sup> Street Reconstruction from Midwest Boulevard to Douglas Boulevard in the amount of \$129,023.91.

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The attached change order is for the SE 29<sup>th</sup> Street Reconstruction project recently completed. This change order is for the delay that began at the beginning of the project as a result of unknown utility issues. The amount is negotiated on our behalf by ODOT per the project agreement.

The SE 29<sup>th</sup> Street Reconstruction project is funded by a mix of Federal and City funds which will be accounted for in the final project budget.

Fund balances are determined at closure of project.



---

Brandon Bundy, P.E.,  
City Engineer

Attachment

**Oklahoma Department of Transportation  
Change Order**

<b>Contract ID</b>	190156	<b>Primary County</b>	OKLAHOMA	<b>Primary PCN</b>	31548(04)
<b>Change Order Nbr</b>	007	<b>Project</b>	STP-255B(461)AG		
<b>Contract Description</b>	WIDEN, RESURFACE, AND SIDEWALKS CITY STREET (SE 29TH STREET): FROM MIDWEST BOULEVARD, EXTEND EAST IN MIDWEST CITY. PROJECT LENGTH = 1.01 MILES				
<b>Change Order Type</b>	SUPPLEMENTAL AGREEMENT				
<b>Zero Dollar Change Order</b>	NO	<b>Status</b>	Pending		

**General Change Order Description(s):** This change order adds a line item to compensate the contractor for loss of overhead during the delay caused by multiple utility conflicts after the project was let. This change order also adds additional days when the contractor's production rate was reduced to half waiting on final revised plans.

Prj Nbr	Itm Nbr	Catg	Item Code	Unit	Unit Price	Bid Qty	Prev. Apprvd Qty	Curr CO Qty	New Revised Qty	Amount of Change
31548(04)	8025	0100	104 0700	LS	\$129,023.91	0.00	0.00	1.00	1.00	
	<b>Item Description:</b> CONSTRUCTION MISCELLANEOUS									<b>This Change:</b> \$129,023.91
	<b>Supplemental Description 1:</b>									<b>Prev Revised:</b> \$0.00
	<b>Supplemental Description 2:</b>									<b>New Revised:</b> \$129,023.91
										<b>Bid Contract:</b> \$0.00
										<b>Net Change:</b> \$129,023.91
										<b>PCT Change:</b> 100.00 %

**Explanations:** This line item is being added to address the loss of overhead during a delay because of multiple utility conflicts. After work began on the project the contractor noticed that no utilities had been moved within the project. This resulted in a full redesign of this area of the project and the contractor being delayed 86 days. Quick resolution for compensation for loss of overhead is (Contract amount minus mobilization) divided by contract then time multiplied by 10%.  $(4,389,619.75 - 235,000)/180 \times 0.10 = \$2,308.12$  per day.  $\$2,308.12 \times 86 \text{ days} = \$198,498.32$ . The Department negotiated with the contractor to reduce this amount to \$129,023.91.

**TOTAL VALUE FOR CHANGE ORDER 007 : \$129,023.91**

<b>Contract Time Adjustments</b>
----------------------------------

**Adjusted No. of Days:** 23.00

**Explanation:** During the delay the consultant was working on a redesign of the plans because of multiple utility conflicts, the contractor was on-site but could only be partially productive because they didn't have final plans. We negotiated half production days for 46 days resulting in 23 full days being added to the contract.

<b>Contract ID</b>	190156	<b>Primary County</b>	OKLAHOMA	<b>Primary PCN</b>	31548(04)
<b>Change Order Nbr</b>	007	<b>Project</b>	STP-255B(461)AG		

**Prime Contractor's Section**

As the duly authorized representative of SCHWARZ PAVING CO., INC., contractor for the above referenced project, I affirm that I have reviewed the above and foregoing prices, quantities and days for the changed or additional work, and I agree that the quantities and prices as are herein listed and the extension of time to perform the change or additional work as shown above will adequately compensate the contractor for the changed or additional work. I understand that the quantities as listed above are estimated and may be subject to revision upon audit of the project. I further understand that the change order/supplemental agreement fully compensates the contractor for the changed or additional work and is in lieu of cost accounting for the work actually performed or submission of a claim as provided by the standard specifications for highway construction and special provisions to the contract.

\_\_\_\_\_

<i>Signature</i>	<i>Name (Printed)</i>	<i>Company Title</i>
------------------	-----------------------	----------------------

Subscribed and sworn before me this \_\_\_\_\_ day of \_\_\_\_\_ year of \_\_\_\_\_

My commission expires \_\_\_\_\_

\_\_\_\_\_

<i>Notary Public</i>	<i>Commission Number</i>
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**Oklahoma Department of Transportation Section**

The prices for the additional items have been compared with other contract prices and are a fair amount for the work involved. Respectfully requested by: *P.E. Seal*

	<b>Department Personnel</b>	<b>Approval Date</b>
<b>Residency Administration(R)</b>	Harlin, Christopher	
<b>Field Division Administration(R)</b>	January, Trenton	
<b>Construction Administration(R)</b>	Leonard, John B.	
<b>Central Office Administration(R)</b>	Davis, Shawn	

\_\_\_\_\_

*Signature*

<b>Contract ID</b>	190156	<b>Primary County</b>	OKLAHOMA	<b>Primary PCN</b>	31548(04)
<b>Change Order Nbr</b>	007	<b>Project</b>	STP-255B(461)AG		

**Local Government Section**

I acknowledge the work indicated on this Change Order. I understand the final costs of this work will be reflected in the final cost apportionment.

\_\_\_\_\_ *City/County Official*

\_\_\_\_\_ *Date Acknowledged*



CITY of MIDWEST CITY  
COMMUNITY DEVELOPMENT DEPARTMENT  
ENGINEERING DIVISION

Billy Harless, Community Development Director  
Brandon Bundy, P.E., City Engineer

ENGINEERING DIVISION  
Brandon Bundy, P.E., City Engineer  
CURRENT PLANNING DIVISION  
Kellie Gilles, AICP, Manager  
COMPREHENSIVE PLANNER  
Petya Stefanoff, Comprehensive Planner  
BUILDING INSPECTION DIVISION  
Building Official

---

TO : Honorable Mayor and Council

FROM : Brandon Bundy, P.E., City Engineer

DATE : November 9<sup>th</sup>, 2021

SUBJECT : Discussion and consideration, including any amendment thereto, of approving a federal aid programming resolution for inclusion into the FFY 2022-2025 Transportation Improvement Plan for a project on SE 29th Street replace the existing bridge over Crutch Creek and rehabilitate the box over Kuhlman Creek.

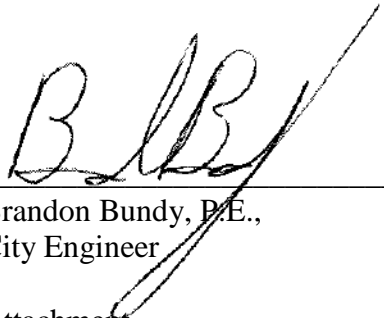
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The accompanying programming resolution is required in order to have the referenced project considered in the Association of Central Oklahoma Governments update of the FFY 2022-2025 four year Transportation Improvement Plan (TIP). All projects that apply for federal aid funding must be programmed in this manner. Programming a project does not guarantee the project will be funded since it competes with projects submitted by other entities across the metropolitan area.

- 80% Federal Funds: \$3,098,400
- 20% Local Match: \$774,600
- Estimated total cost - \$3,873,000

No City funds are obligated at this time. However, if the project is funded, the City will be obligated to fund the local match and do necessary utility relocations. H.W. Lochner, Inc. was contracted on September 28<sup>th</sup>, 2021 to provide design services for this project. Project selection is scheduled for February 2022.

Staff recommends acceptance as this is consistent with past policy



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Brandon Bundy, P.E.,  
City Engineer

Attachment

**RESOLUTION  
PROGRAMMING SURFACE TRANSPORTATION BLOCK GRANT  
URBANIZED AREA (STBG-UZA) PROJECT**

**WHEREAS**, Surface Transportation Block Grant Program funds for urbanized areas have been made available for transportation improvements within the Oklahoma City Urban Area, and

**WHEREAS**, The City of Midwest City (City) has selected a project described as follows: SE 29<sup>th</sup> Street, replace the existing bridge over Crutchko Creek and rehabilitate the box over Kuhlman Creek, and

**WHEREAS**, the engineer's preliminary estimate of cost is \$3,873,000, and Federal participation under the terms of the *Fixing America's Surface Transportation (FAST) Act* relating to Surface Transportation Block Grant Program Urbanized Area (STBG-UZA) funds is hereby requested for funding 80% of the project cost, which is estimated at \$3,098,400, and

**WHEREAS**, the City proposes to use the Capital Improvements Project Fund as the source(s) of funds for the local match, which is estimated at \$774,600, and

**WHEREAS**, no City funds are committed by this action at this time, and

**WHEREAS**, the City has the required matching funds available and further agrees to deposit matching funds by separate agreement with the Oklahoma Department of Transportation (ODOT) prior to advertising of the project for bid by ODOT, and

**WHEREAS**, the City understands that all projects which receive funding through the STBG-UZA program, cannot exceed the engineering estimate (plus inflation) amount stated. Any project cost overruns will be borne by the sponsoring City, and

**WHEREAS**, the City will select a design consultant qualified and licensed in the state of Oklahoma to furnish engineering services in the preparation of detailed plans, specifications and estimates, and

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

**WHEREAS**, the City agrees, as a condition to receiving any Federal financial assistance from the Department of Transportation, that it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42. U.S.C. 2000d et seq., and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, "Nondiscrimination of Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964", and

**WHEREAS**, The City assures that no qualified person with a disability shall, solely by reasons of their disability, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any program or activity administered by the City, and

**WHEREAS**, the City further understands that acceptance of this resolution by the Association of Central Oklahoma Governments (ACOG) and the Oklahoma Department of Transportation is not a commitment to Federal funding, but only registers the City's interest and intent in participating in the program application process.

**NOW, THEREFORE, BE IT RESOLVED:**

That ACOG is hereby requested to consider this project as a candidate for Federal funding, and to submit same to the Oklahoma Department of Transportation for its approval;

**ADOPTED** by the City Council of Midwest City and **SIGNED** by the Mayor this 9<sup>th</sup> day of November, 2021.

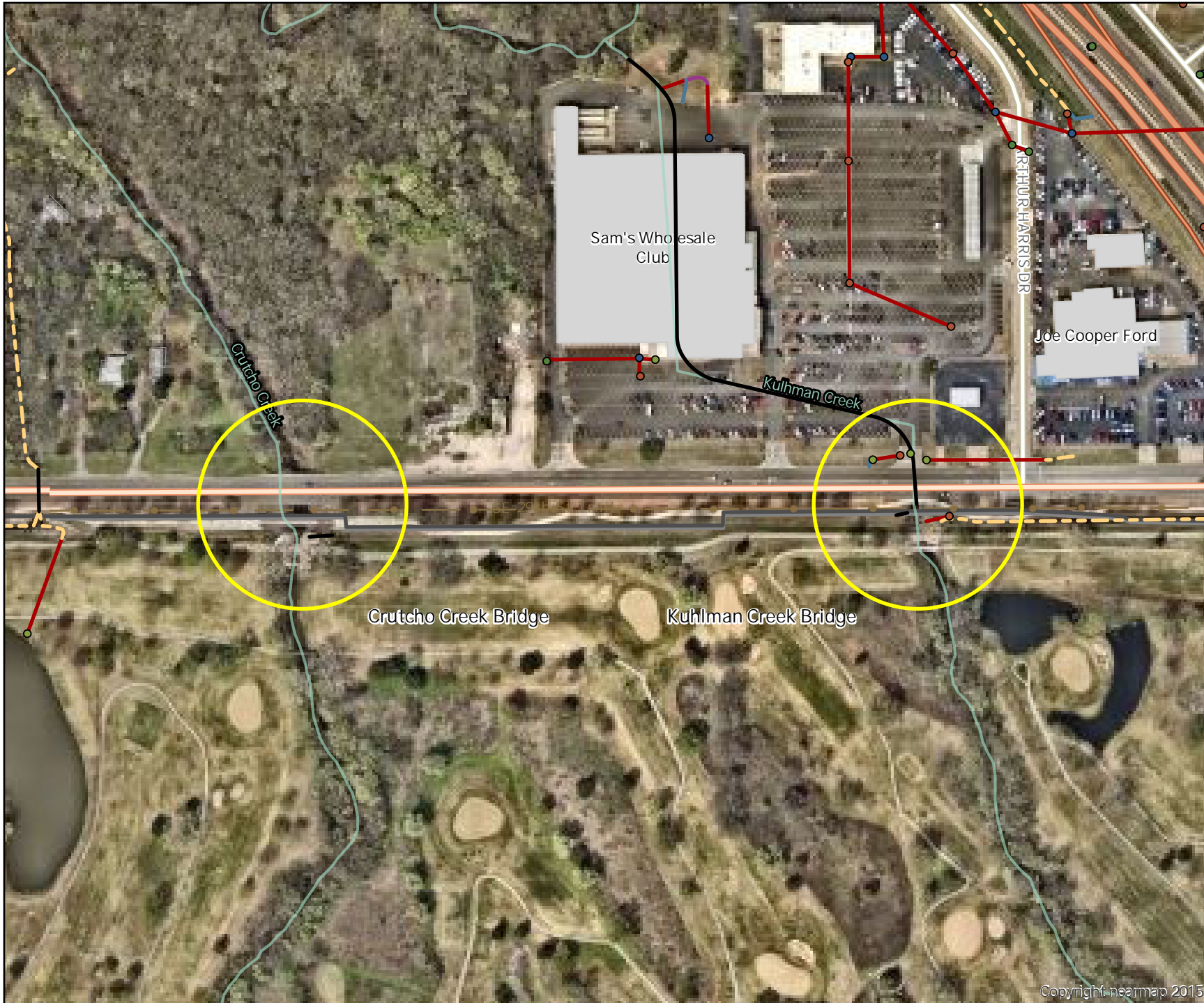
ATTEST:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

Approved as to form and legality

\_\_\_\_\_  
City Attorney



1 in = 250 ft  
when printed actual size  
on 8-1/2"x11" paper

**DISCLAIMER**

This map is a general information public resource. The City of Midwest City makes no warranty, representation or guarantee as to the content, accuracy, timeliness or completeness of any of the information provided on this map. Any party's use or reliance on this map, or any information on it, is at that party's own risk and without liability to the City of Midwest City, its officials or its employees for any discrepancies, errors or variances that may exist.





CITY of MIDWEST CITY  
COMMUNITY DEVELOPMENT DEPARTMENT  
ENGINEERING DIVISION

Billy Harless, Community Development Director  
Brandon Bundy, P.E., City Engineer

ENGINEERING DIVISION  
Brandon Bundy, P.E., City Engineer  
CURRENT PLANNING DIVISION  
Kellie Gilles AICP, Manager  
COMPREHENSIVE PLANNER  
Petya Stefanoff, Comprehensive Planner  
BUILDING INSPECTION DIVISION  
Building Official

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TO : Honorable Mayor and Council

FROM : Brandon Bundy, P.E., City Engineer

DATE : November 9, 2021

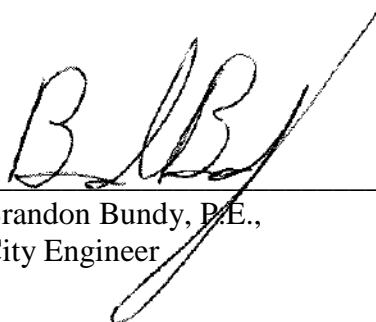
SUBJECT : Discussion and consideration of, including any possible amendment, accepting a Grant of Permanent Easement from J Lou Properties L.L.C., across a certain parcel of land located within the corporate boundaries of Midwest City, in Block One of Tinker Village Addition to the Southwest Quarter (SW/4) of Section Eleven (11), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma.

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Accepting this Permanent Easement is required to construct the Elementary School Connector Trail, ODOT project; JP 31433(04). This future trail will connect the West Palmer Loop Trail with the Safe Routes to School Trail both currently under construction. Included will be a signalized pedestrian crossing; allowing citizens and particularly school children to cross Midwest Boulevard.

The Permanent Easement is located just to the north of 2300 S Midwest Boulevard, currently occupied by the Nazty Dog Groom & Board.

Staff recommends accepting the Permanent Easement.



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Brandon Bundy, P.E.,  
City Engineer

Attachment

GRANT OF PERMANENT EASEMENT

KNOW ALL BY THESE PRESENTS:

That J LOU PROPERTIES L.L.C., an Oklahoma Limited Liability Company, (grantor) of Oklahoma County, Oklahoma, for good and valuable consideration, the receipt of which is hereby acknowledged, does hereby grant, bargain, sell and convey unto the City of Midwest City, a municipal corporation, (grantee) a permanent easement across, over and under the following described lots, tracts or parcels of land situated in Oklahoma County, State of Oklahoma, to-wit:

**SEE EXHIBITS A & B**

This easement is granted for the purpose of enabling the City of Midwest City, its officers, agents, contractors and employees to go upon, layout, construct, change, and/or build utilities, and other improvements including but not limited to municipal trail, water, sanitary and storm sewers, electricity, telephone, cable and natural gas, upon the above-described lots, parcels or tracts of land and includes the permanent right of ingress and egress for employees, tools and equipment of the City of Midwest City, its officers, agents, contractors and employees.

The consideration herein covers any and all kinds and character of damages or injury that may be sustained directly or indirectly to any lands owned by the Grantor by reason of the construction and maintenance of such improvements.

Grantor hereby covenants and warrants that at the time of the delivery of this easement that the above-described real estate and premises are free of all liens and claims whatsoever, except – none -- and that they will, so long as this easement is in full force and effect, defend the same unto the City of Midwest City against all claiming to the contrary.

WITNESS the hands of the parties this 10 day of September, 2021

\_\_\_\_\_



Manager / Member of J LOU PROPERTIES L.L.C.

STATE OF Oklahoma            )  
                                          )ss.  
COUNTY OF Oklahoma        )

Before me, the undersigned Notary Public in and for the state and county aforesaid, on this

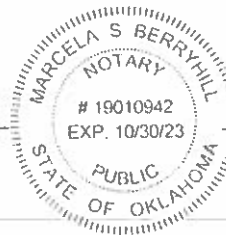
10<sup>th</sup> day of September, 2021, personally appeared \_

Jeffery D. Johnson, as Manager / of J LOU PROPERTIES L.L.C., to me known to be the identical

person(s) who executed the within and foregoing instrument and acknowledged to me that  
he executed the same as his free and voluntary act and deed and as the free and voluntary act  
of J LOU PROPERTIES LLC, for the uses and purposes herein set forth.

WITNESS, my hand and seal this 10th day of September, 2021

My Commission expires: 10/30/2023



Marcela S Berryhill  
NOTARY PUBLIC

Approved by City Attorney \_\_\_\_\_ Date: \_\_\_\_\_

Approved by City Council \_\_\_\_\_ Date: \_\_\_\_\_

RETURN TO: City Clerk 100 N Midwest Boulevard Midwest City OK 73110

**EXHIBIT "B"**  
**PARCEL H-PERMANENT EASEMENT**  
**PART OF BLOCK 1, TINKER VILLAGE**  
**TO THE CITY OF MIDWEST CITY, OKLAHOMA COUNTY, OKLAHOMA**

**LEGAL DESCRIPTION**

A TRACT OF LAND BEING A PART OF BLOCK 1, TINKER VILLAGE TO THE CITY OF MIDWEST CITY, OKLAHOMA COUNTY, OKLAHOMA AND FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID BLOCK 1,  
 THENCE N89°40'53"E ALONG THE NORTH LINE OF SAID BLOCK 1 FOR A DISTANCE OF 256.56 FEET TO THE EAST LINE OF SAID BLOCK 1;  
 THENCE S00°19'07"E ALONG SAID EAST LINE FOR A DISTANCE OF 45.00 FEET;  
 THENCE S89°40'53"W FOR A DISTANCE OF 131.56 FEET;  
 THENCE N00°19'07"W FOR A DISTANCE OF 10.00 FEET;  
 THENCE S89°40'53"W FOR A DISTANCE OF 26.00 FEET;  
 THENCE N00°19'07"W FOR A DISTANCE OF 10.00 FEET;  
 THENCE S89°40'53"W FOR A DISTANCE OF 31.00 FEET;  
 THENCE N00°19'07"W FOR A DISTANCE OF 5.00 FEET;  
 THENCE S89°40'53"W FOR A DISTANCE OF 68.00 FEET TO THE WEST LINE OF SAID BLOCK 1;  
 THENCE N00°19'07"W ALONG SAID WEST LINE FOR A DISTANCE OF 20.00 FEET TO THE POINT OF BEGINNING  
 THE ABOVE DESCRIPTION CONTAINING 0.206 ACRES MORE OR LESS.

BEARINGS ARE BASED ON GRID NORTH (N00°00'00"E) OKLAHOMA STATE PLANE COORDINATE SYSTEM, NORTH ZONE

THIS DESCRIPTION WAS PREPARED FROM THE PUBLIC RECORD ON APRIL 03, 2017 AND REVISED ON JULY 31, 2017 BY JUSTIN SMITH, PLS 1868, COWAN GROUP ENGINEERING, LLC. CERTIFICATE OF AUTHORIZATION CA 6414, EXPIRES ON JUNE 30, 2018.



JUSTIN SMITH, PLS 1868      DATE

THIS EXHIBIT IS NOT A LAND OR BOUNDARY SURVEY PLAT

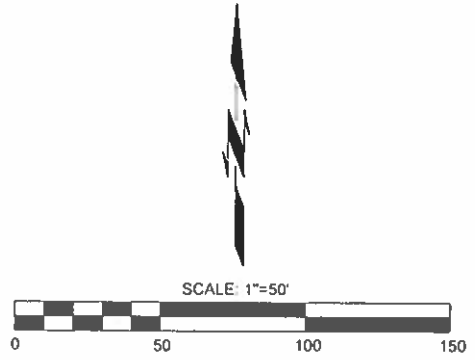
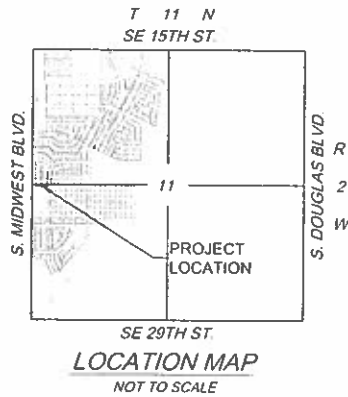
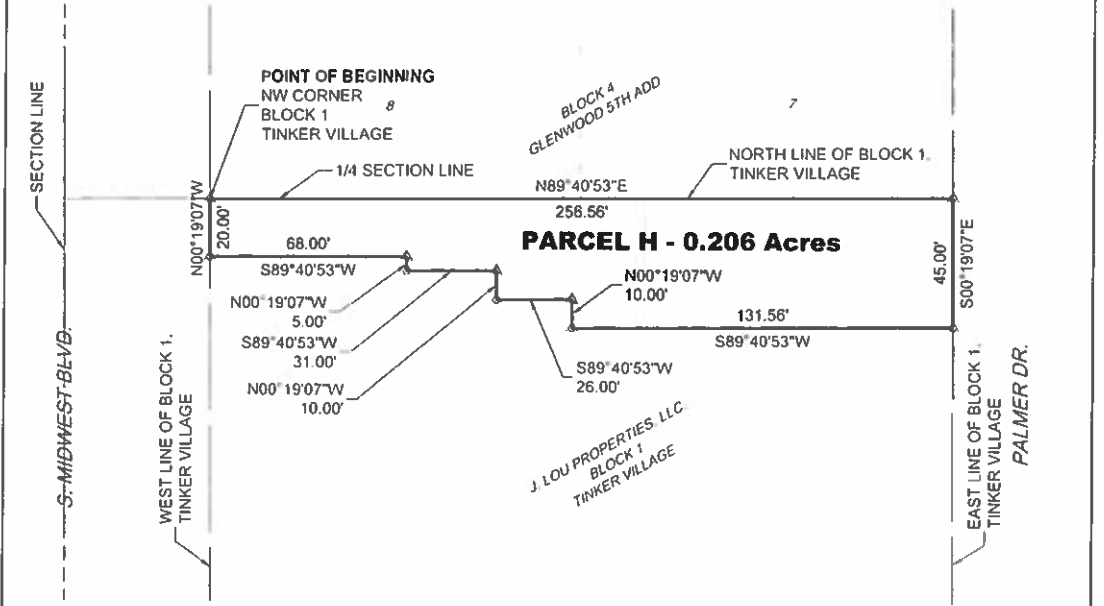


**COWAN GROUP ENGINEERING**  
 7100 N. CLASSEN, SUITE 500  
 OKLAHOMA CITY, OK 73116  
 405-463-3369 O 405-463-3381 F  
 WWW.COWANGROUP.CO  
 CA# 6414 EXPIRES 6/30/2018

OWNER:  
 J. LOU PROPERTIES, LLC

CLIENT:	CITY OF MIDWEST CITY
PROJECT NO:	15-303
DATE:	04/03/2017
REVISED DATE:	07/31/2017
DRAWN BY:	JWS
PAGE:	PARCEL H-EXHIBIT "B"

**EXHIBIT "A"**  
**PARCEL H-PERMANENT EASEMENT**  
**PART OF BLOCK 1, TINKER VILLAGE**  
**TO THE CITY OF MIDWEST CITY, OKLAHOMA COUNTY, OKLAHOMA**



**BASIS OF BEARINGS**  
 GRID NORTH (N00°00'00"E) OKLAHOMA STATE PLANE  
 COORDINATE SYSTEM, NORTH ZONE

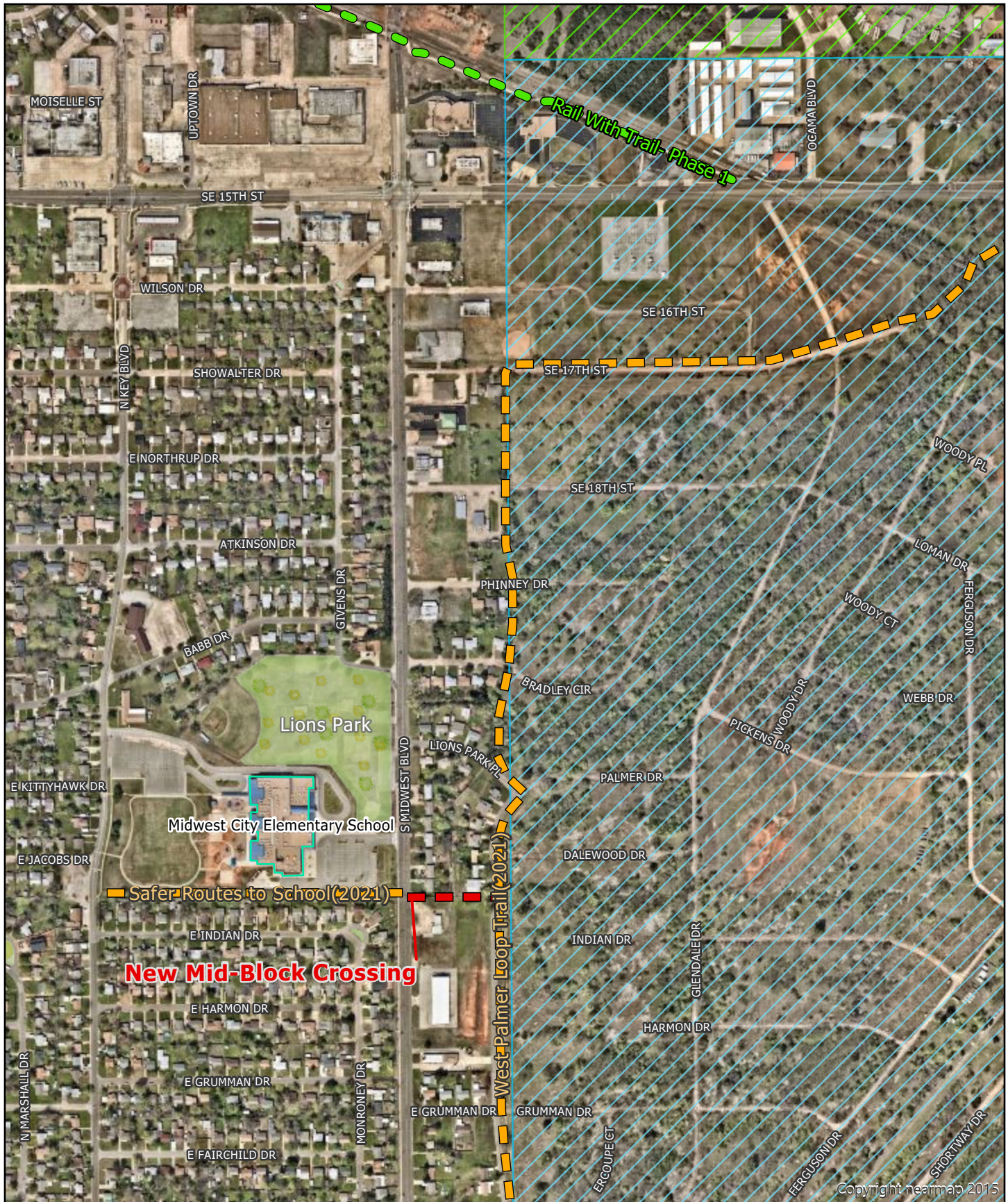
**LEGEND**  
 ○ - POINT OF INTERSECTION

**(SEE EXHIBIT "B" FOR LEGAL DESCRIPTION)**

**THIS EXHIBIT IS NOT A LAND OR BOUNDARY SURVEY PLAT**

	<b>COWAN GROUP ENGINEERING</b>	
	7100 N. CLASSEN, SUITE 500	
	OKLAHOMA CITY, OK 73116	
	405-463-3369 O 405-463-3381 F	
	WWW.COWANGROUP.CO	
CA# 6414 EXPIRES 6/30/2018		
CLIENT:	CITY OF MIDWEST CITY	
PROJECT NO:	5-303	
DATE:	04/19/2017	
REVISED DATE:	07/31/2017	
DRAWN BY:	JWS	
PAGE:	PARCEL H (2) OF 2	

**OWNER:**  
 J. LOU PROPERTIES, LLC



Legend

Trails

- Existing Trails
- Future Trails
- School Buildings

TAFB Accident Potential Zone

- APZ II
- APZ I
- Parks



1 in = 500 ft  
when printed actual size  
on 8-1/2"x11" paper

**DISCLAIMER**

This map is a general information public resource. The City of Midwest City makes no warranty, representation or guarantee as to the content, accuracy, timeliness or completeness of any of the information provided on this map. Any party's use or reliance on this map, or any information on it, is at that party's own risk and without liability to the City of Midwest City, its officials or its employees for any discrepancies, errors or variances that may exist.



**City Manager's Office**  
**Vaughn Sullivan,**  
**Assistant City Manager**  
[vsullivan@midwestcityok.org](mailto:vsullivan@midwestcityok.org)  
100 N. Midwest Blvd,  
Midwest City, Oklahoma 73110  
O: 405-739-1207 /Fax: 405-739-1208

## MEMORANDUM

To: Honorable Mayor and Council

From: Vaughn K. Sullivan, Assistant City Manager

Date: November 9, 2021

Subject: Discussion and consideration for adoption, including any possible amendment of 1) declaring various equipment obsolete items of city property on the attached list surplus; and 2) authorizing their disposal by public auction, sealed bid, or other means as necessary.

The list of surplus items is attached.

Action is at the discretion of the Council.

Vaughn K. Sullivan  
Assistant City Manager

## Welcome Center Inventory to Surplus

(Furniture, Other larger items not boxed)

Quantity	Description
1	4 Drawer Black Metal File Cabinet
1	Spinner Metal Display for Magnets, etc.
1	Black Metal Spinner Postcard Rack
1	Metal/Wood Bakers Rack
1	Black Distressed Dresser/Buffer
1	Round Office Pedestal Table
1	Round Oak Antique Pedestal Table
1	Metal Clothes Hanger Organizer
1	2 Drawer lateral filing cabinet - black
4	Wood Plaques (Information on Welcome Center, MWC, Other)
1	Electrolux Sanitaire Vacuum
1	Printer Stand
1	Spiral Clothing Rack w/Base, Silver
1	Part of return desk
1	Box of chair wheels
1	Box of folders, labels and notepads
9	Cookbooks
2	Red Oklahoma Notebooks (small)
5	Blue Toddler Shirts
7	Red Toddler Shirts
6	Green Toddler Shirts
1	Box Plastic literature holders
1	Plastic Divider Box
1	Wooden "In" Box
2	Desk clocks
2	Small gold plate/picture stands
6	Rolls of receipt paper in white plastic basket
2	Staplers
1	Tape dispenser
1	paperclip holder
4	picture frames
1	price gun
2	Rolls packing paper
2	packages white tissue paper
1	Iron
1	Box misc price tagging equipment
1	box and bag clear cellophane bags
1	white coffeemaker w/ pot
2	coffee thermos (2 sizes)
4	Drinking glasses
7	plates



1	cake lid
1	box of wood shelves w/ metal brackets and screws
1	stereo and speaker
6	bundles of hangers
3	white table cloths
2	decorative plants
1	small flower plant
2	boxes of cardboard jewelry gift boxes (various sizes)
5	Rolls of bubble wrap
1	box of various shirts
10	baskets
2	wooden décor boxes
1	gold metal jewelry tree
1	black curtain rod
1	spinning black round metal display w/ dividers
1	black 3 tier wooden jewelry holder
2	small red wire baskets
1	teal bowl
1	small black metal bucket
2	glass vases
1	box cleaning supplies
1	case of feminine products (pads)
1	case of feminine products (tampons)

All items are in good condition unless damaged in move  
 AO (11/1/21)



City Manager's Office  
Vaughn Sullivan,  
Assistant City Manager  
[vsullivan@midwestcityok.org](mailto:vsullivan@midwestcityok.org)  
100 N. Midwest Blvd,  
Midwest City, Oklahoma 73110  
O: 405-739-1207 /Fax: 405-739-1208

## MEMORANDUM

To: Honorable Mayor and Council

From: Vaughn K. Sullivan, Assistant City Manager

Date: November 9, 2021

Subject: Discussion and consideration for adoption, including any possible amendment of 1) declaring various equipment obsolete items of city property on the attached list surplus; and 2) authorizing their disposal by public auction, sealed bid, or other means as necessary.

The list of surplus items is attached.

Action is at the discretion of the Council.

Vaughn K. Sullivan  
Assistant City Manager

**Golf Courses Surplus Items**  
**711 Douglas & 3210 Belaire**  
**10/28/2021**

Serial #

470801	1997	Case	Backhoe 590 SL		JJG0210272
470202	1996	Chevrolet	PU 2500	Working	1gcgc24rot221760
470308	1985	Chevrolet	Dump Truck	Not working	1gbg6d1a6fy2135890
	1999	Toro	Top Dresser 2500	Working	4.45072E+13
	2000	Cushman	Core Harvester	Working	
		Toro OSMAC	Irrigation controlers X3	Working	
	2015	Hustler	60 in zero turn	Not working	14106240
		Wylie	300 Gal sprayer	Working	19294



DISCUSSION ITEMS





**City Manager**

100 N. Midwest Boulevard  
Midwest City, OK 73110  
tlyon@midwestcity.org  
Office: 405-739-1201

To: Honorable Mayor and Council  
From: Tim Lyon, City Manager  
Date: November 9, 2021  
Subject: Discussion and consideration, including any amendments, of electing a Vice-Mayor.

---

Per the Charter, “Sec. 4. Vice-mayor. The council shall elect from among its members a vice-mayor for a term of two (2) years. The vice-mayor shall act as mayor during the absence or disability of the mayor. If a vacancy in the office of mayor occurs, the vice-mayor shall assume the duties of mayor until a new mayor takes office under the provisions of Article II, Section 8 of this charter.

Councilmember Byrne was first elected as Vice-Mayor on April 10, 2018. We failed to put a calendar reminder on the calendar to remind us to bring this matter before the Council again at the end of two years. We apologize for that oversight and would like to correct the matter now.

Action on this item is at the Council’s discretion.

  
\_\_\_\_\_  
Tim L. Lyon, City Manager



# The City Of Midwest City Neighborhood Services Department

*Neighborhoods in Action • Code Enforcement • Neighborhood Initiative*  
8726 SE 15<sup>th</sup> Street, Midwest City, OK 73110  
(405) 739-1005

**Date:** November 9, 2021

**To:** Honorable Mayor and City Council

**From:** Mike S. Stroh, Neighborhood Services Director

**Subject:** Public hearing with discussion and consideration, including any amendments, of passing a resolution declaring the structures located at 9409 NE 11<sup>th</sup> St a public nuisance as defined in MCO 20.1 IPMC 301.3 and abatement procedures under MCO 27-8 of the Municipal Code and setting dates to demolish and remove the structure from the site.

IPMC 301.3 defines a public nuisance as:

*The International Property Maintenance code: (IPMC) 301.3, Vacant Structures and Land states: All vacant structures and premises thereof or vacant land shall be maintained in a clean, safe, secure and sanitary condition as provided herein so as not to cause a blighting problem or adversely affect the public health or safety.*

1. Due to a house fire in December 2020, property has major damage and is not livable.
2. January, 13, 2021 homeowner was still living in the house. The CAO Officers were able to get occupant housing through the Mental Health Association.
3. Multiple complaints of trespassers entering the property on multiple occasions.
4. January 11, 2021 was the last active utility account with the City.

The structure meets the definition of a public nuisance in MCO 20.1 IPMC 301.3 and has become detrimental to the health, safety and welfare of the general public.

If the council agrees with staff's opinion and finds that a nuisance does in fact exist, staff recommends requiring demolition within ten (10) days and removal of the structure to be completed within thirty (30) days.

*Mike S. Stroh*

Mike S. Stroh, Neighborhood Services Director

**RESOLUTION NO. 2021-\_\_\_\_\_**

**A RESOLUTION DECLARING THE STRUCTURE LOCATED AT 9409 NE 11<sup>TH</sup> St. A PUBLIC NUISANCE AS DEFINED IN MCO 20.1 IPMC 301.3 OF THE MUNICIPAL CODE; AND SETTING DATES TO DEMOLISH AND REMOVE THE STRUCTURE FROM THE SITE**

**WHEREAS**, Section 27-8 of the Municipal Code establishes procedures for declaring and abating a public nuisance within the corporate limits of Midwest City; and

**WHEREAS**, the City Council of the City of Midwest City, after proper notice to the property owner, conducted a public hearing regarding the structure located at 9409 NE 11<sup>TH</sup> ST. ; and

**WHEREAS**, during the hearing the City Council reviewed the information on the condition of the property; and

**WHEREAS**, the current owner of the property was notified of the hearing by regular mail and posting pursuant to Section 27-8 (c) of the Municipal Code;

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MIDWEST CITY, OKLAHOMA COUNTY, OKLAHOMA:**

That the property located at 9409 NE 11<sup>TH</sup> ST. is a public nuisance for the neighborhood and community.

That the property owner must begin to repair or demolish and remove the structure from the site located at 9409 NE 11<sup>TH</sup> ST. within 10 days of the date of this resolution and have the repairs or demolition completed within 30 days of the date of this resolution. If the property owner fails to repair or demolish and remove the structure within 30 days of the date of this resolution, the City Council hereby directs the city manager to remove and abate the public nuisance and charge the abatement to the owner of the property.

**PASSED AND APPROVED** by the Mayor and Council of the City of Midwest City, Oklahoma this \_\_\_\_ day of \_\_\_\_\_, 2021.

CITY OF MIDWEST CITY, OKLAHOMA

\_\_\_\_\_  
MATTHEW D. DUKES II, Mayor

ATTEST:

\_\_\_\_\_  
SARA HANCOCK, City Clerk

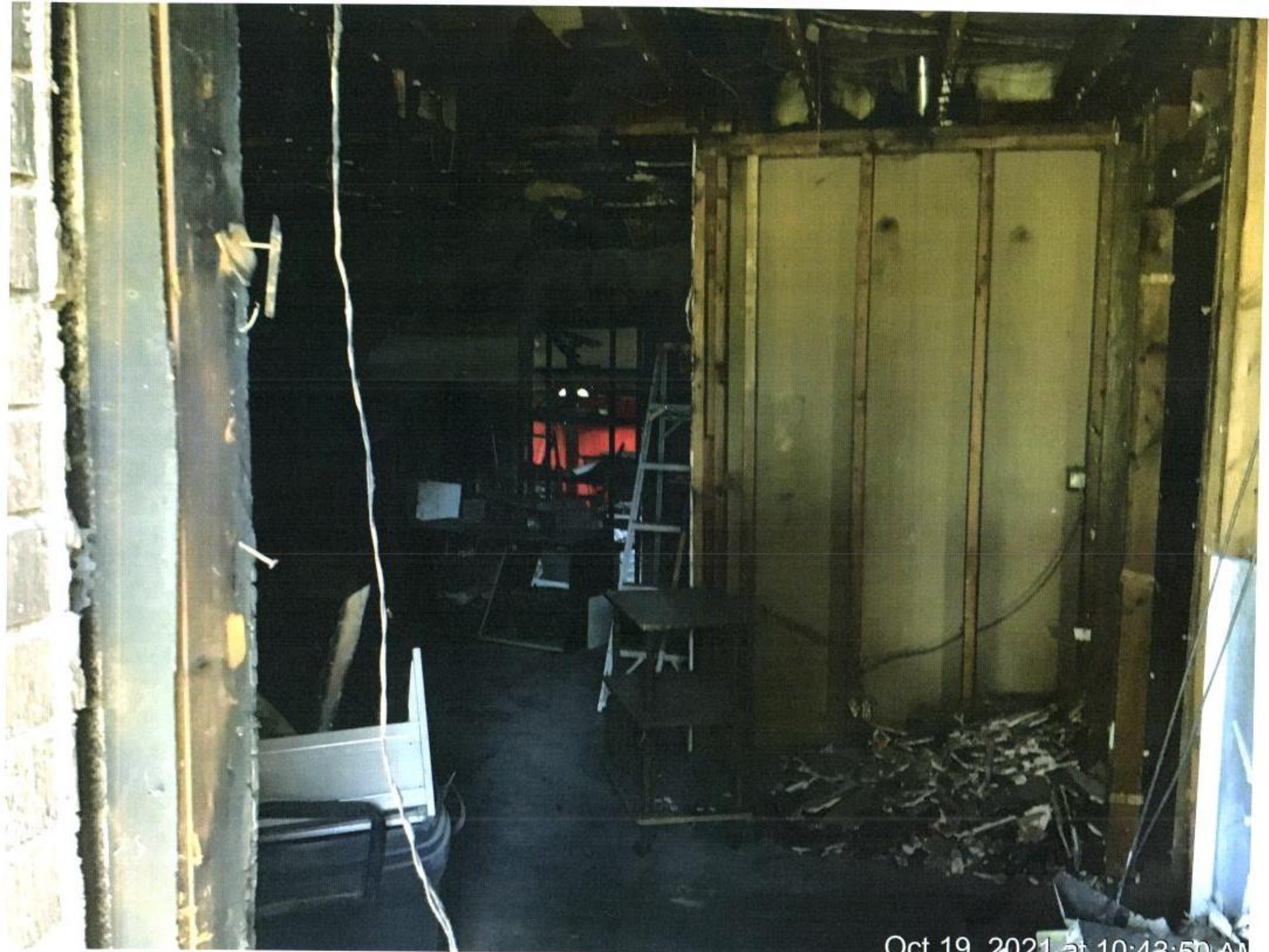
APPROVED: as to form and legality this \_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
DON MAISCH, City Attorney



Oct 19, 2021 at 10:42:46 AM





Oct 19, 2021 at 10:43:50 AM





**Public Works Administration**

**R. Paul Streets, Director**  
[pstreets@midwestcityok.org](mailto:pstreets@midwestcityok.org)

405-739-1061

**Patrick Menefee,**  
**City Engineer of Public Works**  
[pmenefee@midwestcityok.org](mailto:pmenefee@midwestcityok.org)

405-739-1062

8730 S.E. 15<sup>th</sup> Street,  
Midwest City, Oklahoma 73110

TO: Honorable Mayor and Council

FROM: Patrick Menefee, P.E., City Engineer

DATE: November 9th, 2021

SUBJECT: (TS-445) Discussion and consideration of adoption, including any possible amendment of accepting the **updated** Traffic Signal Study and analysis for the intersection of S.E. 15th Street and Windsong Drive.

The applicants, the residents and the HOA of the Windsong Addition, appeared before the City Council on January 26th, 2021 requesting the City investigate the installation of a traffic signal at the intersection of S.E. 15th Street and Windsong Drive. The City entered into a contract with T.E.C. (Traffic Engineering Consultants) to do an evaluation of the intersection seeing, if it met the minimum requirements as stated by the Manual on Uniform Traffic Control Devices (MUTCD). A proposed signal project must meet these minimum requirements to be eligible for funding through the A.C.O.G. T.I.P. Safety Project funding program. The intersection does not meet these requirements at this time. The summary letter from T.E.C. and the full report are attached as part of this application.

**This does not disqualify the possibility of installing a signal at a future date.**

This item was originally heard at the September Traffic and Safety Commission meeting and the September 28th City Council meeting. The City Council noted that the 2020 and 2021 accident counts were not part of the report. Therefore, the City Council asked that those records be incorporated into the reports. They then asked for the updated studies to be re-heard by the Traffic and Safety Commission and then brought back to be heard again by the City Council. MWC PD provided printouts of those accident records, which were then incorporated into an updated traffic study. The additional data did not change the results of the study. The Traffic and Safety Commission met October 21st, 2021 reaffirming their September vote to forward the study to City Council with the following recommendation:

**The intersection does not qualify for a federal safety project grant, the Traffic and Safety Commission voted to follow the Traffic Signal Analysis findings and recommends denial of a signal project for the intersection at this time.**

The City Council also requested speed tables for the intersection, they are included as part of this item.

Action to follow the study's findings and deny the request for a signal is at the discretion of the council.

A handwritten signature in black ink, appearing to read "Patrick Menefee", written over a horizontal line.

Patrick Menefee, P.E.  
Public Works City Engineer

Attachments: Traffic Signal Warrant Analysis Study  
Speed Tables from the Intersection



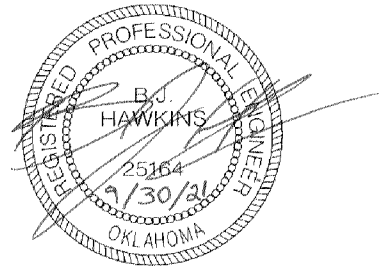
# MEMORANDUM

September 30, 2021

**TO:** Patrick Menefee, P.E.  
Public Works City Engineer  
City of Midwest City

**FROM:** B.J. Hawkins, P.E., PTOE

**SUBJECT:** Traffic Signal Warrant Analysis  
SE 15<sup>th</sup> Street and Windsong Drive  
Midwest City, Oklahoma



## INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was contracted by the City of Midwest City to conduct a traffic signal warrant analysis on the intersection of SE 15<sup>th</sup> Street and Windsong Drive in Midwest City, Oklahoma as shown in **Figure 1** in **Appendix A**. The intersection is currently unsignalized with northbound and southbound stop control. SE 15<sup>th</sup> Street is a four-lane east/west major arterial with a posted speed limit of 45 mph. Windsong Drive is a two-lane north/south collector street with a posted speed limit of 25 mph. There is a single-family house located north of the intersection. The house driveway is located opposite Windsong Drive and would need to be included in any potential traffic control modifications.

## TRAFFIC DATA

Twenty-four hour turning movement volume counts were collected at the study intersection in August of 2021 while school was in session. The traffic volume data indicated that the a.m. peak hour occurred from 7:00 - 8:00 and the p.m. peak hour occurred from 4:45 - 5:45. The 2021 existing traffic volumes are summarized in **Figure 2** and detailed printouts of all the traffic count data are included in **Appendix B**.

The 24-hour approach volumes collected on each leg of the intersection are as follows:

- SE 15<sup>th</sup> Street west of Windsong Drive = 6,275 vpd
- SE 15<sup>th</sup> Street east of Windsong Drive = 5,332 vpd
- Windsong Drive south of SE 15<sup>th</sup> Street = 977 vpd

## CRASH DATA

The crash history was evaluated at the intersection of SE 15<sup>th</sup> Street and Windsong Drive utilizing the ODOT SAFE-T: Statewide Analysis for Engineering & Technology database. The previous 8 years of crash data was collected from January 1, 2014 - September 28, 2021. The 2018-2021 data were noted that it may be incomplete and, as a precaution, the 2020 and 2021 SAFE-T crash data was not included in the evaluation. Alternatively, the Midwest City Police Department provided up-to-date collision data through September 28, 2021, from which the 2020 and 2021 collision data was extracted.

The data indicated 2 collisions in 2014, 1 collision in 2015, 1 collision in 2016, 0 collisions in 2017, 0 collisions in 2018, 0 collisions in 2019, 0 collisions in 2020, and 0 collisions in 2021. Typically, five or more collisions at an intersection within a 12-month period indicates there may be a correctable safety issue. Based on this information, the intersection would not warrant the need for a traffic signal solely based on collision data. Detailed printouts of the crash data are included in **Appendix B**.

## WARRANT ANALYSIS

To determine the need for traffic control modifications at the intersection of SE 15<sup>th</sup> Street and Windsong Drive, a traffic signal warrant analysis was conducted. The analysis was conducted using *PC-Warrants 2* which is a software package for evaluating intersections to support the installation of a multiway stop or traffic signal in accordance with the *Manual on Uniform Traffic Control Devices (MUTCD)*. This publication is a federally approved publication which governs the traffic engineering practices across the country. The MUTCD has eight sets of thresholds or “warrants” that may be evaluated at an intersection to determine whether a traffic signal should be considered to reduce accidents or delay. If one of the warrants is met the installation of a traffic signal should be considered.

The eight-hour vehicular volume, four-hour volume, peak hour, and crash experience warrants were evaluated to determine if the intersection would warrant the installation of a traffic signal. The intersection was evaluated utilizing the 2021 existing traffic volumes with existing intersection geometry. Following is a summary of the results:

---

### Traffic Engineering Consultants, Inc.

6000 S. Western Avenue, Suite 300 | Oklahoma City, Oklahoma 73139 | Ph. 405-720-7721  
6931 S. 66<sup>th</sup> E. Avenue, Suite 100 | Tulsa, Oklahoma 74133 | Ph. 918-481-8484  
217 E. Dickson Street, Suite 106 | Fayetteville, Arkansas 72701 | Ph. 479-335-5636

**SE 15<sup>th</sup> Street and Windsong Drive**

- **Warrant 1 – Eight Hour Vehicular Volumes – Not Satisfied**
  - Warrant 1A – Minimum Vehicular Volume – Not Satisfied  
(required volumes reached for 0 hours, 8 are needed)
  - Warrant 1B – Interruption of Continuous Traffic – Not Satisfied  
(required volumes reached for 0 hours, 8 are needed)
  - Warrant 1C – Combination of Warrants – Not Satisfied  
(required 1A volumes reached for 0 hours, 8 are needed)  
(required 1B volumes reached for 1 hours, 8 are needed)
- **Warrant 2 – Four Hour Volumes – Not Satisfied**  
(required volumes reached for 0 hours; 4 are needed)
- **Warrant 3B – Peak Hour Volumes – Not Satisfied**  
(required volumes reached for 0 hours; 1 is needed)
- **Warrant 7 – Crash Experience – Not Satisfied**  
(0 collisions in the previous 12 months; 5 are needed)

The results indicated that the intersection of SE 15<sup>th</sup> Street and Windsong Drive does not come close to satisfying any traffic signal warrants under the 2021 existing traffic volumes. Detailed printouts of the worksheets are included in **Appendix C**.

**SUMMARY**

The intersection of SE 15<sup>th</sup> Street and Windsong Drive does not currently satisfy eight-hour vehicular volume, four-hour volume, peak hour, or crash experience warrants under the 2021 existing traffic data. The intersection would not be expected to satisfy any of the vehicular volume warrants in the near future. Based on the results of the analysis, the installation of a traffic signal is not recommended at the intersection of SE 15<sup>th</sup> Street and Windsong Drive at this time.

# **ATTACHMENT A**

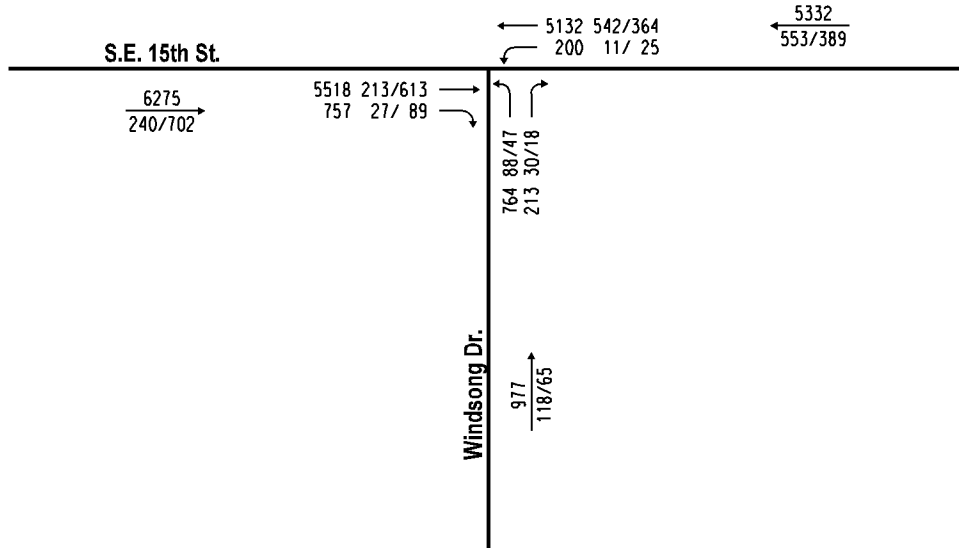
## Figures





FIGURE 1. Project Location Map  
SE 15th Street and Windsong Drive





LEGEND	
24 HOUR	XXXX XXX/XXX
A.M. PEAK HOUR	—
P.M. PEAK HOUR	—

FIGURE 2. 2021 Existing Traffic  
S.E. 15th St. and Windsong Dr.



# **ATTACHMENT B**

## Traffic Data

SE 15th St. & Windsong Dr. - TMC

Tue Aug 24, 2021

Full Length (2:30 PM-2:30 PM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.  
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

Leg Direction Time	East Westbound				South Northbound				West Eastbound				Int
	L	T	U	App	L	R	U	App	T	R	U	App	
2021-08-24 2:30PM	1	79	0	80	13	4	0	17	102	8	0	110	207
2:45PM	5	85	0	90	14	6	0	20	109	10	0	119	229
Hourly Total	6	164	0	170	27	10	0	37	211	18	0	229	436
3:00PM	7	82	0	89	14	6	2	22	114	14	0	128	239
3:15PM	8	57	0	65	6	7	0	13	122	20	0	142	220
3:30PM	7	82	0	89	13	1	0	14	121	16	0	137	240
3:45PM	5	75	0	80	13	3	0	16	116	21	0	137	233
Hourly Total	27	296	0	323	46	17	2	65	473	71	0	544	932
4:00PM	5	80	0	85	11	2	0	13	172	15	0	187	285
4:15PM	10	95	0	105	14	6	0	20	132	20	0	152	277
4:30PM	3	72	0	75	14	4	0	18	142	23	0	165	258
4:45PM	8	88	0	96	6	2	0	8	150	26	0	176	280
Hourly Total	26	335	0	361	45	14	0	59	596	84	0	680	1100
5:00PM	7	89	0	96	15	7	0	22	174	27	0	201	319
5:15PM	4	96	0	100	18	6	0	24	151	22	0	173	297
5:30PM	6	91	0	97	8	3	0	11	138	14	0	152	260
5:45PM	2	69	0	71	12	10	0	22	125	17	0	142	235
Hourly Total	19	345	0	364	53	26	0	79	588	80	0	668	1111
6:00PM	3	93	0	96	16	4	0	20	125	16	0	141	257
6:15PM	2	78	0	80	15	2	1	18	120	20	0	140	238
6:30PM	3	78	0	81	12	1	0	13	112	14	0	126	220
6:45PM	4	75	0	79	4	4	0	8	102	12	0	114	201
Hourly Total	12	324	0	336	47	11	1	59	459	62	0	521	916
7:00PM	0	64	0	64	12	0	0	12	100	13	0	113	189
7:15PM	2	50	0	52	9	1	0	10	87	15	0	102	164
7:30PM	1	58	0	59	11	3	0	14	89	14	0	103	176
7:45PM	4	51	0	55	5	3	0	8	78	9	0	87	150
Hourly Total	7	223	0	230	37	7	0	44	354	51	0	405	679
8:00PM	3	38	0	41	7	0	0	7	76	18	0	94	142
8:15PM	3	61	0	64	5	3	0	8	61	9	0	70	142
8:30PM	3	32	0	35	7	2	0	9	83	10	0	93	137
8:45PM	4	32	0	36	3	5	0	8	78	11	0	89	133
Hourly Total	13	163	0	176	22	10	0	32	298	48	0	346	554
9:00PM	3	31	0	34	3	4	0	7	57	10	0	67	108
9:15PM	4	42	0	46	7	2	0	9	55	7	0	62	117
9:30PM	1	30	0	31	3	2	0	5	46	8	0	54	90
9:45PM	2	13	0	15	3	2	0	5	31	5	0	36	56
Hourly Total	10	116	0	126	16	10	0	26	189	30	0	219	371

Leg Direction	East				South				West				Int	
	Westbound	T	U	App	Northbound	R	U	App	Eastbound	T	R	U		App
Time	L	T	U	App	L	R	U	App	L	T	R	U	App	Int
10:00PM	1	15	0	16	4	0	0	4	28	7	0	0	35	55
10:15PM	1	14	0	15	0	0	0	0	24	1	0	0	25	40
10:30PM	0	12	0	12	0	2	0	2	16	3	0	0	19	33
10:45PM	2	9	0	11	1	0	0	1	16	0	0	0	16	28
Hourly Total	4	50	0	54	5	2	0	7	84	11	0	0	95	156
11:00PM	2	7	0	9	0	0	0	0	12	2	0	0	14	23
11:15PM	0	4	0	4	0	0	0	0	18	2	0	0	20	24
11:30PM	0	4	0	4	1	0	0	1	8	1	0	0	9	14
11:45PM	0	3	0	3	1	0	0	1	13	0	0	0	13	17
Hourly Total	2	18	0	20	2	0	0	2	51	5	0	0	56	78
2021-08-25 12:00AM	0	2	0	2	1	0	0	1	9	2	0	0	11	14
12:15AM	0	2	0	2	0	0	0	0	4	2	0	0	6	8
12:30AM	0	1	0	1	0	0	0	0	3	1	0	0	4	5
12:45AM	0	3	0	3	1	0	0	1	5	1	0	0	6	10
Hourly Total	0	8	0	8	2	0	0	2	21	6	0	0	27	37
1:00AM	1	0	0	1	0	0	0	0	3	2	0	0	5	6
1:15AM	0	2	0	2	1	0	0	1	5	0	0	0	5	8
1:30AM	0	1	0	1	0	0	0	0	2	0	0	0	2	3
1:45AM	0	1	0	1	0	0	0	0	3	1	0	0	4	5
Hourly Total	1	4	0	5	1	0	0	1	13	3	0	0	16	22
2:00AM	0	2	0	2	0	0	0	0	2	1	0	0	3	5
2:15AM	0	2	0	2	0	0	0	0	2	1	0	0	3	5
2:30AM	0	3	0	3	0	0	0	0	2	1	0	0	3	6
2:45AM	0	4	0	4	1	0	0	1	5	1	0	0	6	11
Hourly Total	0	11	0	11	1	0	0	1	11	4	0	0	15	27
3:00AM	0	3	0	3	0	0	0	0	1	0	0	0	1	4
3:15AM	0	5	0	5	1	0	0	1	2	1	0	0	3	9
3:30AM	0	3	0	3	0	0	0	0	2	0	0	0	2	5
3:45AM	0	3	0	3	1	1	0	2	1	0	0	0	1	6
Hourly Total	0	14	0	14	2	1	0	3	6	1	0	0	7	24
4:00AM	0	10	0	10	1	0	0	1	1	1	0	0	2	13
4:15AM	0	10	0	10	3	0	0	3	3	0	0	0	3	16
4:30AM	0	14	0	14	3	0	0	3	2	1	0	0	3	20
4:45AM	0	15	0	15	4	0	0	4	2	1	0	0	3	22
Hourly Total	0	49	0	49	11	0	0	11	8	3	0	0	11	71
5:00AM	1	15	0	16	4	0	0	4	4	0	0	0	4	24
5:15AM	0	26	0	26	5	1	0	6	3	0	0	0	3	35
5:30AM	0	31	0	31	5	0	0	5	4	0	0	0	4	40
5:45AM	2	46	0	48	7	0	0	7	6	1	0	0	7	62
Hourly Total	3	118	0	121	21	1	0	22	17	1	0	0	18	161
6:00AM	0	55	0	55	6	0	0	6	7	3	0	0	10	71
6:15AM	3	79	0	82	7	1	0	8	11	2	0	0	13	103
6:30AM	1	84	0	85	14	3	0	17	19	0	0	0	19	121
6:45AM	1	96	0	97	10	5	0	15	26	4	0	0	30	142
Hourly Total	5	314	0	319	37	9	0	46	63	9	0	0	72	437

Leg Direction	East				South				West				Int	
	Westbound	L	T	U	App	Northbound	L	R	U	App	Eastbound	T		R
7:00AM	0	135	0	135	29	7	0	36	45	7	0	52	223	
7:15AM	3	140	0	143	18	13	0	31	54	5	0	59	233	
7:30AM	6	147	0	153	23	5	0	28	63	10	0	73	254	
7:45AM	2	120	0	122	18	5	0	23	51	5	0	56	201	
Hourly Total	11	542	0	553	88	30	0	118	213	27	0	240	911	
8:00AM	4	87	0	91	11	10	0	21	42	6	0	48	160	
8:15AM	3	117	0	120	14	4	0	18	44	5	0	49	187	
8:30AM	5	103	0	108	13	3	0	16	41	5	0	46	170	
8:45AM	2	85	0	87	19	0	0	19	62	9	0	71	177	
Hourly Total	14	392	0	406	57	17	0	74	189	25	0	214	694	
9:00AM	2	92	0	94	15	0	0	15	46	13	0	59	168	
9:15AM	0	74	0	74	15	0	0	15	51	2	0	53	142	
9:30AM	0	90	0	90	14	0	0	14	55	8	0	63	167	
9:45AM	1	80	0	81	10	4	0	14	51	5	0	56	151	
Hourly Total	3	336	0	339	54	4	0	58	203	28	0	231	628	
10:00AM	3	67	0	70	11	1	0	12	44	12	0	56	138	
10:15AM	0	65	0	65	12	2	0	14	67	6	0	73	152	
10:30AM	1	74	0	75	12	2	0	14	71	8	0	79	168	
10:45AM	3	73	0	76	9	1	0	10	61	4	0	65	151	
Hourly Total	7	279	0	286	44	6	0	50	243	30	0	273	609	
11:00AM	1	74	0	75	12	6	0	18	68	6	0	74	167	
11:15AM	2	80	0	82	8	5	0	13	77	11	0	88	183	
11:30AM	3	89	0	92	8	2	0	10	62	10	0	72	174	
11:45AM	3	69	0	72	12	0	0	12	74	16	0	90	174	
Hourly Total	9	312	0	321	40	13	0	53	281	43	0	324	698	
12:00PM	2	68	0	70	10	0	0	10	103	9	0	112	192	
12:15PM	2	82	0	84	13	5	0	18	101	13	0	114	216	
12:30PM	0	86	0	86	11	4	0	15	95	16	0	111	212	
12:45PM	4	66	0	70	13	0	0	13	102	14	0	116	199	
Hourly Total	8	302	0	310	47	9	0	56	401	52	0	453	819	
1:00PM	2	71	0	73	12	6	0	18	88	9	0	97	188	
1:15PM	4	71	0	75	10	3	0	13	83	12	0	95	183	
1:30PM	0	69	0	69	9	1	0	10	81	13	0	94	173	
1:45PM	2	71	0	73	5	1	0	6	79	11	0	90	169	
Hourly Total	8	282	0	290	36	11	0	47	331	45	0	376	713	
2:00PM	3	65	0	68	11	2	0	13	96	13	0	109	190	
2:15PM	2	70	0	72	9	3	0	12	119	7	0	126	210	
Hourly Total	5	135	0	140	20	5	0	25	215	20	0	235	400	
<b>Total</b>	200	5132	0	5332	761	213	3	977	5518	757	0	6275	12584	
<b>% Approach</b>	3.8%	96.2%	0%	-	77.9%	21.8%	0.3%	-	87.9%	12.1%	0%	-	-	
<b>% Total</b>	1.6%	40.8%	0%	42.4%	6.0%	1.7%	0%	7.8%	43.8%	6.0%	0%	49.9%	-	
<b>Lights</b>	192	5089	0	5281	757	202	3	962	5476	749	0	6225	12468	
<b>% Lights</b>	96.0%	99.2%	0%	99.0%	99.5%	94.8%	100%	98.5%	99.2%	98.9%	0%	99.2%	99.1%	
<b>Articulated Trucks</b>	0	2	0	2	0	0	0	0	1	1	0	2	4	
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0%	

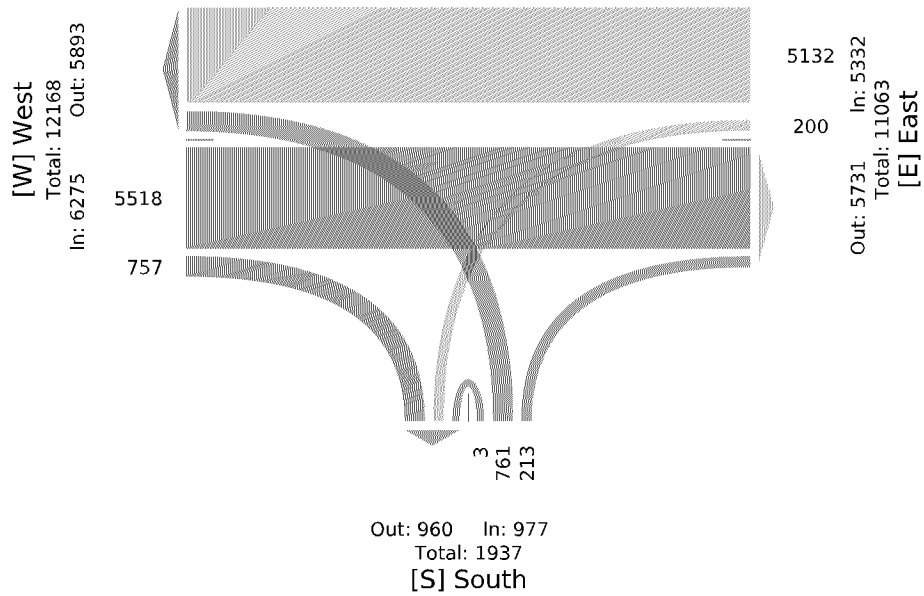
Leg Direction Time	East Westbound				South Northbound				West Eastbound				Int
	L	T	U	App	L	R	U	App	T	R	U	App	
<b>Buses and Single-Unit Trucks</b>	8	41	0	<b>49</b>	4	11	0	<b>15</b>	41	7	0	<b>48</b>	112
<b>% Buses and Single-Unit Trucks</b>	4.0%	0.8%	0%	<b>0.9%</b>	0.5%	5.2%	0%	<b>1.5%</b>	0.7%	0.9%	0%	<b>0.8%</b>	0.9%

\* L: Left, R: Right, T: Thru, U: U-Turn

SE 15th St. & Windsong Dr. - TMC  
 Tue Aug 24, 2021  
 Full Length (2:30 PM-2:30 PM (+1))  
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)  
 All Movements  
 ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.  
 6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US





SE 15th St. & Windsong Dr. - TMC

Tue Aug 24, 2021

PM Peak (Aug 24 2021 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.  
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Leg Direction	East Westbound				South Northbound				West Eastbound				Int
	L	T	U	App	L	R	U	App	T	R	U	App	
2021-08-24 4:45PM	8	88	0	96	6	2	0	8	150	26	0	176	280
5:00PM	7	89	0	96	15	7	0	22	174	27	0	201	319
5:15PM	4	96	0	100	18	6	0	24	151	22	0	173	297
5:30PM	6	91	0	97	8	3	0	11	138	14	0	152	260
<b>Total</b>	25	364	0	389	47	18	0	65	613	89	0	702	1156
<b>% Approach</b>	6.4%	93.6%	0%	-	72.3%	27.7%	0%	-	87.3%	12.7%	0%	-	-
<b>% Total</b>	2.2%	31.5%	0%	33.7%	4.1%	1.6%	0%	5.6%	53.0%	7.7%	0%	60.7%	-
PHF	0.781	0.948	-	0.973	0.653	0.643	-	0.677	0.881	0.824	-	0.873	0.906
Lights	25	361	0	386	46	18	0	64	612	88	0	700	1150
<b>% Lights</b>	100%	99.2%	0%	99.2%	97.9%	100%	0%	98.5%	99.8%	98.9%	0%	99.7%	99.5%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	3	0	3	1	0	0	1	1	1	0	2	6
<b>% Buses and Single-Unit Trucks</b>	0%	0.8%	0%	0.8%	2.1%	0%	0%	1.5%	0.2%	1.1%	0%	0.3%	0.5%

\*L: Left, R: Right, T: Thru, U: U-Turn

SE 15th St. & Windsong Dr. - TMC

Tue Aug 24, 2021

PM Peak (Aug 24 2021 4:45PM - 5:45 PM) - Overall Peak Hour

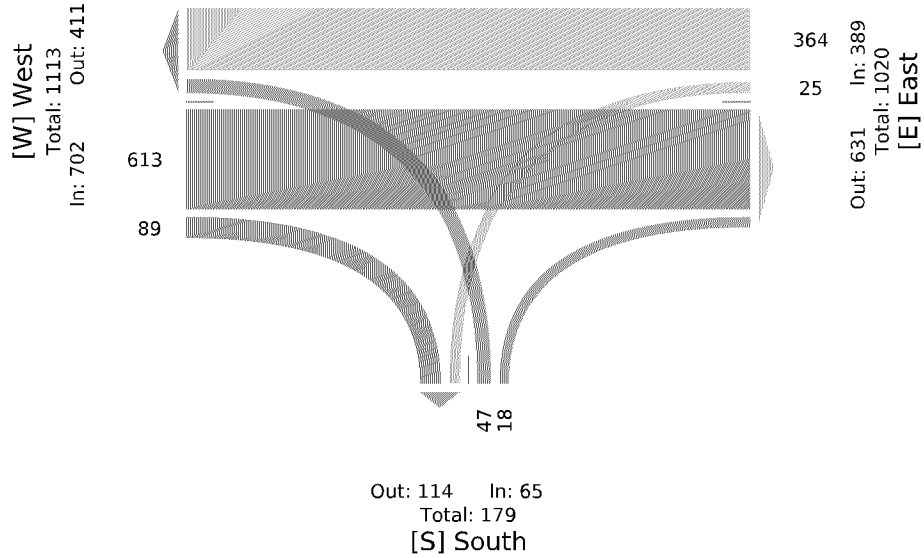
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865991, Location: 35.449788, -97.342308



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SE 15th St. & Windsong Dr. - TMC

Wed Aug 25, 2021

AM Peak (Aug 25 2021 7AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865991, Location: 35.449788, -97.342308



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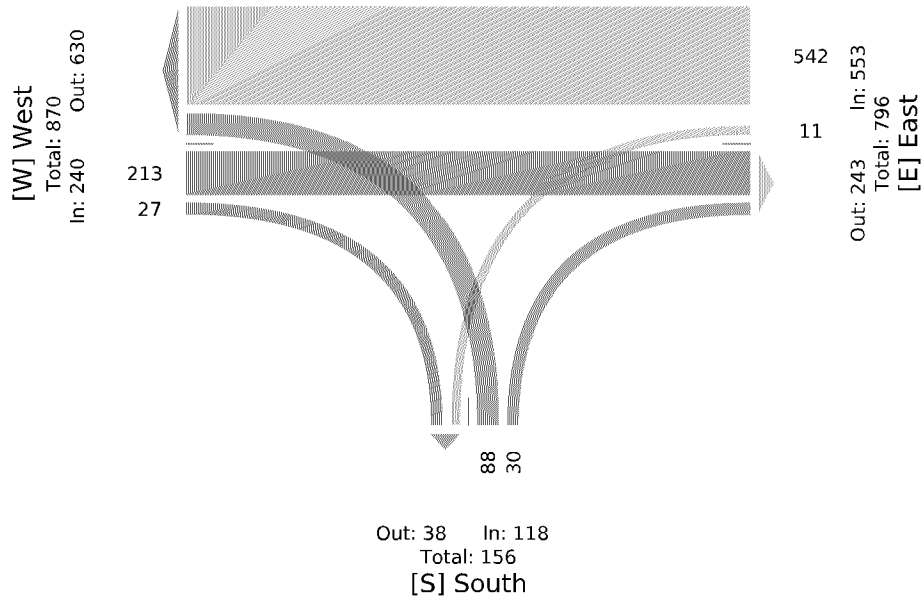
Leg Direction	East Westbound				South Northbound				West Eastbound				Int
	L	T	U	App	L	R	U	App	T	R	U	App	
2021-08-25 7:00AM	0	135	0	135	29	7	0	36	45	7	0	52	223
7:15AM	3	140	0	143	18	13	0	31	54	5	0	59	233
7:30AM	6	147	0	153	23	5	0	28	63	10	0	73	254
7:45AM	2	120	0	122	18	5	0	23	51	5	0	56	201
<b>Total</b>	11	542	0	553	88	30	0	118	213	27	0	240	911
<b>% Approach</b>	2.0%	98.0%	0%	-	74.6%	25.4%	0%	-	88.8%	11.3%	0%	-	-
<b>% Total</b>	1.2%	59.5%	0%	60.7%	9.7%	3.3%	0%	13.0%	23.4%	3.0%	0%	26.3%	-
PHF	0.458	0.922	-	0.904	0.759	0.577	-	0.819	0.845	0.675	-	0.822	0.897
Lights	11	542	0	553	88	30	0	118	208	27	0	235	906
<b>% Lights</b>	100%	100%	0%	100%	100%	100%	0%	100%	97.7%	100%	0%	97.9%	99.5%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	0	5	0	0	5	5
<b>% Buses and Single-Unit Trucks</b>	0%	0%	0%	0%	0%	0%	0%	0%	2.3%	0%	0%	2.1%	0.5%

\* L: Left, R: Right, T: Thru, U: U-Turn

SE 15th St. & Windsong Dr. - TMC  
 Wed Aug 25, 2021  
 AM Peak (Aug 25 2021 7AM - 8 AM)  
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)  
 All Movements  
 ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.  
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SE 15th St. & Windsong Dr. - TMC

Wed Aug 25, 2021

Midday Peak (Aug 25 2021 12PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865991, Location: 35.449788, -97.342308



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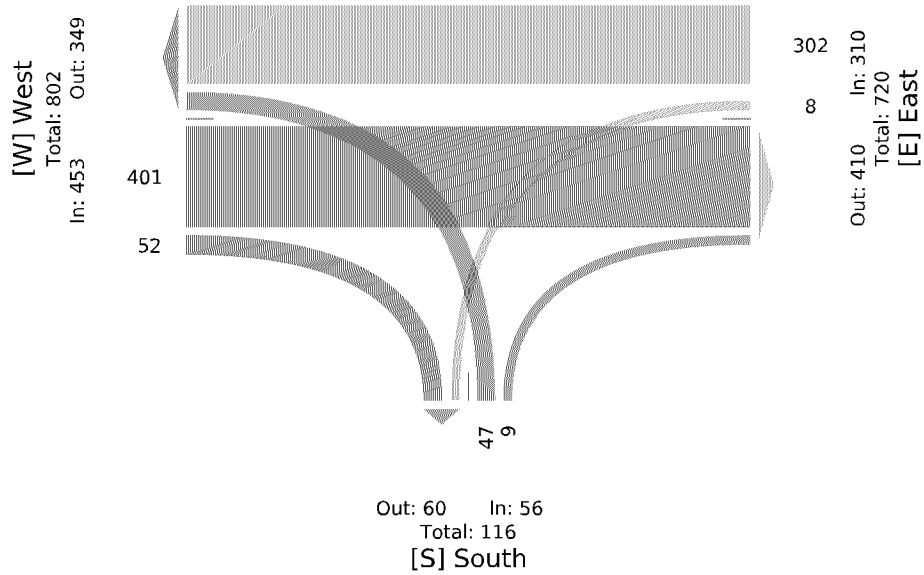
Leg Direction	East Westbound				South Northbound				West Eastbound				Int
	L	T	U	App	L	R	U	App	T	R	U	App	
2021-08-25 12:00PM	2	68	0	70	10	0	0	10	103	9	0	112	192
12:15PM	2	82	0	84	13	5	0	18	101	13	0	114	216
12:30PM	0	86	0	86	11	4	0	15	95	16	0	111	212
12:45PM	4	66	0	70	13	0	0	13	102	14	0	116	199
<b>Total</b>	8	302	0	310	47	9	0	56	401	52	0	453	819
<b>% Approach</b>	2.6%	97.4%	0%	-	83.9%	16.1%	0%	-	88.5%	11.5%	0%	-	-
<b>% Total</b>	1.0%	36.9%	0%	37.9%	5.7%	1.1%	0%	6.8%	49.0%	6.3%	0%	55.3%	-
PHF	0.500	0.878	-	0.901	0.904	0.450	-	0.778	0.973	0.813	-	0.976	0.948
Lights	8	299	0	307	47	8	0	55	395	52	0	447	809
<b>% Lights</b>	100%	99.0%	0%	99.0%	100%	88.9%	0%	98.2%	98.5%	100%	0%	98.7%	98.8%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	3	0	3	0	1	0	1	6	0	0	6	10
<b>% Buses and Single-Unit Trucks</b>	0%	1.0%	0%	1.0%	0%	11.1%	0%	1.8%	1.5%	0%	0%	1.3%	1.2%

\* L: Left, R: Right, T: Thru, U: U-Turn

SE 15th St. & Windsong Dr. - TMC  
 Wed Aug 25, 2021  
 Midday Peak (Aug 25 2021 12PM - 1 PM)  
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)  
 All Movements  
 ID: 865991, Location: 35.449788, -97.342308



Provided by: Traffic Engineering Consultants, Inc.  
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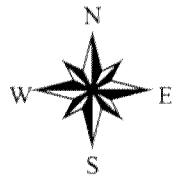


Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021  
 by BJ Hawkins

### Study Map & Totals

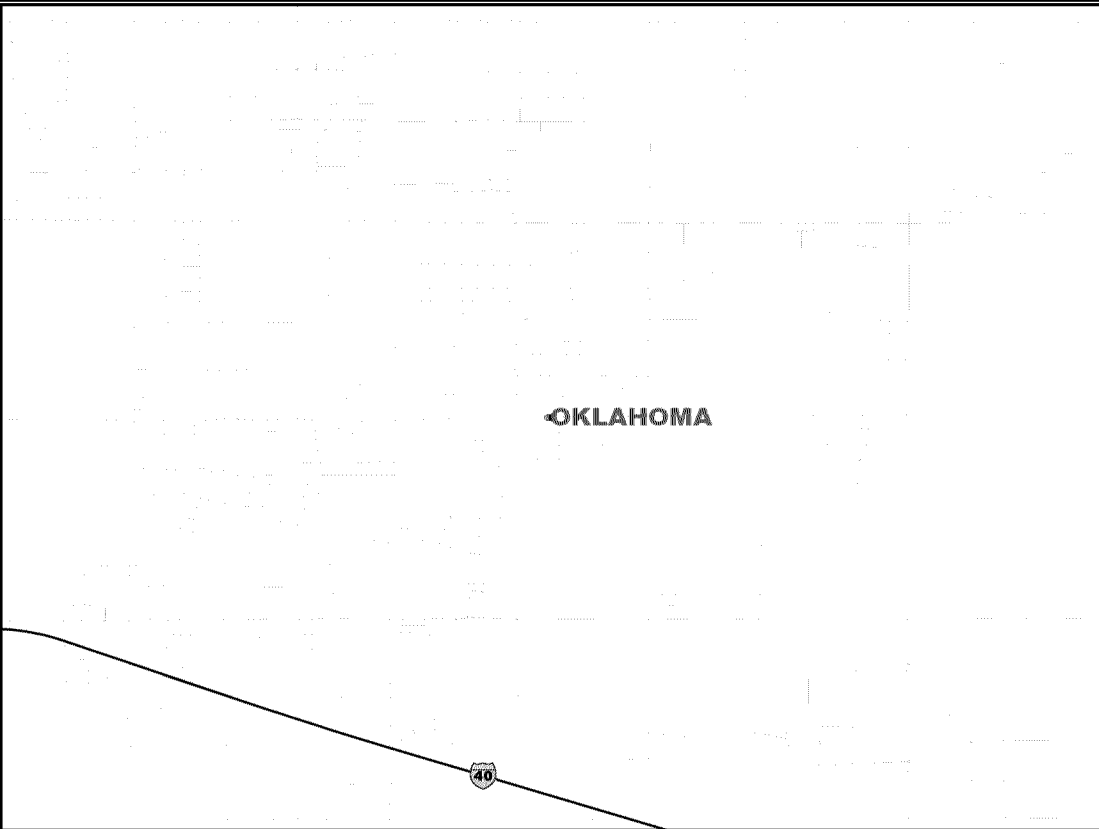
Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

NONE



**SE 15TH STREET AND WINDSONG DRIVE**

Date Range: 01-01-2014 thru 08-26-2021

	2014						2015					2016						
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions					2	2			1			1				1		1
Persons						0			2			2				1		1



**STUDY TOTALS (CONT.)**  
**SE 15TH STREET AND WINDSONG DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

	2017						2018*						2019*					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions						0						0						0
Persons						0						0						0

\* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	2020*						2021*					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions						0						0
Persons						0						0

\* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	Study Total					
	Fatality	Suspected Serious Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions			1	1	2	4
Persons			2	1		3





**STUDY TOTALS - BY CITY AND HWY CLASS**

**SE 15TH STREET AND WINDSONG DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

**STUDY TOTALS**

Year	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
2014							2	2							2	2
2015						1		1						1		1
2016						1		1						1		1
<b>Total:</b>				0		2	2	4				0		2	2	4

**County: (55) OKLAHOMA**

(55) MIDWEST CITY	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
						2	2	4						2	2	4

\* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



**TABULATION OF COLLISIONS**  
**SE 15TH STREET AND WINDSONG DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

**Collisions By Type Of Collision**

Type Of Collision	2014				2015				2016				2017				2018*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Rear-End (front-to-rear)						1		1												
Head-On (front-to-front)			1	1																
Right Angle (front-to-side)										1		1								
Angle Turning			1	1																
Other Angle																				
Sideswipe Same Direction																				
Sideswipe Opposite Direction																				
Fixed Object																				
Pedestrian																				
Pedal Cycle																				
Animal																				
Overturn/Rollover																				
Vehicle-Train																				
Other Single Vehicle Crash																				
Other																				
<b>Total</b>			<b>2</b>	<b>2</b>		<b>1</b>		<b>1</b>		<b>1</b>		<b>1</b>								
<b>Percent</b>			<b>50.0</b>	<b>50.0</b>		<b>25.0</b>		<b>25.0</b>		<b>25.0</b>		<b>25.0</b>								

**Collisions By Type Of Collision**

Type Of Collision	2019*				2020*				2021*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Rear-End (front-to-rear)														1		1	25.0
Head-On (front-to-front)															1	1	25.0
Right Angle (front-to-side)														1		1	25.0
Angle Turning															1	1	25.0
Other Angle																	
Sideswipe Same Direction																	
Sideswipe Opposite Direction																	
Fixed Object																	
Pedestrian																	
Pedal Cycle																	
Animal																	
Overturn/Rollover																	
Vehicle-Train																	
Other Single Vehicle Crash																	
Other																	
<b>Total</b>														<b>2</b>	<b>2</b>	<b>4</b>	<b>100</b>
<b>Percent</b>														<b>50.0</b>	<b>50.0</b>	<b>100</b>	

\* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



**TABULATION OF COLLISIONS**  
**SE 15TH STREET AND WINDSONG DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

**Units By Unit Type**

Unit Type	2014				2015				2016				2017				2018*				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	
Train																					
Pedestrian																					
Animal																					
Pedal Cycle																					
Parked Vehicle																					
CMV																					
Other Single Vehicle																					
Other Multi-Vehicle			4	4		2		2		2		2		2		2					
<b>Total</b>			<b>4</b>	<b>4</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>		<b>2</b>					
<b>Percent</b>			<b>50.0</b>	<b>50.0</b>		<b>25.0</b>		<b>25.0</b>		<b>25.0</b>		<b>25.0</b>		<b>25.0</b>		<b>25.0</b>					

**Units By Unit Type**

Unit Type	2019*				2020*				2021*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Train																	
Pedestrian																	
Animal																	
Pedal Cycle																	
Parked Vehicle																	
CMV																	
Other Single Vehicle																	
Other Multi-Vehicle													4	4	8	8	100.0
<b>Total</b>													<b>4</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>100</b>
<b>Percent</b>													<b>50.0</b>	<b>50.0</b>	<b>100</b>		

\* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



**TABULATION OF COLLISIONS**  
**SE 15TH STREET AND WINDSONG DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

**Vehicles By Vehicle Type**

Vehicle Type	2014				2015				2016				2017				2018*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door																				
Passenger Vehicle-4 Door			2	2						1	1	2								
Passenger Vehicle-Convertible																				
Pickup Truck					1	1	2													
Single-Unit Truck (2 axles)																				
Single-Unit Truck (3 or more axles)																				
School Bus																				
Truck/Trailer																				
Truck-Tractor (bobtail)																				
Truck-Tractor/Semi-Trailer																				
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																				
Motorcycle																				
Motor Scooter/Moped																				
Motor Home																				
Farm Machinery																				
ATV																				
Sport Utility Vehicle (SUV)			2	2																
Passenger Van																				
Truck More Than 10,000 lbs.																				
Van (10,000 lbs. or less)																				
Other																				
<b>Total</b>			<b>4</b>	<b>4</b>		<b>1</b>	<b>1</b>	<b>2</b>		<b>1</b>	<b>1</b>	<b>2</b>								
<b>Percent</b>			<b>50.0</b>	<b>50.0</b>		<b>12.5</b>	<b>12.5</b>	<b>25.0</b>		<b>12.5</b>	<b>12.5</b>	<b>25.0</b>								

\* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



**TABULATION OF COLLISIONS**  
**SE 15TH STREET AND WINDSONG DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

**Vehicles By Vehicle Type**

Vehicle Type	2019*				2020*				2021*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door																	
Passenger Vehicle-4 Door														1	3	4	50.0
Passenger Vehicle-Convertible																	
Pickup Truck														1	1	2	25.0
Single-Unit Truck (2 axles)																	
Single-Unit Truck (3 or more axles)																	
School Bus																	
Truck/Trailer																	
Truck-Tractor (bobtail)																	
Truck-Tractor/Semi-Trailer																	
Truck-Tractor/Double																	
Truck-Tractor/Triple																	
Bus/Large Van (9-15 seats)																	
Bus (16+ seats)																	
Motorcycle																	
Motor Scooter/Moped																	
Motor Home																	
Farm Machinery																	
ATV																	
Sport Utility Vehicle (SUV)																2	25.0
Passenger Van																	
Truck More Than 10,000 lbs.																	
Van (10,000 lbs. or less)																	
Other																	
<b>Total</b>														2	6	8	100
<b>Percent</b>														25.0	75.0	100	

\* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



**TABULATION OF COLLISIONS**  
**SE 15TH STREET AND WINDSONG DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

**Day And Time Of Occurrence Of Collisions**  
 Hour Of The Day

Day	AM												PM												Tot	Pcnt												
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12														
Sunday																																						
Monday																																						
Tuesday																1		1										2	50.0									
Wednesday																																						
Thursday																																						
Friday																1		1											2	50.0								
Saturday																																						
	Early Morning - Sunrise						Morning Peak						Mid Morning/Afternoon						PM Peak						Evening - Late Night						Tot	100						
Total													1												3												4	
Percent													25.0												75.0												100	

**Roadway/Lighting**  
 Lighting Conditions

Roadway Conditions	Daylight	Darkness	Twilight	Lighted	Unknown	Total	Percent
Dry	2	1	1			4	100.0
Wet (Water)							
Ice, Snow, or Slush							
Mud, Dirt, Gravel, or Sand							
Other							
Total	2	1	1			4	100
Percent	50.0	25.0	25.0			100	

**Weather Conditions**

Weather Conditions	Total	Percent
Clear	4	100.0
Clouds Present		
Raining/Fog		
Snowing/Sleet/Hail		
Other		
Total	4	100



**TABULATION OF COLLISIONS**  
**SE 15TH STREET AND WINDSONG DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

**Drivers By Driver Conditions**

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total							
				Ability Impaired			Odor Detected																			
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt			
Failed to Yield			2																			2	2	25.0		
Failed to Stop	1	1																				1	1	2	25.0	
Failed to Signal																										
Improper Turn																										
Improper Start																										
Improper Stop																										
Improper Backing																										
Improper Parking																										
Improper Passing																										
Improper Lane Change																										
Left of Center																										
Following Too Close																										
Unsafe Speed																										
DWI																										
Inattention		1																					1	1	12.5	
Negligent Driving																										
Defective Vehicle																										
Wrong Way																										
No Improper Action		2	1																				2	1	3	37.5
Other																										
<b>Total</b>		<b>4</b>	<b>4</b>																				<b>4</b>	<b>4</b>	<b>8</b>	<b>100</b>
<b>Percent</b>		<b>50.0</b>	<b>50.0</b>																				<b>50.0</b>	<b>50.0</b>	<b>100</b>	

Severities Indicate Highest Severity in Collision

**Collisions By Special Feature**

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge				
Work Zone				
Cross Median				
Train Collision				

\* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



**STUDY CRITERIA**

**SE 15TH STREET AND WINDSONG DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

**ROADWAY / REGION**

QUERY OVER	SELECTIONS
Draw Area on Map	User Selection on Map

**DATE**

Date Range	01-01-2014 to 08-26-2021
------------	--------------------------

**FILTER COLLISIONS**

Roadway Type	All Collision Data
Incl. Crashes Assoc. w/ Every Int.	Checked
Environment Fields	

**REPORT SECTIONS**

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Totals By City, Hwy Class	Checked
- Other Analysis Tables	Checked
Rate Analysis	(Included)
Query Criteria	(Included)



# **ATTACHMENT C**

## Analysis Print-Outs

**SE 15th St and Windsong Dr**  
**2021 Existing Traffic**  
**24 Hour Analysis**

Study Name: T-2881 SE 15 & Windsong Dr  
Study Date : 08/26/2021

**Signal Warrants - Summary**

---

**Major Street Approaches**

**Eastbound: SE 15**  
Number of Lanes : 2+  
  
Total Approach Volume: 6,275

**Westbound: SE 15**  
Number of Lanes :2+  
  
Total Approach Volume: 5,320

**Minor Street Approaches**

**Northbound: Windsong Dr**  
Number of Lanes :2+  
  
Total Approach Volume: 977

---

**Warrant Summary (Urban Values Apply)**

**Warrant 1 - Eight Hour Vehicular Volumes.....Not Satisfied**

**Warrant 1A - Minimum Vehicular Volume.....Not Satisfied**  
Required volumes reached for 0 hours, 8 are needed

**Warrant 1B - Interruption of Continuous Traffic.....Not Satisfied**  
Required volumes reached for 0 hours, 8 are needed

**Warrant 1C - Combination of Warrants.....Not Satisfied**  
Required 1A volumes reached for 0 hours, 8 are needed  
Required 1B volumes reached for 1 hours, 8 are needed

**Warrant 2 - Four Hour Volumes.....Not Satisfied**  
Number of hours (0) volumes exceed minimum < minimum required (4).

**Warrant 3 - Peak Hour.....Not Satisfied**

**Warrant 3A - Peak Hour Delay.....Not Satisfied**  
Approach volumes on minor street don't exceed minimums for any one hour period. Delay data not evaluated.

**Warrant 3B - Peak Hour Volumes.....Not Satisfied**  
Volumes do not exceed minimums for any one hour period.

**Warrant 4 - Pedestrian Volumes.....Not Evaluated**

**Warrant 5 - School Crossing.....Not Evaluated**

**Warrant 6 - Coordinated Signal System.....Not Evaluated**

**Warrant 7 - Crash Experience.....Not Satisfied**  
Number of accidents (0) is less than minimum (5). Volume minimums are not met.

**Warrant 8 - Roadway Network.....Not Evaluated**

**Warrant 9 - Intersection Near a Grade Crossing.....Not Evaluated**

# SE 15th St and Windsong Dr

## 2021 Existing Traffic

### 24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

## Warrant 1A - Minimum Volumes

### Description

Intended for sites where the volume of intersecting traffic is the principal reason for consideration of a signal installation.

### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **False**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **2 or more**

### Volume Requirements

Veh/Hr Major = **600**

Veh/Hr Minor = **200**

Time	Major Road SE 15				Total	Minor Road Windsong Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No
15:45 - 16:45	544	+	323	=	867	65	0	No
18:00 - 19:00	521	+	324	=	845	59	0	No
18:15 - 19:15	521	+	324	=	845	59	0	No
18:30 - 19:30	521	+	324	=	845	59	0	No
18:45 - 19:45	521	+	324	=	845	59	0	No
07:00 - 08:00	240	+	553	=	793	118	0	No
07:15 - 08:15	240	+	553	=	793	118	0	No
07:30 - 08:30	240	+	553	=	793	118	0	No
07:45 - 08:45	240	+	553	=	793	118	0	No
14:00 - 15:00	464	+	310	=	774	62	0	No
14:15 - 15:15	464	+	310	=	774	62	0	No
14:30 - 15:30	464	+	310	=	774	62	0	No
14:45 - 15:45	464	+	310	=	774	62	0	No
12:00 - 13:00	453		310		763	56	0	No

# SE 15th St and Windsong Dr

## 2021 Existing Traffic

### 24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

## Warrant 1B - Interruption of Continuous Traffic

### Description

Intended for sites where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard.

### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **False**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **2 or more**

### Volume Requirements

Veh/Hr Major = **900**

Veh/Hr Minor = **100**

Time	Major Road SE 15				Total	Minor Road Windsong Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No
15:45 - 16:45	544	+	323	=	867	65	0	No
18:00 - 19:00	521	+	324	=	845	59	0	No
18:15 - 19:15	521	+	324	=	845	59	0	No
18:30 - 19:30	521	+	324	=	845	59	0	No
18:45 - 19:45	521	+	324	=	845	59	0	No
07:00 - 08:00	240	+	553	=	793	118	0	No
07:15 - 08:15	240	+	553	=	793	118	0	No
07:30 - 08:30	240	+	553	=	793	118	0	No
07:45 - 08:45	240	+	553	=	793	118	0	No
14:00 - 15:00	464	+	310	=	774	62	0	No
14:15 - 15:15	464	+	310	=	774	62	0	No
14:30 - 15:30	464	+	310	=	774	62	0	No
14:45 - 15:45	464	+	310	=	774	62	0	No
12:00 - 13:00	453		310		763	56	0	No

# SE 15th St and Windsong Dr

## 2021 Existing Traffic

### 24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

## Warrant 1C Combination of Warrants

### Description

Intended for sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

### Summary

Only 0 hours meet 1A minimums.  
Only 1 hours meet 1B minimums.  
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **False**  
Number of Major Lanes = **2 or more**  
Number of Minor Lanes = **2 or more**

### Volume Requirements

Warrant 1A 1B  
Veh/Hr Major = **480 720**

Veh/Hr Minor = **160 80**

### Major Road SE 15

### Minor Road Windsong Dr

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No
15:45 - 16:45	544		323		867	65	0	No

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
07:00 - 08:00	240	+	553	=	793	118	0	Yes
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544		323		867	65	0	No

# SE 15th St and Windsong Dr

## 2021 Existing Traffic

### 24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

## Warrant 2 - Four Hour Volumes

### Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

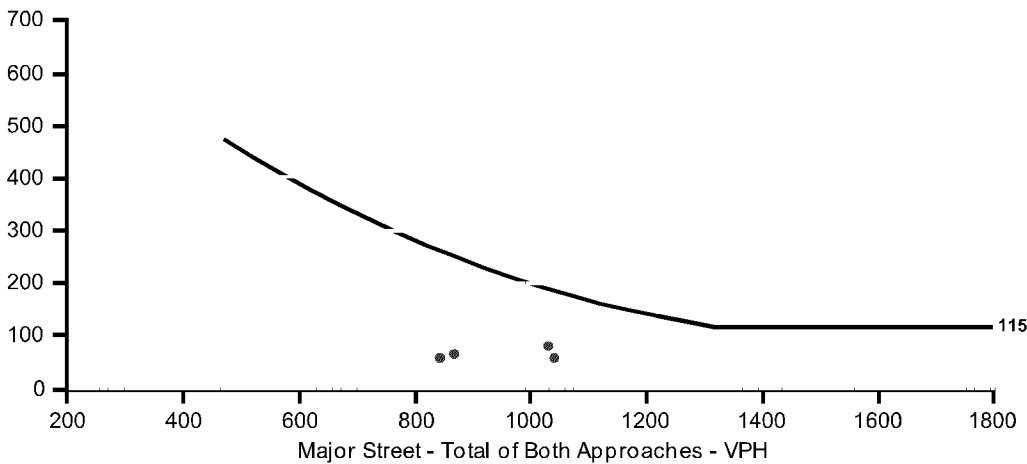
### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **False**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **2 or more**

Time	Major Road SE 15				Total	Minor Road Windsong Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
16:00 - 17:00	680	+	361	=	1041	59	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No
							0	No



# SE 15th St and Windsong Dr

## 2021 Existing Traffic

### 24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

## Warrant 3A - Peak Hour Delay

### Description

Intended for sites where for one hour of the day minor street traffic suffers undue traffic delay entering or crossing the major street.

### Summary

44 one hour periods meet minimums.  
Warrant is NOT met.

### Site Data Required

Number of Minor Lanes = **2 or more**

### Volume and Delay Requirements

Veh/Hr All Approaches = **650**

Veh/Hr Minor = **150**

Total Delay (Veh-Hrs) = **5**

Time	Major Road SE 15			Minor Road Windsong Dr			Warrant Met?		
	Total of All Approaches	Met?	Minor NB	Delay NB	Met?	Minor SB		Delay SB	Met?
17:00 - 18:00	1111	Yes	79	-	No	0	-	---	No
17:15 - 18:15	1111	Yes	79	-	No	0	-	---	No
17:30 - 18:30	1111	Yes	79	-	No	0	-	---	No
17:45 - 18:45	1111	Yes	79	-	No	0	-	---	No
16:00 - 17:00	1100	Yes	59	-	No	0	-	---	No
16:15 - 17:15	1100	Yes	59	-	No	0	-	---	No
16:30 - 17:30	1100	Yes	59	-	No	0	-	---	No
16:45 - 17:45	1100	Yes	59	-	No	0	-	---	No
15:00 - 16:00	932	Yes	65	-	No	0	-	---	No
15:15 - 16:15	932	Yes	65	-	No	0	-	---	No
15:30 - 16:30	932	Yes	65	-	No	0	-	---	No
15:45 - 16:45	932	Yes	65	-	No	0	-	---	No
07:00 - 08:00	911	Yes	118	-	No	0	-	---	No
07:15 - 08:15	911	Yes	118	-	No	0	-	---	No
07:30 - 08:30	911	Yes	118	-	No	0	-	---	No
07:45 - 08:45	911	Yes	118	-	No	0	-	---	No
18:15 - 19:15	904	Yes	59	-	No	0	-	---	No
18:30 - 19:30	904	Yes	59	-	No	0	-	---	No
18:45 - 19:45	904	Yes	59	-	No	0	-	---	No
18:00 - 19:00	904	Yes	59	-	No	0	-	---	No
14:00 - 15:00	836	Yes	62	-	No	0	-	---	No
14:15 - 15:15	836	Yes	62	-	No	0	-	---	No
14:30 - 15:30	836	Yes	62	-	No	0	-	---	No
14:45 - 15:45	836	Yes	62	-	No	0	-	---	No
12:00 - 13:00	819	Yes	56	-	No	0	-	---	No

# SE 15th St and Windsong Dr

## 2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

### Warrant 3B - Peak Hour Volumes

#### Description

Intended for sites where the volume of intersecting traffic during one hour of the day is the principal reason for consideration of a signal installation.

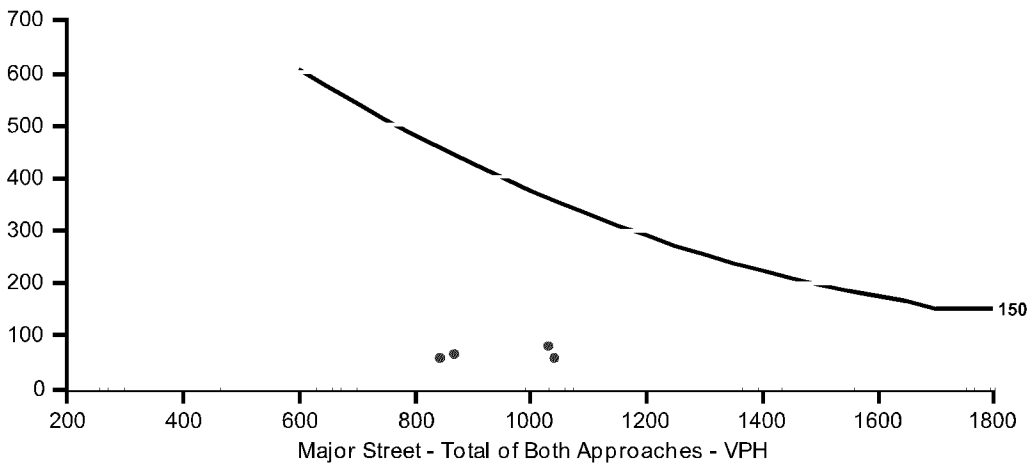
#### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

Rural Settings Apply = **False**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **2 or more**

Time	Major Road SE 15				Total	Minor Road Windsong Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No
							0	No





# SE 15th St and Windsong Dr

## 2021 Existing Traffic

### 24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

## Warrant 7 - Crash Experience

### Description

Intended for sites where the frequency of correctible crashes in the past 12 months is the primary motivation for installing a traffic signal.

### Summary

Number of crashes does not meet minimum.  
 Pedestrian volumes do not meet the 80% criteria.  
 War 1A or 1B volumes do not meet the 80% criteria.  
 Warrant is NOT met.

### Site Data Required

Number of crashes in last 12 months = **0**

Rural Settings Apply = **False**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **2 or more**

### Crash and Volume Requirements

Minimum number of crashes = **5**

Veh/Hr Major: War 1A = **480**      War 1B = **720**

Veh/Hr Minor: War 1A = **160**      War 1B = **80**

### Volume and Pedestrian Data

Hours data meets 80% requirements of Warrant 1A (8 needed) **0**      Met? **No**

Hours data meets 80% requirements of Warrant 1B (8 needed) **1**      Met? **No**

Hours data meets 80% requirements of Warrant 4 (4,1 needed) **0**      Met? **No**

#### Major Road

SE 15

#### Minor Road

Windsong Dr

### Warrant 1A Details

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544	+	323	=	867	65	0	No
15:45 - 16:45	544		323		867	65	0	No

### Warrant 1B Details

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
07:00 - 08:00	240	+	553	=	793	118	0	Yes
16:00 - 17:00	680	+	361	=	1041	59	0	No
16:15 - 17:15	680	+	361	=	1041	59	0	No
16:30 - 17:30	680	+	361	=	1041	59	0	No
16:45 - 17:45	680	+	361	=	1041	59	0	No
17:00 - 18:00	668	+	364	=	1032	79	0	No
17:15 - 18:15	668	+	364	=	1032	79	0	No
17:30 - 18:30	668	+	364	=	1032	79	0	No
17:45 - 18:45	668	+	364	=	1032	79	0	No
15:00 - 16:00	544	+	323	=	867	65	0	No
15:15 - 16:15	544	+	323	=	867	65	0	No
15:30 - 16:30	544		323		867	65	0	No

# SE 15th St and Windsong Dr

## 2021 Existing Traffic

### 24 Hour Analysis

Study Name: T-2881 SE 15 & Windsong Dr

Study Date : 08/26/2021

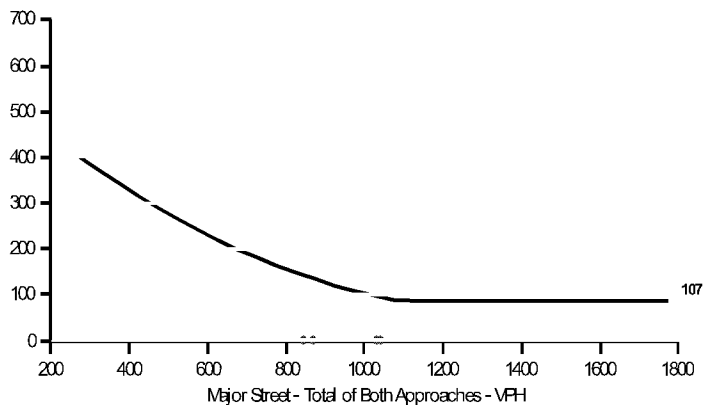
## Warrant 7 - Crash Experience

### Major Road

SE 15

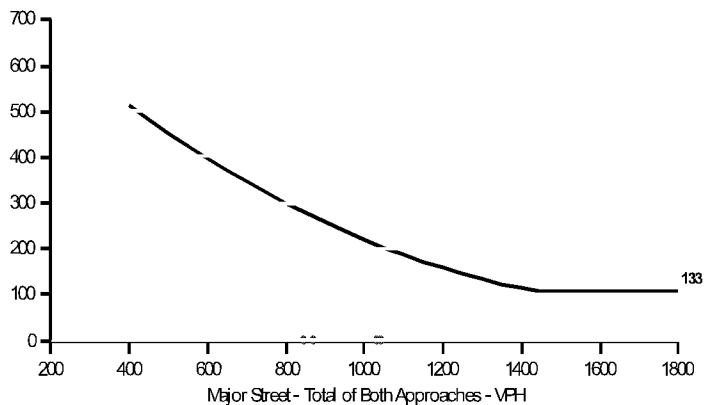
#### 80% of Warrant 4 - 4 Hr Pedestrian Data

Time	EB Vehs	WB Vehs	Total Vehs	EB Peds	WB Peds	Ped Total	Met?
16:00 - 17:00	680	361	1041	0	0	0	No
16:15 - 17:15	680	361	1041	0	0	0	No
16:30 - 17:30	680	361	1041	0	0	0	No
16:45 - 17:45	680	361	1041	0	0	0	No
17:00 - 18:00	668	364	1032	0	0	0	No
17:15 - 18:15	668	364	1032	0	0	0	No
17:30 - 18:30	668	364	1032	0	0	0	No
17:45 - 18:45	668	364	1032	0	0	0	No
15:00 - 16:00	544	323	867	0	0	0	No
15:15 - 16:15	544	323	867	0	0	0	No
15:30 - 16:30	544	323	867	0	0	0	No
15:45 - 16:45	544	323	867	0	0	0	No



#### 80% of Warrant 4 - 1 Hr Pedestrian Data

Time	EB Vehs	WB Vehs	Total Vehs	EB Peds	WB Peds	Ped Total	Met?
16:00 - 17:00	680	361	1041	0	0	0	No
16:15 - 17:15	680	361	1041	0	0	0	No
16:30 - 17:30	680	361	1041	0	0	0	No
16:45 - 17:45	680	361	1041	0	0	0	No
17:00 - 18:00	668	364	1032	0	0	0	No
17:15 - 18:15	668	364	1032	0	0	0	No
17:30 - 18:30	668	364	1032	0	0	0	No
17:45 - 18:45	668	364	1032	0	0	0	No
15:00 - 16:00	544	323	867	0	0	0	No
15:15 - 16:15	544	323	867	0	0	0	No
15:30 - 16:30	544	323	867	0	0	0	No
15:45 - 16:45	544	323	867	0	0	0	No





**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

Location 1:  
 S.E. 15th W. of Windsong Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: EB

10-07-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total	
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0	
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0	
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0	
3:00	5	18	1	2	16	19	5	0	0	0	0	0	66	
4:00	10	70	12	7	46	70	76	32	7	0	0	1	0	331
5:00	6	76	12	6	28	67	83	36	11	3	2	0	0	330
6:00	6	37	2	3	19	79	71	34	13	1	0	0	1	266
7:00	15	48	6	11	27	72	53	21	6	0	0	0	1	260
8:00	13	34	9	12	30	51	31	7	1	0	0	0	0	188
9:00	6	27	0	3	14	37	22	7	1	1	1	0	1	120
10:00	5	8	0	5	11	9	10	2	0	0	0	0	0	50
11:00	3	8	1	1	4	3	5	0	0	0	0	0	0	25
<b>Total</b>	<b>69</b>	<b>326</b>	<b>43</b>	<b>50</b>	<b>195</b>	<b>407</b>	<b>356</b>	<b>139</b>	<b>39</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>1636</b>



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Location 1:  
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 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: EB

10-08-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	1	3	0	0	3	1	2	0	0	0	1	0	11
1:00	2	0	0	1	2	2	0	1	0	0	0	0	8
2:00	0	4	0	0	1	0	0	0	0	0	0	0	5
3:00	1	0	0	0	2	1	1	0	0	0	0	0	5
4:00	1	0	0	0	0	0	1	0	0	0	0	0	2
5:00	0	1	0	0	1	2	3	1	0	0	0	0	8
6:00	1	3	1	2	10	11	11	3	1	1	0	0	44
7:00	8	22	2	4	16	33	33	8	4	1	0	0	131
8:00	6	23	1	4	15	33	23	16	4	1	0	0	126
9:00	7	28	7	7	15	23	34	15	1	0	1	0	138
10:00	7	32	1	6	20	41	36	18	3	0	0	0	164
11:00	8	32	8	6	21	42	42	17	7	0	1	0	184
12:00 PM	12	41	3	4	30	66	42	15	8	0	0	0	222
1:00	5	54	10	8	32	43	48	12	5	3	0	0	220
2:00	20	35	11	8	37	61	52	9	3	1	0	0	237
3:00	17	53	9	7	34	64	51	23	6	4	0	0	269
4:00	11	70	18	9	38	75	70	36	8	5	0	0	340
5:00	9	54	5	5	33	79	84	31	23	2	1	0	327
6:00	10	55	12	4	18	59	71	24	5	5	0	0	263
7:00	19	35	4	15	31	53	35	16	4	0	0	0	212
8:00	8	25	3	6	26	57	36	5	4	0	0	0	170
9:00	7	15	1	4	28	27	17	9	1	1	0	0	111
10:00	3	21	1	4	11	26	12	3	1	0	0	0	83
11:00	7	13	3	3	7	15	14	4	1	0	0	0	67
<b>Total</b>	<b>170</b>	<b>619</b>	<b>100</b>	<b>107</b>	<b>431</b>	<b>814</b>	<b>718</b>	<b>266</b>	<b>89</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>3347</b>



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 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: EB

10-09-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total	
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	5	7	1	2	6	6	3	1	0	0	0	1	0	32
1:00	1	3	0	0	3	2	3	1	0	0	0	0	0	13
2:00	1	3	0	0	1	6	2	0	0	0	0	0	0	13
3:00	2	1	0	0	1	4	1	0	0	0	0	0	0	9
4:00	1	2	0	1	4	0	1	0	1	0	0	0	0	10
5:00	1	3	0	0	4	1	2	1	0	0	0	0	0	12
6:00	1	0	0	0	4	8	2	0	0	0	0	0	0	15
7:00	3	5	0	2	6	15	2	1	0	0	1	0	0	35
8:00	3	15	1	3	9	25	17	8	2	1	0	0	0	84
9:00	10	17	4	2	15	33	27	17	9	2	2	0	0	138
10:00	7	36	10	4	15	44	49	21	7	4	3	1	0	201
11:00	5	38	12	6	13	58	51	16	12	2	0	1	0	214
12:00 PM	5	42	6	2	24	61	57	33	8	4	0	1	0	243
1:00	6	44	10	7	18	47	57	22	9	0	0	0	0	220
2:00	5	30	7	5	11	40	55	26	7	2	0	0	0	188
3:00	8	36	9	4	22	44	46	21	4	0	2	0	0	196
4:00	2	32	4	5	16	39	47	31	5	1	3	0	0	185
5:00	2	36	10	4	14	51	46	28	7	0	3	0	0	201
6:00	9	50	7	5	16	62	71	33	12	0	0	0	0	265
7:00	20	31	9	8	39	79	90	33	13	2	0	0	1	325
8:00	12	36	6	8	36	62	65	24	4	1	0	0	0	254
9:00	9	15	1	9	27	39	47	19	2	0	0	0	0	168
10:00	6	11	2	6	18	37	38	21	5	0	1	0	0	145
11:00	0	7	1	2	9	15	19	7	2	2	0	0	0	64
<b>Total</b>	<b>124</b>	<b>500</b>	<b>100</b>	<b>85</b>	<b>331</b>	<b>778</b>	<b>798</b>	<b>364</b>	<b>109</b>	<b>21</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>3230</b>



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 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: EB

10-10-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	2	10	1	3	7	13	12	6	2	0	0	0	56
1:00	2	3	0	3	3	7	9	2	0	0	0	0	29
2:00	1	4	0	0	4	2	4	2	1	0	0	0	18
3:00	0	0	0	0	3	5	1	1	0	0	0	0	10
4:00	1	1	0	0	3	2	3	0	0	0	0	0	10
5:00	0	0	1	0	0	3	3	0	0	0	0	0	7
6:00	0	3	0	2	4	6	4	1	1	0	0	0	21
7:00	0	5	0	0	5	12	12	4	1	0	0	0	39
8:00	1	7	3	1	13	17	28	19	4	3	0	0	96
9:00	7	11	2	3	6	31	42	36	4	1	1	0	144
10:00	2	24	1	6	13	48	54	42	10	1	1	0	202
11:00	5	24	6	3	17	60	66	28	10	1	0	0	220
12:00 PM	8	32	9	6	24	85	72	48	16	3	2	0	305
1:00	6	36	6	2	16	67	63	32	21	2	1	0	252
2:00	5	38	6	5	26	53	48	25	4	5	0	0	215
3:00	8	35	8	7	31	59	49	14	5	2	0	0	218
4:00	5	42	8	5	17	53	82	47	14	3	1	0	277
5:00	11	38	4	4	19	76	84	67	20	5	0	1	330
6:00	12	36	3	3	16	66	88	51	21	6	2	0	304
7:00	4	27	1	6	25	69	80	39	7	4	0	1	263
8:00	4	8	1	5	16	23	24	13	3	1	0	0	98
9:00	2	10	2	4	9	28	24	12	2	0	0	0	93
10:00	0	6	1	3	5	9	7	3	4	0	1	0	40
11:00	2	5	1	3	3	5	12	2	0	0	1	0	34
<b>Total</b>	<b>88</b>	<b>405</b>	<b>64</b>	<b>74</b>	<b>285</b>	<b>799</b>	<b>871</b>	<b>494</b>	<b>150</b>	<b>37</b>	<b>10</b>	<b>2</b>	<b>3281</b>



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 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: EB

10-11-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	1	1	2	1	6	4	0	1	0	0	0	0	16
1:00	2	2	0	0	0	0	2	1	1	0	0	0	8
2:00	0	1	1	1	3	0	1	2	0	0	0	0	9
3:00	0	0	0	0	0	4	2	0	0	0	0	0	6
4:00	1	0	0	0	2	2	1	0	0	0	0	0	6
5:00	0	2	0	3	1	3	4	2	0	0	0	0	15
6:00	0	5	1	3	11	19	9	3	0	0	0	0	51
7:00	8	13	2	4	12	49	47	26	9	1	0	0	171
8:00	5	17	4	7	32	57	53	16	9	0	0	0	200
9:00	1	23	2	5	13	60	61	35	21	12	2	0	235
10:00	5	19	5	5	33	70	77	49	15	1	1	0	280
11:00	5	28	6	2	34	55	86	44	23	7	0	0	290
12:00 PM	3	34	8	9	22	71	70	47	13	0	0	1	278
1:00	5	38	5	2	26	63	51	25	7	4	0	0	226
2:00	5	41	6	4	23	50	38	27	7	0	1	0	202
3:00	7	68	14	15	37	78	62	21	2	1	0	0	305
4:00	10	57	13	7	39	77	90	20	6	2	0	0	321
5:00	5	83	18	13	22	65	81	26	9	0	1	2	325
6:00	14	40	6	3	15	40	60	21	9	2	0	0	211
7:00	15	39	4	12	40	72	62	16	2	1	1	0	264
8:00	4	25	4	9	46	79	67	24	6	0	1	0	265
9:00	5	22	1	7	31	54	49	14	1	1	0	0	185
10:00	2	11	0	6	17	32	15	4	0	0	0	0	87
11:00	1	3	0	3	9	6	3	4	2	0	0	0	31
<b>Total</b>	<b>104</b>	<b>572</b>	<b>102</b>	<b>121</b>	<b>474</b>	<b>1010</b>	<b>991</b>	<b>428</b>	<b>142</b>	<b>32</b>	<b>7</b>	<b>3</b>	<b>3987</b>



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 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: EB

10-12-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	1	2	0	1	4	6	6	2	1	1	0	0	24
1:00	0	3	0	1	3	5	2	1	0	0	0	0	15
2:00	0	1	1	2	4	3	2	4	0	0	0	0	17
3:00	0	1	0	0	1	3	0	0	1	0	0	0	6
4:00	1	0	0	1	2	2	1	1	0	0	0	0	8
5:00	0	2	0	3	5	5	11	4	1	0	0	0	31
6:00	2	1	0	5	18	21	22	6	1	2	1	0	79
7:00	7	16	4	3	17	52	58	26	11	0	0	0	194
8:00	13	12	2	4	17	41	59	26	8	1	2	1	186
9:00	6	24	4	9	13	34	22	12	4	1	0	0	129
10:00	7	26	5	3	16	31	29	10	5	0	0	0	132
11:00	10	23	2	7	11	46	51	18	2	1	0	0	171
12:00 PM	11	29	2	6	18	50	53	17	7	2	0	0	195
1:00	13	28	3	5	30	57	46	14	3	3	0	0	202
2:00	10	39	7	6	28	60	40	21	6	1	0	1	219
3:00	18	56	8	12	36	83	70	23	4	0	1	0	311
4:00	12	48	14	12	33	85	70	38	10	3	0	1	326
5:00	15	64	9	13	37	107	115	55	6	0	1	0	422
6:00	15	42	8	7	27	86	61	27	3	2	1	0	279
7:00	12	44	8	6	36	54	38	11	1	0	1	0	211
8:00	3	16	5	5	27	56	35	9	0	0	0	0	156
9:00	5	19	0	2	14	28	18	5	1	1	0	1	94
10:00	3	14	0	3	1	11	6	3	2	0	0	0	43
11:00	1	3	0	0	6	3	2	2	1	0	0	0	18
<b>Total</b>	<b>165</b>	<b>513</b>	<b>82</b>	<b>116</b>	<b>404</b>	<b>929</b>	<b>817</b>	<b>335</b>	<b>78</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>3468</b>





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Location 1:  
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 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: EB

10-13-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	1	0	1	1	4	2	0	0	0	0	0	9
1:00	1	0	0	1	0	4	2	0	0	1	0	0	9
2:00	1	3	1	3	2	4	0	0	0	0	0	0	14
3:00	0	0	0	0	1	1	1	0	0	0	0	0	3
4:00	0	1	0	0	0	1	0	0	0	0	0	0	2
5:00	0	3	0	1	3	5	3	2	3	0	0	0	20
6:00	1	5	0	4	11	19	10	4	0	0	0	0	54
7:00	5	12	0	6	36	53	46	9	4	0	0	0	171
8:00	4	7	0	3	31	46	42	15	6	0	0	2	156
9:00	7	20	4	4	21	59	50	16	4	0	0	0	185
10:00	4	13	5	2	17	30	34	9	5	1	0	0	121
11:00	9	29	5	2	19	42	36	17	6	2	0	0	167
12:00 PM	6	37	7	3	19	58	39	18	8	2	0	0	197
1:00	6	37	8	4	28	54	35	17	1	1	0	0	191
2:00	5	46	12	7	34	54	46	15	6	1	0	0	226
3:00	10	51	13	5	38	83	46	28	7	1	1	0	283
4:00	14	69	24	15	24	80	76	11	17	3	2	0	335
5:00	17	60	13	8	31	90	71	28	4	1	1	3	327
6:00	18	54	4	7	41	74	68	23	6	1	0	0	296
7:00	12	37	5	13	36	61	37	10	3	1	0	0	215
8:00	9	29	3	7	36	47	32	18	1	0	0	0	183
9:00	11	25	1	5	25	51	39	10	1	1	0	0	169
10:00	5	12	1	7	22	21	18	8	2	1	0	0	97
11:00	1	4	0	3	13	11	8	4	0	0	1	0	45
<b>Total</b>	<b>146</b>	<b>555</b>	<b>106</b>	<b>111</b>	<b>489</b>	<b>952</b>	<b>741</b>	<b>262</b>	<b>84</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>3475</b>



**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

Location 1:  
 S.E. 15th W. of Windsong Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: EB

10-14-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	2	5	2	3	4	8	14	1	0	0	0	0	39
1:00	0	0	0	5	5	2	4	1	0	0	0	0	17
2:00	1	5	0	1	2	3	2	3	0	1	0	0	18
3:00	0	0	0	0	1	4	6	0	0	0	0	0	11
4:00	0	1	0	0	1	2	2	2	0	0	0	0	8
5:00	0	2	1	1	6	4	4	3	1	0	0	0	22
6:00	0	4	0	2	16	27	16	5	1	0	0	0	71
7:00	13	7	1	3	23	47	51	20	8	2	0	1	176
8:00	7	15	0	6	26	48	51	12	3	2	0	1	171
9:00	10	25	2	7	29	46	33	9	0	1	0	1	163
10:00	13	28	1	5	19	49	21	8	1	1	0	0	146
11:00	17	39	4	8	17	35	34	14	3	0	0	0	171
12:00 PM	15	44	1	6	25	61	39	17	7	3	0	0	218
1:00	16	37	5	6	28	42	35	8	9	0	0	0	186
2:00	13	46	6	14	17	60	38	12	7	1	0	0	214
3:00	14	55	15	13	49	86	47	26	5	1	0	0	311
4:00	22	67	11	10	44	79	58	27	7	1	2	0	328
5:00	9	56	15	9	28	71	78	37	10	3	0	0	316
6:00	13	50	8	7	21	57	54	17	7	4	1	0	239
7:00	11	42	6	10	43	53	37	10	2	0	0	0	214
8:00	7	23	1	11	26	53	43	8	0	1	0	0	173
9:00	12	32	1	10	41	36	26	9	5	1	0	0	173
10:00	7	10	3	7	12	18	16	4	3	0	0	0	80
11:00	5	14	1	1	17	7	7	2	0	0	0	0	54
<b>Total</b>	<b>207</b>	<b>607</b>	<b>84</b>	<b>145</b>	<b>500</b>	<b>898</b>	<b>716</b>	<b>255</b>	<b>79</b>	<b>22</b>	<b>3</b>	<b>3</b>	<b>3519</b>



**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

Location 1:  
 S.E. 15th W. of Windsong Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: EB

10-15-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	2	5	1	0	5	3	2	2	1	1	0	0	22
1:00	0	2	0	0	1	3	1	0	0	0	0	0	7
2:00	0	6	0	1	2	1	2	1	0	0	0	0	13
3:00	0	0	0	0	2	4	2	1	0	0	0	0	9
4:00	1	2	0	0	1	1	0	0	0	0	0	0	5
5:00	0	1	2	0	1	5	5	1	0	0	0	0	15
6:00	0	6	0	5	5	6	13	2	0	2	0	0	39
7:00	6	9	0	4	11	40	24	14	7	3	0	1	119
8:00	5	1	1	3	3	14	9	3	1	1	0	1	42
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
<b>Total</b>	<b>14</b>	<b>32</b>	<b>4</b>	<b>13</b>	<b>31</b>	<b>77</b>	<b>58</b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>271</b>
<b>Grand Total</b>	<b>1087</b>	<b>4129</b>	<b>685</b>	<b>822</b>	<b>3140</b>	<b>6664</b>	<b>6066</b>	<b>2567</b>	<b>779</b>	<b>183</b>	<b>54</b>	<b>19</b>	<b>26214</b>
Stats			Percentile	15th	50th	85th	95th						
			Speed	17.9	37.5	44.5	49.1						
			Mean Speed (Average)	34.7									
			10 MPH Pace Speed	35-44									
			Number in Pace	12671									
			Percent in Pace	48.3%									
			Number > 45 MPH	3621									
			Percent > 45 MPH	13.8%									



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Location 1:  
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 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-07-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	0	1	1	0	2	9	3	1	0	0	0	0	17
5:00	1	1	22	46	46	171	113	27	3	0	0	0	430
6:00	0	0	15	36	45	171	163	32	3	1	0	0	466
7:00	0	1	17	21	48	156	115	29	2	0	0	0	389
8:00	0	0	11	31	36	113	60	7	1	0	0	0	259
9:00	0	0	6	20	28	71	44	5	2	0	0	0	176
10:00	0	0	5	7	14	40	24	4	1	0	0	0	95
11:00	0	0	5	4	7	28	15	4	1	0	0	0	64
<b>Total</b>	<b>1</b>	<b>3</b>	<b>82</b>	<b>165</b>	<b>226</b>	<b>759</b>	<b>537</b>	<b>109</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1896</b>



**Traffic Engineering Consultants, Inc.**  
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Location 1:  
 S.E. 15th St. W. of Windsong Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-08-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	1	1	6	4	11	6	5	1	0	0	0	35
1:00	0	0	0	0	3	5	3	2	0	0	0	0	13
2:00	0	0	0	0	1	3	3	1	0	0	0	0	8
3:00	0	0	0	0	0	4	1	0	0	0	0	0	5
4:00	0	1	0	1	1	4	2	0	0	0	0	0	9
5:00	0	0	5	2	4	12	7	4	1	2	0	0	37
6:00	0	0	6	10	4	28	51	8	1	0	0	0	108
7:00	0	1	18	19	31	92	88	15	4	0	0	0	268
8:00	0	0	32	54	34	246	165	34	5	0	0	0	570
9:00	0	1	21	32	39	164	152	48	0	0	0	0	457
10:00	0	1	21	37	40	117	107	16	3	1	0	0	343
11:00	1	2	22	24	44	122	108	17	3	0	0	0	343
12:00 PM	0	2	25	36	47	160	109	21	0	1	0	0	401
1:00	0	2	13	33	44	154	107	20	2	1	0	0	376
2:00	2	1	27	30	52	140	107	18	5	0	0	0	382
3:00	0	4	23	39	48	156	103	16	2	0	0	0	391
4:00	0	0	26	26	54	160	105	18	2	2	0	0	393
5:00	0	0	25	29	47	159	147	27	1	0	0	0	435
6:00	0	4	27	30	47	156	144	28	5	0	0	0	441
7:00	0	0	30	41	37	158	111	19	2	0	0	0	398
8:00	0	0	11	19	54	108	56	9	1	1	0	0	259
9:00	0	0	15	9	36	80	40	6	1	1	0	0	188
10:00	0	0	8	11	27	67	27	5	0	0	0	0	145
11:00	0	0	0	9	8	57	37	3	0	0	0	0	114
<b>Total</b>	<b>3</b>	<b>20</b>	<b>356</b>	<b>497</b>	<b>706</b>	<b>2363</b>	<b>1786</b>	<b>340</b>	<b>39</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>6119</b>



**Traffic Engineering Consultants, Inc.**  
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 Oklahoma City, OK. 73139

Location 1:  
 S.E. 15th St. W. of Windsong Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-09-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	4	8	9	33	8	5	1	1	0	0	69
1:00	0	1	6	3	8	15	7	1	0	0	0	0	41
2:00	0	0	0	1	2	7	3	3	0	0	0	0	16
3:00	0	0	0	0	3	8	5	1	0	0	0	0	17
4:00	0	0	1	0	3	4	1	0	0	0	0	0	9
5:00	0	0	1	0	1	6	5	0	0	0	0	0	13
6:00	0	0	1	0	7	13	10	5	0	0	0	0	36
7:00	0	1	7	7	13	14	18	6	0	0	0	0	66
8:00	1	3	12	17	22	58	40	12	0	0	0	0	165
9:00	0	0	20	23	36	121	89	30	3	1	0	0	323
10:00	0	1	22	32	32	139	133	32	2	0	0	0	393
11:00	2	3	16	35	34	185	135	32	1	1	0	0	444
12:00 PM	3	1	21	34	29	135	104	29	5	0	0	0	361
1:00	0	2	14	27	37	113	95	31	6	0	0	0	325
2:00	0	0	18	29	23	112	104	20	2	0	0	0	308
3:00	0	2	13	18	20	86	85	21	1	1	0	0	247
4:00	0	1	23	37	37	132	122	27	3	0	0	0	382
5:00	0	2	13	31	26	134	152	37	4	0	0	0	399
6:00	0	1	18	26	32	106	113	21	1	0	0	0	318
7:00	0	2	28	18	58	115	94	20	5	0	0	0	340
8:00	0	2	22	16	50	125	53	5	0	0	0	0	273
9:00	0	0	16	22	31	84	39	9	1	0	0	0	202
10:00	0	3	11	9	30	57	32	4	0	1	0	0	147
11:00	1	0	4	7	20	44	24	6	0	0	0	0	106
<b>Total</b>	<b>7</b>	<b>25</b>	<b>291</b>	<b>400</b>	<b>563</b>	<b>1846</b>	<b>1471</b>	<b>357</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5000</b>



**Traffic Engineering Consultants, Inc.**  
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Location 1:  
 S.E. 15th St. W. of Windsong Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-10-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	1	3	5	11	32	13	6	0	0	0	0	71
1:00	0	0	1	0	9	11	7	1	0	0	0	0	29
2:00	0	1	4	1	1	11	3	0	0	0	0	0	21
3:00	0	1	2	1	2	10	4	0	0	0	0	0	20
4:00	0	0	0	0	2	2	4	0	0	0	0	0	8
5:00	0	0	1	1	1	1	5	1	0	0	0	0	10
6:00	0	0	0	0	3	3	3	0	0	0	0	0	9
7:00	0	0	2	2	3	23	9	5	0	0	0	0	44
8:00	0	0	9	8	11	41	32	6	0	0	0	0	107
9:00	0	2	16	20	26	82	68	13	2	0	0	0	229
10:00	0	1	19	24	27	132	109	28	3	1	0	0	344
11:00	0	1	26	35	32	110	112	39	3	0	0	0	358
12:00 PM	0	1	19	24	41	133	103	22	1	0	0	0	344
1:00	0	2	17	22	36	138	144	17	4	2	0	0	382
2:00	0	1	14	22	34	115	129	22	0	0	0	0	337
3:00	0	1	14	30	33	118	113	33	3	1	0	0	346
4:00	0	2	13	27	30	119	110	22	2	0	0	0	325
5:00	0	2	25	23	25	115	103	25	1	0	0	0	319
6:00	0	1	14	28	26	108	93	17	1	0	0	0	288
7:00	0	3	15	16	23	94	82	17	2	0	0	0	252
8:00	0	0	10	11	21	63	42	12	1	1	0	0	161
9:00	0	1	9	4	14	26	12	1	1	0	0	0	68
10:00	0	2	4	12	14	41	21	5	0	0	0	0	99
11:00	0	0	3	5	9	11	6	3	0	0	0	0	37
<b>Total</b>	<b>0</b>	<b>23</b>	<b>240</b>	<b>321</b>	<b>434</b>	<b>1539</b>	<b>1327</b>	<b>295</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4208</b>



**Traffic Engineering Consultants, Inc.**  
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Location 1:  
 S.E. 15th St. W. of Windsong Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-11-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	1	4	5	0	5	10	1	1	0	0	0	27
1:00	0	0	2	1	4	2	2	0	0	0	0	0	11
2:00	0	0	1	1	0	2	1	1	0	0	0	0	6
3:00	0	0	0	1	0	2	2	1	0	0	0	0	6
4:00	0	0	1	3	3	3	3	1	0	0	0	0	14
5:00	0	0	3	1	2	6	2	1	1	0	0	0	16
6:00	0	0	10	2	10	25	14	6	0	0	0	0	67
7:00	0	0	16	16	20	61	60	10	2	0	0	0	185
8:00	0	2	36	39	55	213	152	24	2	0	0	0	523
9:00	0	0	19	21	35	130	163	33	3	1	0	0	405
10:00	0	2	23	25	38	118	117	20	2	0	0	0	345
11:00	0	1	21	21	40	157	112	15	3	0	0	0	370
12:00 PM	0	1	23	33	41	142	133	18	1	1	0	0	393
1:00	0	0	24	39	46	135	116	21	0	1	0	0	382
2:00	0	0	17	26	48	115	105	27	0	0	0	0	338
3:00	0	3	23	25	46	127	96	26	2	0	0	0	348
4:00	0	0	15	35	47	157	108	22	1	0	0	0	385
5:00	0	0	12	22	34	131	130	18	2	0	0	1	350
6:00	0	0	19	40	49	159	164	30	2	0	0	0	463
7:00	0	2	16	27	34	156	115	24	3	0	0	0	377
8:00	0	0	17	13	47	106	48	9	2	0	0	0	242
9:00	0	1	6	2	25	68	33	9	1	0	0	0	145
10:00	0	0	7	8	12	43	26	4	0	0	0	1	101
11:00	0	0	2	4	8	25	8	3	1	0	0	0	51
<b>Total</b>	<b>0</b>	<b>13</b>	<b>317</b>	<b>410</b>	<b>644</b>	<b>2088</b>	<b>1720</b>	<b>324</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5550</b>





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Location 1:  
 S.E. 15th St. W. of Windsong Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-12-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	3	3	2	11	5	3	0	1	0	0	28
1:00	0	0	1	1	2	6	5	0	1	0	0	0	16
2:00	0	0	0	0	1	4	2	0	0	0	0	0	7
3:00	0	0	0	1	1	1	3	0	0	0	0	0	6
4:00	0	1	0	0	4	1	2	1	1	0	0	0	10
5:00	0	0	3	4	6	12	11	5	1	0	0	0	42
6:00	0	0	16	7	10	37	55	14	0	0	0	0	139
7:00	0	0	16	29	38	104	96	17	2	0	0	0	302
8:00	0	3	36	43	50	231	183	33	5	0	0	0	584
9:00	0	0	16	44	36	146	152	46	5	0	0	0	445
10:00	0	2	20	31	35	117	97	27	3	0	0	0	332
11:00	1	2	11	27	27	154	115	20	3	0	0	0	360
12:00 PM	0	0	26	37	45	137	95	20	2	1	0	0	363
1:00	0	0	20	27	36	134	95	13	1	0	0	0	326
2:00	0	0	17	24	32	122	122	15	2	0	0	0	334
3:00	0	1	20	26	31	128	121	23	6	0	0	0	356
4:00	1	2	18	27	41	141	123	30	2	2	0	0	387
5:00	0	1	19	30	43	128	138	18	0	0	0	0	377
6:00	0	2	21	33	37	182	144	28	0	0	0	0	447
7:00	0	1	16	16	34	140	108	21	2	0	0	0	338
8:00	0	1	14	12	39	90	68	10	0	0	0	0	234
9:00	0	0	5	8	17	44	47	10	0	0	0	0	131
10:00	0	0	5	7	10	32	15	2	1	0	0	0	72
11:00	0	0	1	1	6	15	5	1	1	1	0	0	31
<b>Total</b>	<b>2</b>	<b>16</b>	<b>304</b>	<b>438</b>	<b>583</b>	<b>2117</b>	<b>1807</b>	<b>357</b>	<b>38</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5667</b>



**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

Location 1:  
 S.E. 15th St. W. of Windsong Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-13-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	1	1	0	6	10	5	2	1	0	0	0	26
1:00	0	0	0	0	1	1	4	0	1	0	0	0	7
2:00	0	0	2	0	0	2	1	2	0	0	0	0	7
3:00	0	0	0	1	0	1	1	0	0	0	0	0	3
4:00	0	1	0	1	4	6	3	1	0	0	0	0	16
5:00	0	1	4	5	2	15	19	10	2	0	0	0	58
6:00	0	0	12	20	17	30	31	4	2	0	0	0	116
7:00	1	2	30	25	62	110	44	9	0	0	0	0	283
8:00	0	1	34	43	110	244	119	20	0	0	0	0	571
9:00	0	0	24	27	56	160	148	27	5	1	0	0	448
10:00	0	0	19	29	32	117	119	25	1	1	0	0	343
11:00	0	0	21	36	27	108	95	20	1	1	0	0	309
12:00 PM	0	0	18	32	30	127	119	22	1	0	0	0	349
1:00	0	2	12	30	39	126	97	19	2	0	0	0	327
2:00	1	1	20	27	31	137	80	23	0	1	0	0	321
3:00	0	0	13	35	34	140	106	24	4	0	0	0	356
4:00	0	1	13	33	45	137	113	23	1	0	0	0	366
5:00	0	1	18	34	39	163	111	24	2	1	0	0	393
6:00	0	0	26	32	36	183	152	12	2	1	0	0	444
7:00	0	0	30	23	46	157	85	18	1	0	0	0	360
8:00	0	2	14	25	51	83	40	5	0	0	0	0	220
9:00	0	0	10	10	21	63	40	5	2	0	0	0	151
10:00	0	1	6	4	22	37	20	8	0	0	1	0	99
11:00	0	0	5	2	6	20	6	3	0	0	0	0	42
<b>Total</b>	<b>2</b>	<b>14</b>	<b>332</b>	<b>474</b>	<b>717</b>	<b>2177</b>	<b>1558</b>	<b>306</b>	<b>28</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>5615</b>



**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

Location 1:  
 S.E. 15th St. W. of Windsong Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-14-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	1	4	4	10	2	4	0	0	0	0	25
1:00	0	0	1	0	7	4	6	0	1	0	0	0	19
2:00	0	0	0	3	4	1	2	3	0	0	0	0	13
3:00	0	0	1	0	1	4	2	2	0	0	0	0	10
4:00	0	1	0	0	7	3	2	0	2	0	0	0	15
5:00	0	3	3	4	4	11	11	7	2	1	0	0	46
6:00	0	1	8	11	6	41	48	10	0	0	0	0	125
7:00	0	1	17	24	26	105	81	28	1	0	0	0	283
8:00	0	3	32	43	50	199	195	29	1	0	0	0	552
9:00	1	2	28	29	40	161	119	27	1	0	0	0	408
10:00	0	3	32	29	45	128	94	22	1	0	0	0	354
11:00	0	1	20	39	41	153	102	19	1	1	0	0	377
12:00 PM	0	2	30	31	38	157	102	16	0	0	0	0	376
1:00	0	3	35	38	53	122	92	20	1	0	0	0	364
2:00	1	1	23	32	40	131	101	24	3	0	0	0	356
3:00	2	1	22	32	56	134	92	19	3	1	0	0	362
4:00	0	2	28	30	39	142	115	17	1	0	0	0	374
5:00	0	1	19	30	41	133	114	18	0	0	0	0	356
6:00	0	0	20	40	38	166	138	29	2	1	0	0	434
7:00	0	2	23	34	43	161	107	27	3	0	0	0	400
8:00	0	0	12	20	41	95	58	8	1	1	0	0	236
9:00	0	1	9	14	22	53	38	4	0	0	0	0	141
10:00	0	1	7	11	17	42	25	4	0	0	0	0	107
11:00	0	0	5	9	8	33	19	5	0	0	0	0	79
<b>Total</b>	<b>4</b>	<b>29</b>	<b>376</b>	<b>507</b>	<b>671</b>	<b>2189</b>	<b>1665</b>	<b>342</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5812</b>



**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

Location 1:  
 S.E. 15th St. W. of Windsong Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-15-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	1	2	3	8	11	8	2	0	0	0	0	35
1:00	0	0	2	4	3	9	6	0	0	1	0	0	25
2:00	0	1	0	2	0	6	2	2	0	0	0	0	13
3:00	0	0	0	0	1	5	6	1	0	0	0	0	13
4:00	0	1	1	0	2	6	0	2	0	0	0	0	12
5:00	0	1	2	2	7	12	13	4	0	0	0	0	41
6:00	0	1	10	11	10	19	37	8	0	1	0	0	97
7:00	0	3	12	19	24	76	60	11	1	0	0	0	206
8:00	0	2	25	32	41	125	119	18	1	0	0	0	363
9:00	3	2	10	8	14	40	26	6	0	0	0	0	109
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
<b>Total</b>	<b>3</b>	<b>12</b>	<b>64</b>	<b>81</b>	<b>110</b>	<b>309</b>	<b>277</b>	<b>54</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>914</b>
<b>Grand Total</b>	<b>22</b>	<b>155</b>	<b>2362</b>	<b>3293</b>	<b>4654</b>	<b>15387</b>	<b>12148</b>	<b>2484</b>	<b>232</b>	<b>41</b>	<b>1</b>	<b>2</b>	<b>40781</b>
Stats			Percentile	15th	50th	85th	95th						
			Speed	30.5	38.4	42.8	45.6						
			Mean Speed (Average)	37.4									
			10 MPH Pace Speed	35-44									
			Number in Pace	27385									
			Percent in Pace	67.2%									
			Number > 45 MPH	2760									
			Percent > 45 MPH	6.8%									



**Public Works Administration**

**R. Paul Streets, Director**  
[pstreets@midwestcityok.org](mailto:pstreets@midwestcityok.org)

405-739-1061

**Patrick Menefee,**  
**City Engineer of Public Works**  
[pmenefee@midwestcityok.org](mailto:pmenefee@midwestcityok.org)

405-739-1062

8730 S.E. 15<sup>th</sup> Street,  
Midwest City, Oklahoma 73110

TO: Honorable Mayor and Council

FROM: Patrick Menefee, P.E., City Engineer

DATE: November 9th, 2021

SUBJECT: (TS-446) Discussion and consideration of adoption, including any possible amendment of accepting the **updated** Traffic Signal Study and analysis for the intersection of N.E. 10th Street and Shadybrook Drive.

The applicants, the residents and the HOA of the Ridgecrest Heights Addition, petitioned the Public Works Engineering office requesting the City investigate the installation of a traffic signal at the intersection of N.E. 10th Street and Shadybrook Drive. The submitted petition included 84 signatures and will be available for viewing at the meeting. The City entered into a contract with T.E.C. (Traffic Engineering Consultants) to do an evaluation of the intersection seeing if met the minimum requirements as stated by the MUTCD. A proposed signal project must meet these minimum requirements to be eligible for funding through the A.C.O.G. T.I.P. Safety Project funding program. The intersection does not meet those requirements at this time. The summary letter from T.E.C. and the full report are attached as part of this application.

**This does not disqualify the possibility of installing a signal at a future date.**

This item was originally heard at the September Traffic and Safety Commission meeting and the September 28th City Council meeting. The City Council noted that the 2020 and 2021 accident counts were not part of the report. Therefore, the City Council asked that those records be incorporated into the reports. They then asked for the updated studies to be re-heard by the Traffic and Safety Commission and then brought back to be heard again by the City Council. MWC PD provided printouts of those accident records which were then incorporated into an updated traffic study. The additional data did not change the results of the study. The Traffic and Safety Commission met October 21st, 2021 reaffirming their September vote to forward the study to City Council with the following recommendation:

**The intersection does not qualify for a federal safety project grant, the Traffic and Safety Commission voted to follow the Traffic Signal Analysis findings and recommends denial of a signal project for the intersection at this time.**

The City Council also requested speed tables for the intersection, they are included as part of this item.

Action to follow the study's findings and deny the request for a signal is at the discretion of the council.

A handwritten signature in black ink, appearing to read "Patrick Menefee", written over a horizontal line.

Patrick Menefee, P.E.  
Public Works City Engineer

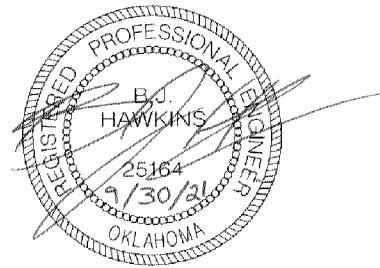
Attachments: Traffic Signal Warrant Analysis Study  
Speed Tables from the Intersection



**TO:** Patrick Menefee, P.E.  
Public Works City Engineer  
City of Midwest City

**FROM:** B.J. Hawkins, P.E., PTOE

**SUBJECT:** Traffic Signal Warrant Analysis  
NE 10<sup>th</sup> Street and Shadybrook Drive  
Midwest City, Oklahoma



**INTRODUCTION**

Traffic Engineering Consultants, Inc. (TEC) was contracted by the City of Midwest City to conduct a traffic signal warrant analysis on the intersection of NE 10<sup>th</sup> Street and Shadybrook Drive in Midwest City, Oklahoma as shown in **Figure 1** in **Appendix A**. The intersection is currently unsignalized with northbound and southbound stop control. NE 10<sup>th</sup> Street is a four-lane east/west major arterial with a posted speed limit of 40 mph. Shadybrook Drive is a two-lane north/south collector street with a posted speed limit of 25 mph. The Ridge apartment complex has a driveway north of the intersection which is offset of Shadybrook Drive by approximately 35 feet. While the driveway does not line up directly with Shadybrook, it is still considered part of the intersection due to its close proximity and would need to be included in any potential traffic control modifications.

**TRAFFIC DATA**

Twenty-four hour turning movement volume counts were collected at the study intersection in August of 2021 while school was in session. The traffic volume data indicated that the a.m. peak hour occurred from 7:00 - 8:00 and the p.m. peak hour occurred from 4:45 - 5:45. The 2021 existing traffic volumes are summarized in **Figure 2** and detailed printouts of all the traffic count data are included in **Appendix B**.

The 24-hour approach volumes collected on each leg of the intersection are as follows:

- NE 10<sup>th</sup> Street west of Shadybrook Drive = 8,253 vpd
- NE 10<sup>th</sup> Street east of Shadybrook Drive = 7,973 vpd
- Shadybrook Drive south of NE 10<sup>th</sup> Street = 340 vpd
- Shadybrook Drive north of NE 10<sup>th</sup> Street = 84 vpd

## CRASH DATA

The crash history was evaluated at the intersection of NE 10<sup>th</sup> Street and Shadybrook Drive utilizing the ODOT SAFE-T: Statewide Analysis for Engineering & Technology database. The previous 8 years of crash data was collected from January 1, 2014 - September 28, 2021. The 2018-2021 data were noted that it may be incomplete and, as a precaution, the 2020 and 2021 SAFE-T crash data was not included in the evaluation. Alternatively, the Midwest City Police Department provided up-to-date collision data through September 28, 2021, from which the 2020 and 2021 collision data was extracted.

The data indicated 3 collisions in 2014, 3 collisions in 2015, 3 collisions in 2016, 5 collisions in 2017, 1 collision in 2018, 3 collisions in 2019, 2 collisions in 2020, and 0 collisions in 2021. Typically, five or more collisions at an intersection within a 12-month period indicates there may be a correctable safety issue. The only analyzed year which met these criteria of five or more collisions was 2017. However, the collision data indicates three of the collisions were rear-end and one collision was with a fixed object. These types of collisions are not correctable by the installation of a traffic signal. Based on this information, the intersection would not warrant the need for a traffic signal solely based on collision data. Detailed printouts of the crash data are included in **Appendix B**.

## WARRANT ANALYSIS

To determine the need for traffic control modifications at the intersection of NE 10<sup>th</sup> Street and Shadybrook Drive, a traffic signal warrant analysis was conducted. The analysis was conducted using *PC-Warrants 2* which is a software package for evaluating intersections to support the installation of a multiway stop or traffic signal in accordance with the *Manual on Uniform Traffic Control Devices (MUTCD)*. This publication is a federally approved publication which governs the traffic engineering practices across the country. The MUTCD has eight sets of thresholds or “warrants” that may be evaluated at an intersection to determine whether a traffic signal should be considered to reduce accidents or delay. If one of the warrants is met the installation of a traffic signal should be considered.

The eight-hour vehicular volume, four-hour volume, peak hour, and crash experience warrants were evaluated to determine if the intersection would warrant the installation of a traffic signal. The intersection was evaluated utilizing the 2021 existing traffic volumes with existing intersection geometry. Following is a summary of the results:

---

### Traffic Engineering Consultants, Inc.

6000 S. Western Avenue, Suite 300 | Oklahoma City, Oklahoma 73139 | Ph. 405-720-7721  
6931 S. 66<sup>th</sup> E. Avenue, Suite 100 | Tulsa, Oklahoma 74133 | Ph. 918-481-8484  
217 E. Dickson Street, Suite 106 | Fayetteville, Arkansas 72701 | Ph. 479-335-5636



**NE 10<sup>th</sup> Street and Shadybrook Drive**

- **Warrant 1 – Eight Hour Vehicular Volumes – Not Satisfied**
  - Warrant 1A – Minimum Vehicular Volume – Not Satisfied  
(required volumes reached for 0 hours, 8 are needed)
  - Warrant 1B – Interruption of Continuous Traffic – Not Satisfied  
(required volumes reached for 0 hours, 8 are needed)
  - Warrant 1C – Combination of Warrants – Not Satisfied  
(required 1A volumes reached for 0 hours, 8 are needed)  
(required 1B volumes reached for 0 hours, 8 are needed)
- **Warrant 2 – Four Hour Volumes – Not Satisfied**  
(required volumes reached for 0 hours; 4 are needed)
- **Warrant 3B – Peak Hour Volumes – Not Satisfied**  
(required volumes reached for 0 hours; 1 is needed)
- **Warrant 7 – Crash Experience – Not Satisfied**  
(1 collision in the previous 12 months; 5 are needed)

The results indicated that the intersection of NE 10<sup>th</sup> Street and Shadybrook Drive does not come close to satisfying any traffic signal warrants under the 2021 existing traffic volumes. Detailed printouts of the worksheets are included in **Appendix C**.

**SUMMARY**

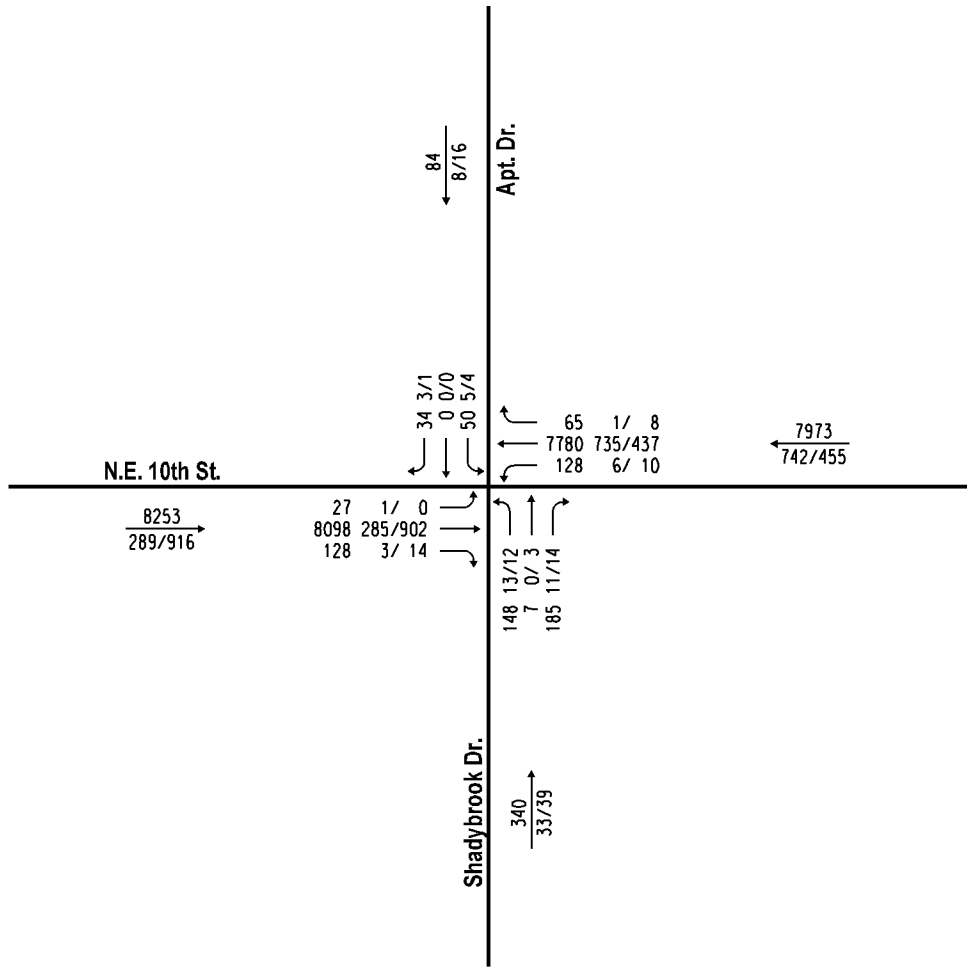
The intersection of NE 10<sup>th</sup> Street and Shadybrook Drive does not currently satisfy eight-hour vehicular volume, four-hour volume, peak hour, or crash experience warrants under the 2021 existing traffic data. The intersection would not be expected to satisfy any of the vehicular volume warrants in the near future. Based on the results of the analysis, the installation of a traffic signal is not recommended at the intersection of NE 10<sup>th</sup> Street and Shadybrook Drive at this time.

# **ATTACHMENT A**

## Figures



FIGURE 1. Project Location Map  
NE 10th Street and Shadybrook Drive



LEGEND	
XXXX	XXX/XXX
24 HOUR	—
A.M. PEAK HOUR	—
P.M. PEAK HOUR	—

FIGURE 2. 2021 Existing Traffic  
N.E. 10th St. and Shadybrook Dr.



# **ATTACHMENT B**

## Traffic Data

NE 10th St. & Shadybrook Dr. - TMC

Tue Aug 24, 2021

Full Length (3:15 PM-3:15 PM (+1))

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865994, Location: 35.478603, -97.398859



Provided by: Traffic Engineering Consultants, Inc.  
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-08-24 3:15PM	1	0	0	0	1	2	116	0	0	118	1	1	7	0	9	1	134	5	0	140	268
3:30PM	0	0	1	0	1	2	114	0	0	116	5	0	9	0	14	0	172	2	0	174	305
3:45PM	0	0	0	0	0	1	116	1	0	118	2	0	3	0	5	1	184	6	0	191	314
Hourly Total	1	0	1	0	2	5	346	1	0	352	8	1	19	0	28	2	490	13	0	505	887
4:00PM	1	0	1	0	2	4	136	0	0	140	3	0	1	0	4	0	199	4	0	203	349
4:15PM	0	0	0	0	0	2	100	0	0	102	1	0	1	0	2	1	206	5	0	212	316
4:30PM	1	0	2	0	3	6	100	7	0	113	5	0	5	0	10	0	211	9	0	220	346
4:45PM	2	0	1	0	3	3	87	2	0	92	3	1	6	0	10	0	225	4	0	229	334
Hourly Total	4	0	4	0	8	15	423	9	0	447	12	1	13	0	26	1	841	22	0	864	1345
5:00PM	0	0	0	0	0	2	121	1	0	124	3	0	2	0	5	0	204	2	0	206	335
5:15PM	0	0	0	0	0	4	110	4	0	118	3	0	3	0	6	0	248	5	0	253	377
5:30PM	2	0	1	0	2	1	119	1	0	121	3	2	3	0	8	0	225	3	0	228	359
5:45PM	0	0	1	0	1	1	125	1	0	127	2	0	1	0	3	1	184	1	0	186	317
Hourly Total	2	0	1	0	3	8	475	7	0	490	11	2	9	0	22	1	861	11	0	873	1388
6:00PM	1	0	1	0	2	1	138	1	0	140	6	0	4	0	10	1	155	4	0	160	312
6:15PM	3	0	0	0	3	3	101	1	0	105	0	0	3	0	3	1	143	2	0	146	257
6:30PM	1	0	0	0	1	5	122	3	0	130	3	0	2	0	5	1	141	2	0	144	280
6:45PM	0	0	1	0	1	2	107	2	0	111	2	0	1	0	3	0	140	2	0	142	257
Hourly Total	5	0	2	0	7	11	468	7	0	486	11	0	10	0	21	3	579	10	0	592	1106
7:00PM	1	0	0	0	1	2	102	0	0	104	1	0	9	0	10	0	116	2	0	118	233
7:15PM	4	0	0	0	4	3	98	2	0	103	1	0	3	0	4	0	126	1	0	127	238
7:30PM	4	0	1	0	5	1	98	1	0	100	1	0	3	0	4	0	121	0	0	121	230
7:45PM	3	0	0	0	3	2	88	2	0	92	1	0	5	0	6	0	113	0	0	113	214
Hourly Total	12	0	1	0	13	8	386	5	0	399	4	0	20	0	24	0	476	3	0	479	915
8:00PM	0	0	0	0	0	2	103	2	0	107	0	0	1	0	1	0	114	1	0	115	223
8:15PM	0	0	0	0	0	3	87	2	0	92	1	0	5	0	6	1	102	1	0	104	202
8:30PM	2	0	0	0	2	0	71	0	0	71	1	0	1	0	2	0	93	3	0	96	171
8:45PM	2	0	0	0	2	4	84	1	0	89	3	0	4	0	7	0	82	2	0	84	182
Hourly Total	4	0	0	0	4	9	345	5	0	359	5	0	11	0	16	1	391	7	0	399	778
9:00PM	0	0	0	0	0	2	78	2	0	82	2	0	3	0	5	3	93	0	0	96	183
9:15PM	3	0	0	0	3	0	68	4	0	72	0	0	3	0	3	0	84	0	0	84	162
9:30PM	0	0	0	0	0	3	59	2	0	64	0	1	1	0	2	0	73	1	0	74	140
9:45PM	0	0	0	0	0	1	58	0	0	59	1	0	2	0	3	0	79	1	0	80	142
Hourly Total	3	0	0	0	3	6	263	8	0	277	3	1	9	0	13	3	329	2	0	334	627
10:00PM	0	0	0	0	0	3	47	0	0	50	1	0	4	0	5	0	55	3	0	58	113
10:15PM	0	0	0	0	0	1	41	0	0	42	1	0	1	0	2	0	50	2	0	52	96
10:30PM	1	0	1	0	2	1	35	1	0	37	0	0	2	0	2	0	54	1	0	55	96
10:45PM	0	0	0	0	0	0	30	0	0	30	0	0	1	0	1	1	40	1	0	42	73

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int	
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App		
Time	Hourly Total	1	0	1	0	2	5	153	1	0	159	2	0	8	0	10	1	199	7	0	207	378
	11:00PM	0	0	0	0	0	1	24	0	0	25	0	0	0	0	0	0	45	0	0	45	70
	11:15PM	0	0	0	0	0	0	29	1	0	30	1	0	0	0	1	0	37	0	0	37	68
	11:30PM	0	0	1	0	1	0	20	0	0	20	1	0	0	0	1	0	40	0	0	40	62
	11:45PM	0	0	1	0	1	0	9	0	0	9	0	0	1	0	1	1	24	0	0	25	36
	Hourly Total	0	0	2	0	2	1	82	1	0	84	2	0	1	0	3	1	146	0	0	147	236
2021-08-25	12:00AM	0	0	0	0	0	1	14	0	0	15	0	0	0	0	0	0	30	0	0	30	45
	12:15AM	0	0	0	0	0	0	18	0	0	18	1	0	1	0	2	0	19	0	0	19	39
	12:30AM	0	0	0	0	0	1	17	0	0	18	0	0	1	0	1	0	24	1	0	25	44
	12:45AM	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	0	13	0	0	13	25
	Hourly Total	0	0	0	0	0	2	60	1	0	63	1	0	2	0	3	0	86	1	0	87	153
	1:00AM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	11	0	0	11	30
	1:15AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10	23
	1:30AM	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	0	19	0	0	19	35
	1:45AM	0	0	1	0	1	1	15	0	0	16	0	0	0	0	0	0	17	0	0	17	34
	Hourly Total	0	0	2	0	2	1	62	0	0	63	0	0	0	0	0	0	57	0	0	57	122
	2:00AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	15	0	0	15	21
	2:15AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	16	0	0	17	25
	2:30AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	14
	2:45AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	12
	Hourly Total	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	1	46	0	0	47	72
	3:00AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	16
	3:15AM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	4	0	0	4	14
	3:30AM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	1	11	0	0	12	25
	3:45AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	6	0	0	6	22
	Hourly Total	0	0	0	0	0	1	46	0	0	47	0	0	0	0	0	1	29	0	0	30	77
	4:00AM	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	9	0	0	9	33
	4:15AM	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	10	0	0	10	39
	4:30AM	0	0	0	0	0	0	26	0	0	26	2	0	0	0	2	0	10	0	0	10	38
	4:45AM	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	16	0	0	16	37
	Hourly Total	0	0	0	0	0	0	99	0	0	99	2	0	1	0	3	0	45	0	0	45	147
	5:00AM	0	0	0	0	0	0	37	0	0	37	2	0	0	0	2	0	13	0	0	13	52
	5:15AM	0	0	1	0	1	0	54	0	0	54	2	0	0	0	2	0	16	1	0	17	74
	5:30AM	0	0	3	0	3	0	66	0	0	66	3	0	2	0	5	1	23	0	0	24	98
	5:45AM	0	0	1	0	1	0	57	0	0	57	1	0	0	0	1	0	25	0	0	25	84
	Hourly Total	0	0	5	0	5	0	214	0	0	214	8	0	2	0	10	1	77	1	0	79	308
	6:00AM	0	0	0	0	0	1	74	0	0	75	3	0	0	0	3	0	21	0	0	21	99
	6:15AM	0	0	2	0	2	0	100	0	0	100	2	0	1	0	3	0	49	1	0	50	155
	6:30AM	0	0	0	0	0	1	146	0	0	147	3	0	1	0	4	0	52	0	0	52	203
	6:45AM	1	0	1	0	2	1	124	0	0	125	5	0	0	0	5	0	61	0	0	61	193
	Hourly Total	1	0	3	0	4	3	444	0	0	447	13	0	2	0	15	0	183	1	0	184	650
	7:00AM	1	0	1	0	2	1	148	1	0	150	2	0	3	0	5	0	54	0	0	54	211
	7:15AM	1	0	2	0	3	1	177	0	0	178	2	0	4	0	6	0	82	2	0	84	271
	7:30AM	0	0	0	0	0	2	221	0	0	223	3	0	1	0	4	1	75	0	0	76	303
	7:45AM	3	0	0	0	3	2	189	0	0	191	6	0	3	0	9	0	74	1	0	75	278





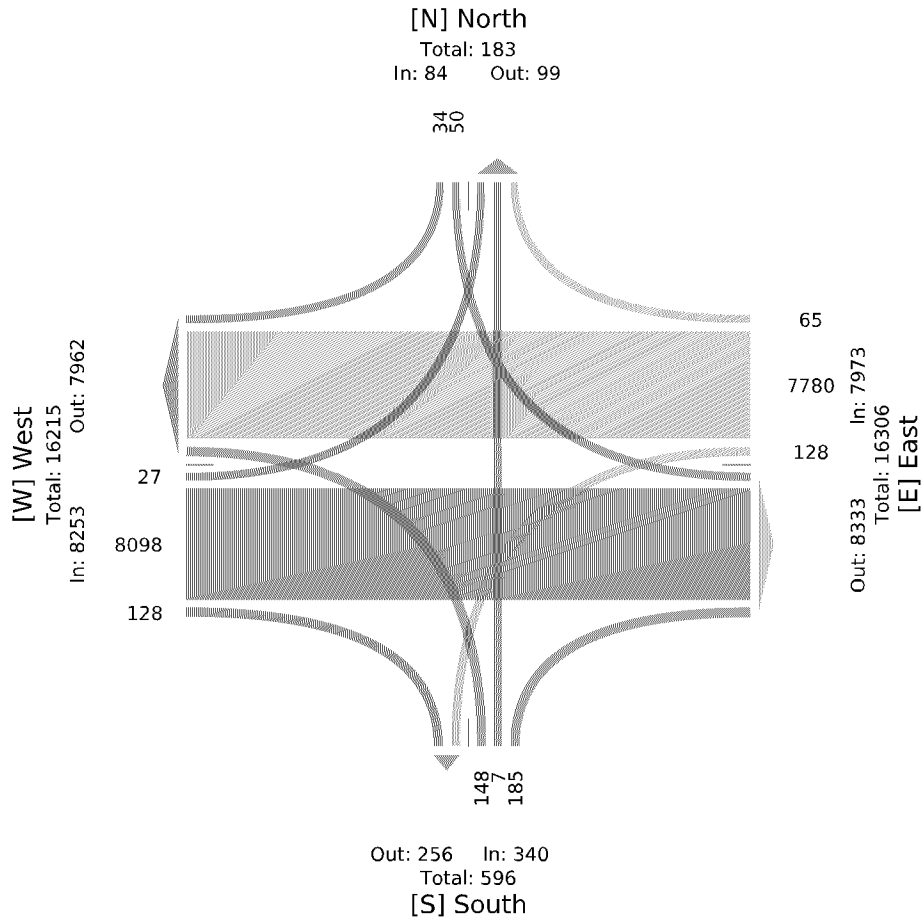
Leg	North					East					South					West					
Direction	Southbound					Westbound					Northbound					Eastbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
<b>Buses and Single-Unit Trucks</b>	0	0	1	0	<b>1</b>	1	81	0	0	<b>82</b>	2	0	0	0	<b>2</b>	0	71	2	0	<b>73</b>	158
<b>% Buses and Single-Unit Trucks</b>	0%	0%	2.9%	0%	<b>1.2%</b>	0.8%	1.0%	0%	0%	<b>1.0%</b>	1.4%	0%	0%	0%	<b>0.6%</b>	0%	0.9%	1.6%	0%	<b>0.9%</b>	0.9%

\* L: Left, R: Right, T: Thru, U: U-Turn

NE 10th St. & Shadybrook Dr. - TMC  
 Tue Aug 24, 2021  
 Full Length (3:15 PM-3:15 PM (+1))  
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)  
 All Movements  
 ID: 865994, Location: 35.478603, -97.398859



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 6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



NE 10th St. & Shadybrook Dr. - TMC

Tue Aug 24, 2021

PM Peak (Aug 24 2021 4:45PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865994, Location: 35.478603, -97.398859



Provided by: Traffic Engineering Consultants, Inc.  
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-08-24 4:45PM	2	0	1	0	3	3	87	2	0	92	3	1	6	0	10	0	225	4	0	229	334
5:00PM	0	0	0	0	0	2	121	1	0	124	3	0	2	0	5	0	204	2	0	206	335
5:15PM	0	0	0	0	0	4	110	4	0	118	3	0	3	0	6	0	248	5	0	253	377
5:30PM	2	0	0	0	2	1	119	1	0	121	3	2	3	0	8	0	225	3	0	228	359
<b>Total</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>437</b>	<b>8</b>	<b>0</b>	<b>455</b>	<b>12</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>902</b>	<b>14</b>	<b>0</b>	<b>916</b>	<b>1405</b>
<b>% Approach</b>	80.0%	0%	20.0%	0%	-	2.2%	96.0%	1.8%	0%	-	41.4%	10.3%	48.3%	0%	-	0%	98.5%	1.5%	0%	-	-
<b>% Total</b>	0.3%	0%	0.1%	0%	<b>0.4%</b>	0.7%	31.1%	0.6%	0%	<b>32.4%</b>	0.9%	0.2%	1.0%	0%	<b>2.1%</b>	0%	64.2%	1.0%	0%	<b>65.2%</b>	-
<b>PHF</b>	0.500	-	0.250	-	<b>0.417</b>	0.625	0.903	0.500	-	<b>0.917</b>	1.000	0.375	0.583	-	<b>0.725</b>	-	0.909	0.700	-	<b>0.905</b>	0.932
<b>Lights</b>	4	0	1	0	5	10	435	8	0	453	12	3	14	0	29	0	892	14	0	906	1393
<b>% Lights</b>	100%	0%	100%	0%	<b>100%</b>	100%	99.5%	100%	0%	<b>99.6%</b>	100%	100%	100%	0%	<b>100%</b>	0%	98.9%	100%	0%	<b>98.9%</b>	99.1%
<b>Articulated Trucks</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
<b>% Articulated Trucks</b>	0%	0%	0%	0%	<b>0%</b>	0%	0%	0%	0%	<b>0%</b>	0%	0%	0%	0%	<b>0%</b>	0%	0.3%	0%	0%	<b>0.3%</b>	0.2%
<b>Buses and Single-Unit Trucks</b>	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	9
<b>% Buses and Single-Unit Trucks</b>	0%	0%	0%	0%	<b>0%</b>	0%	0.5%	0%	0%	<b>0.4%</b>	0%	0%	0%	0%	<b>0%</b>	0%	0.8%	0%	0%	<b>0.8%</b>	0.6%

\* L: Left, R: Right, T: Thru, U: U-Turn

**NE 10th St. & Shadybrook Dr. - TMC**

Tue Aug 24, 2021

PM Peak (Aug 24 2021 4:45PM - 5:45 PM) - Overall Peak Hour

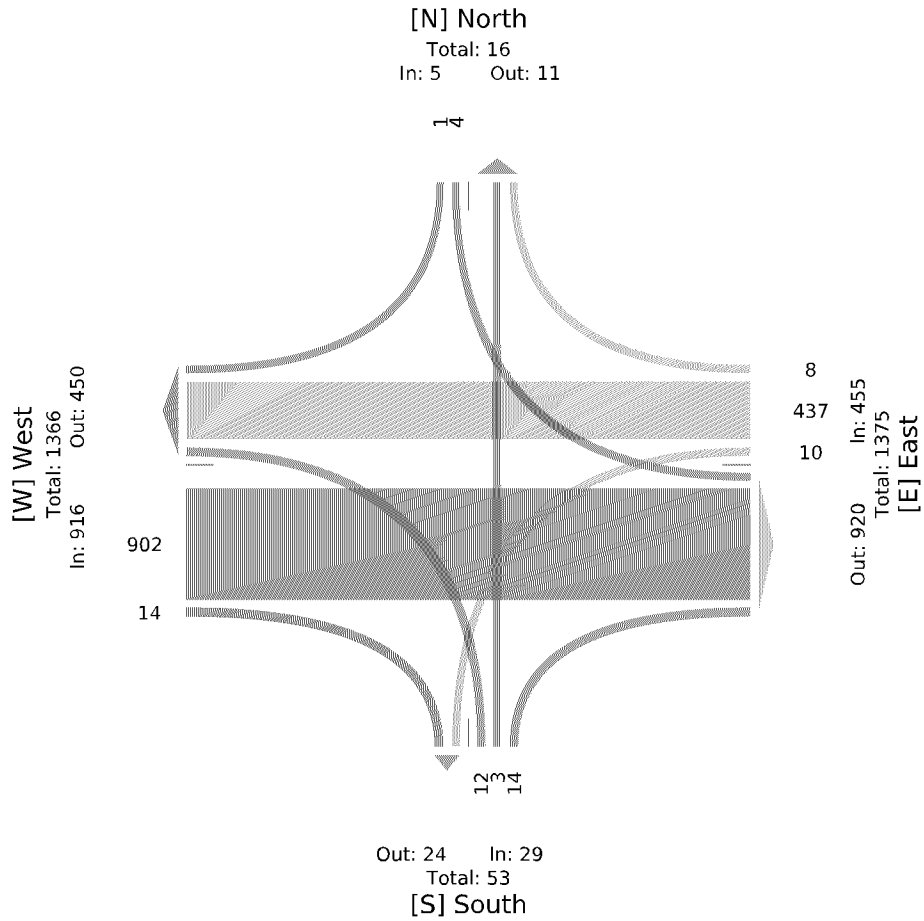
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865994, Location: 35.478603, -97.398859



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NE 10th St. & Shadybrook Dr. - TMC

Wed Aug 25, 2021

AM Peak (Aug 25 2021 7AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 865994, Location: 35.478603, -97.398859



Provided by: Traffic Engineering Consultants, Inc.  
6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US

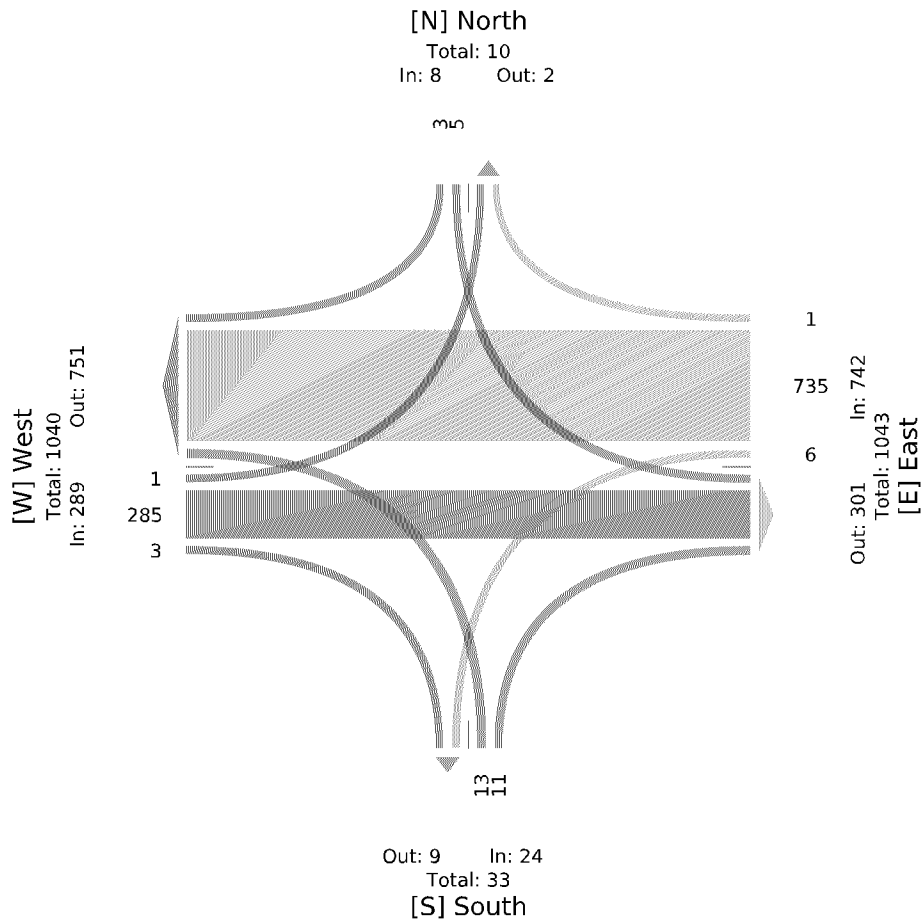
Leg Direction	North					East					South					West					Int
	Southbound					Westbound					Northbound					Eastbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2021-08-25 7:00AM	1	0	1	0	2	1	148	1	0	150	2	0	3	0	5	0	54	0	0	54	211
7:15AM	1	0	2	0	3	1	177	0	0	178	2	0	4	0	6	0	82	2	0	84	271
7:30AM	0	0	0	0	0	2	221	0	0	223	3	0	1	0	4	1	75	0	0	76	303
7:45AM	3	0	0	0	3	2	189	0	0	191	6	0	3	0	9	0	74	1	0	75	278
<b>Total</b>	5	0	3	0	8	6	735	1	0	742	13	0	11	0	24	1	285	3	0	289	1063
<b>% Approach</b>	62.5%	0%	37.5%	0%	-	0.8%	99.1%	0.1%	0%	-	54.2%	0%	45.8%	0%	-	0.3%	98.6%	1.0%	0%	-	-
<b>% Total</b>	0.5%	0%	0.3%	0%	0.8%	0.6%	69.1%	0.1%	0%	69.8%	1.2%	0%	1.0%	0%	2.3%	0.1%	26.8%	0.3%	0%	27.2%	-
<b>PHF</b>	0.417	-	0.375	-	0.667	0.750	0.831	0.250	-	0.832	0.542	-	0.688	-	0.667	0.250	0.869	0.375	-	0.860	0.877
<b>Lights</b>	5	0	3	0	8	6	727	1	0	734	13	0	11	0	24	1	280	3	0	284	1050
<b>% Lights</b>	100%	0%	100%	0%	100%	100%	98.9%	100%	0%	98.9%	100%	0%	100%	0%	100%	100%	98.2%	100%	0%	98.3%	98.8%
<b>Articulated Trucks</b>	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.2%
<b>Buses and Single-Unit Trucks</b>	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
<b>% Buses and Single-Unit Trucks</b>	0%	0%	0%	0%	0%	0%	0.8%	0%	0%	0.8%	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	1.7%	1.0%

\* L: Left, R: Right, T: Thru, U: U-Turn

NE 10th St. & Shadybrook Dr. - TMC  
 Wed Aug 25, 2021  
 AM Peak (Aug 25 2021 7AM - 8 AM)  
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)  
 All Movements  
 ID: 865994, Location: 35.478603, -97.398859



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 6000 S. Western Ave, Suite 300, Oklahoma City, OK, 73139, US



NE 10th St. & Shadybrook Dr. - TMC  
 Wed Aug 25, 2021  
 Midday Peak (Aug 25 2021 12PM - 1 PM)  
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)  
 All Movements  
 ID: 865994, Location: 35.478603, -97.398859



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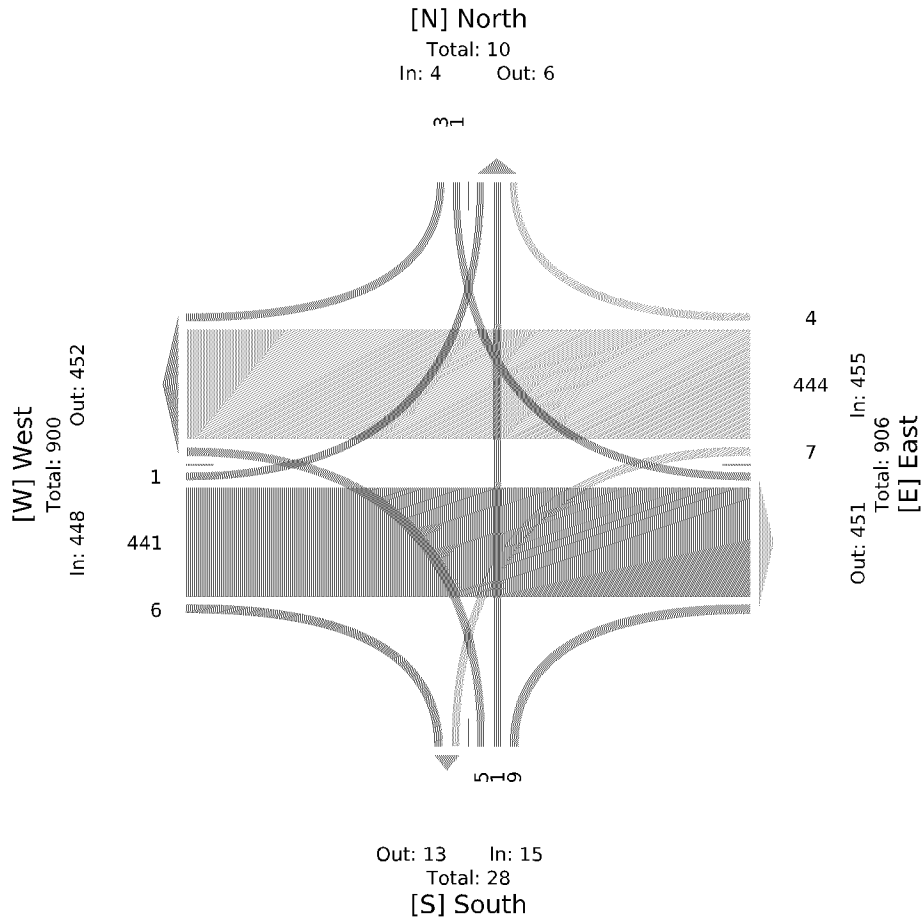
Leg Direction	North Southbound					East Westbound					South Northbound					West Eastbound					Int
	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	
2021-08-25 12:00PM	0	0	1	0	1	4	98	1	0	103	1	0	1	0	2	0	123	2	0	125	231
12:15PM	0	0	1	0	1	0	111	3	0	114	4	0	0	0	4	1	112	3	0	116	235
12:30PM	0	0	1	0	1	2	116	0	0	118	0	1	5	0	6	0	100	0	0	100	225
12:45PM	1	0	0	0	1	1	119	0	0	120	0	0	3	0	3	0	106	1	0	107	231
<b>Total</b>	1	0	3	0	4	7	444	4	0	455	5	1	9	0	15	1	441	6	0	448	922
<b>% Approach</b>	25.0%	0%	75.0%	0%	-	1.5%	97.6%	0.9%	0%	-	33.3%	6.7%	60.0%	0%	-	0.2%	98.4%	1.3%	0%	-	-
<b>% Total</b>	0.1%	0%	0.3%	0%	0.4%	0.8%	48.2%	0.4%	0%	49.3%	0.5%	0.1%	1.0%	0%	1.6%	0.1%	47.8%	0.7%	0%	48.6%	-
<b>PHF</b>	0.250	-	0.750	-	1.000	0.438	0.933	0.333	-	0.948	0.313	0.250	0.450	-	0.625	0.250	0.896	0.500	-	0.896	0.981
<b>Lights</b>	1	0	2	0	3	7	435	4	0	446	5	1	9	0	15	1	439	6	0	446	910
<b>% Lights</b>	100%	0%	66.7%	0%	75.0%	100%	98.0%	100%	0%	98.0%	100%	100%	100%	0%	100%	100%	99.5%	100%	0%	99.6%	98.7%
<b>Articulated Trucks</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Buses and Single-Unit Trucks</b>	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	12
<b>% Buses and Single-Unit Trucks</b>	0%	0%	33.3%	0%	25.0%	0%	2.0%	0%	0%	2.0%	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.4%	1.3%

\*L: Left, R: Right, T: Thru, U: U-Turn

NE 10th St. & Shadybrook Dr. - TMC  
 Wed Aug 25, 2021  
 Midday Peak (Aug 25 2021 12PM - 1 PM)  
 All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)  
 All Movements  
 ID: 865994, Location: 35.478603, -97.398859



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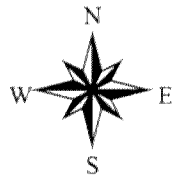


Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021  
 by BJ Hawkins

### Study Map & Totals

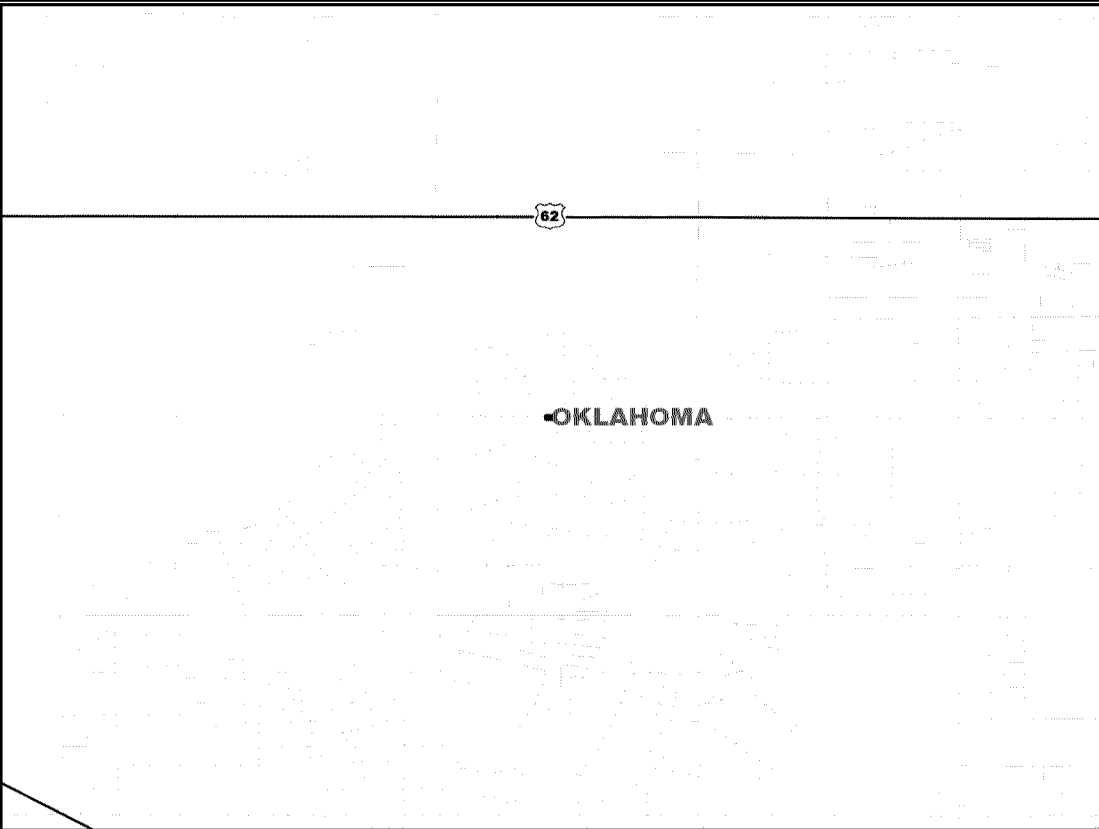
Legend

- ▲ Fatality
- Injury
- Property Damage



Remarks:

NONE



**NE 10TH STREET AND SHADYBROOK DRIVE**

Date Range: 01-01-2014 thru 08-26-2021

	2014						2015						2016					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions			1		2	3				1	2	3				1	2	3
Persons			1	1		2				1		1				1		1



**STUDY TOTALS (CONT.)**  
**NE 10TH STREET AND SHADYBROOK DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

	2017						2018*						2019*					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions				3	2	5					1	1			1	2		3
Persons				8		8						0			1	4		5

\* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	2020*						2021*					
	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot	Fat	SRS Inj	Non-Incap Inj	Poss Inj	PD	Tot
Collisions				1		1						0
Persons				5		5						0

\* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

	Study Total					
	Fatality	Suspected Serious Injury	Non-Incapacitating Injury	Possible Injury	Property Damage	Total
Collisions			2	8	9	19
Persons			2	20		22



**STUDY TOTALS - BY CITY AND HWY CLASS**  
**NE 10TH STREET AND SHADYBROOK DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

**STUDY TOTALS**

Year	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
2014						1	2	3						1	2	3
2015						1	2	3						1	2	3
2016						1	2	3						1	2	3
2017						3	2	5						3	2	5
2018 *							1	1							1	1
2019 *						3		3						3		3
2020 *						1		1						1		1
<b>Total:</b>				0		10	9	19				0		10	9	19

\* DENOTES A YEAR FOR WHICH DATA MAY BE INCOMPLETE.

County: (55) OKLAHOMA

	HIGHWAY COLLISIONS				CITY STREET COLLISIONS				COUNTY ROAD COLLISIONS				TOTAL COLLISIONS			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
(55) MIDWEST CITY						10	9	19						10	9	19

\* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



**TABULATION OF COLLISIONS**  
**NE 10TH STREET AND SHADYBROOK DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
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 Created: 08/26/2021 by BJ Hawkins

**Collisions By Type Of Collision**

Type Of Collision	2014				2015				2016				2017				2018*				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	
Rear-End (front-to-rear)			1	1		1	1	2		1	2	3		1	2	3					
Head-On (front-to-front)																					
Right Angle (front-to-side)																					
Angle Turning		1		1			1	1						1		1				1	1
Other Angle																					
Sideswipe Same Direction			1	1																	
Sideswipe Opposite Direction																					
Fixed Object													1		1						
Pedestrian																					
Pedal Cycle																					
Animal																					
Overturn/Rollover																					
Vehicle-Train																					
Other Single Vehicle Crash																					
Other																					
<b>Total</b>		<b>1</b>	<b>2</b>	<b>3</b>		<b>1</b>	<b>2</b>	<b>3</b>		<b>1</b>	<b>2</b>	<b>3</b>		<b>3</b>	<b>2</b>	<b>5</b>				<b>1</b>	<b>1</b>
<b>Percent</b>		<b>5.3</b>	<b>10.5</b>	<b>15.8</b>		<b>5.3</b>	<b>10.5</b>	<b>15.8</b>		<b>5.3</b>	<b>10.5</b>	<b>15.8</b>		<b>15.8</b>	<b>10.5</b>	<b>26.3</b>				<b>5.3</b>	<b>5.3</b>

**Collisions By Type Of Collision**

Type Of Collision	2019*				2020*				2021*				Total				Pct
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	
Rear-End (front-to-rear)		1		1		1		1						5	6	11	57.9
Head-On (front-to-front)																	
Right Angle (front-to-side)		1		1										1		1	5.3
Angle Turning		1		1										3	2	5	26.3
Other Angle																	
Sideswipe Same Direction															1	1	5.3
Sideswipe Opposite Direction																	
Fixed Object														1		1	5.3
Pedestrian																	
Pedal Cycle																	
Animal																	
Overturn/Rollover																	
Vehicle-Train																	
Other Single Vehicle Crash																	
Other																	
<b>Total</b>		<b>3</b>		<b>3</b>		<b>1</b>		<b>1</b>						<b>10</b>	<b>9</b>	<b>19</b>	<b>100</b>
<b>Percent</b>		<b>15.8</b>		<b>15.8</b>		<b>5.3</b>		<b>5.3</b>						<b>52.6</b>	<b>47.4</b>	<b>100</b>	

\* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



**TABULATION OF COLLISIONS**  
**NE 10TH STREET AND SHADYBROOK DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

**Units By Unit Type**

Unit Type	2014				2015				2016				2017				2018*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Train																				
Pedestrian																				
Animal																				
Pedal Cycle																				
Parked Vehicle																				
CMV																				
Other Single Vehicle													1			1				
Other Multi-Vehicle		2	4	6		2	4	6		2	4	6		4	4	8			2	2
<b>Total</b>		<b>2</b>	<b>4</b>	<b>6</b>		<b>2</b>	<b>4</b>	<b>6</b>		<b>2</b>	<b>4</b>	<b>6</b>		<b>5</b>	<b>4</b>	<b>9</b>			<b>2</b>	<b>2</b>
<b>Percent</b>		<b>5.1</b>	<b>10.3</b>	<b>15.4</b>		<b>5.1</b>	<b>10.3</b>	<b>15.4</b>		<b>5.1</b>	<b>10.3</b>	<b>15.4</b>		<b>12.8</b>	<b>10.3</b>	<b>23.1</b>			<b>5.1</b>	<b>5.1</b>

**Units By Unit Type**

Unit Type	2019*				2020*				2021*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Train																	
Pedestrian																	
Animal																	
Pedal Cycle																	
Parked Vehicle																	
CMV																	
Other Single Vehicle													1			1	2.6
Other Multi-Vehicle		8		8		2		2					20	18	38	97.4	
<b>Total</b>		<b>8</b>		<b>8</b>		<b>2</b>		<b>2</b>					<b>21</b>	<b>18</b>	<b>39</b>	<b>100</b>	
<b>Percent</b>		<b>20.5</b>		<b>20.5</b>		<b>5.1</b>		<b>5.1</b>					<b>53.8</b>	<b>46.2</b>	<b>100</b>		

\* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



**TABULATION OF COLLISIONS**  
**NE 10TH STREET AND SHADYBROOK DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
 Traffic Engineering Division  
 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

**Vehicles By Vehicle Type**

Vehicle Type	2014				2015				2016				2017				2018*			
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot
Passenger Vehicle-2 Door			2	2															1	1
Passenger Vehicle-4 Door		2	1	3		1	2	3		1	3	4		4	4	8			1	1
Passenger Vehicle-Convertible																				
Pickup Truck			1	1			2	2						1		1				
Single-Unit Truck (2 axles)																				
Single-Unit Truck (3 or more axles)																				
School Bus																				
Truck/Trailer																				
Truck-Tractor (bobtail)																				
Truck-Tractor/Semi-Trailer																				
Truck-Tractor/Double																				
Truck-Tractor/Triple																				
Bus/Large Van (9-15 seats)																				
Bus (16+ seats)																				
Motorcycle																				
Motor Scooter/Moped																				
Motor Home																				
Farm Machinery																				
ATV																				
Sport Utility Vehicle (SUV)											2	2								
Passenger Van																				
Truck More Than 10,000 lbs.																				
Van (10,000 lbs. or less)																				
Other							1	1												
<b>Total</b>		2	4	6		1	5	6		1	5	6		5	4	9			2	2
<b>Percent</b>		5.1	10.3	15.4		2.6	12.8	15.4		2.6	12.8	15.4		12.8	10.3	23.1			5.1	5.1

\* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



**TABULATION OF COLLISIONS**  
**NE 10TH STREET AND SHADYBROOK DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

Program Provided by:  
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 Collision Analysis and Safety Branch  
 (405) 522-0985  
 Created: 08/26/2021 by BJ Hawkins

**Vehicles By Vehicle Type**

Vehicle Type	2019*				2020*				2021*				Total				
	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Fat	Inj *	PD	Tot	Pct
Passenger Vehicle-2 Door		1		1									1	3	4	10.3	
Passenger Vehicle-4 Door		3	4	7		2		2					13	15	28	71.8	
Passenger Vehicle-Convertible																	
Pickup Truck													1	3	4	10.3	
Single-Unit Truck (2 axles)																	
Single-Unit Truck (3 or more axles)																	
School Bus																	
Truck/Trailer																	
Truck-Tractor (bobtail)																	
Truck-Tractor/Semi-Trailer																	
Truck-Tractor/Double																	
Truck-Tractor/Triple																	
Bus/Large Van (9-15 seats)																	
Bus (16+ seats)																	
Motorcycle																	
Motor Scooter/Moped																	
Motor Home																	
Farm Machinery																	
ATV																	
Sport Utility Vehicle (SUV)														2	2	5.1	
Passenger Van																	
Truck More Than 10,000 lbs.																	
Van (10,000 lbs. or less)																	
Other														1	1	2.6	
<b>Total</b>		<b>4</b>	<b>4</b>	<b>8</b>		<b>2</b>		<b>2</b>					<b>15</b>	<b>24</b>	<b>39</b>	<b>100</b>	
<b>Percent</b>		<b>10.3</b>	<b>10.3</b>	<b>20.5</b>		<b>5.1</b>		<b>5.1</b>					<b>38.5</b>	<b>61.5</b>	<b>100</b>		

\* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



**TABULATION OF COLLISIONS**  
**NE 10TH STREET AND SHADYBROOK DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

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**Day And Time Of Occurrence Of Collisions**  
 Hour Of The Day

Day	AM												PM												Tot	Pcnt																								
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12																										
Sunday															1											1	5.3																							
Monday															1	1											2	10.5																						
Tuesday															1		2										3	15.8																						
Wednesday																	1		1								2	10.5																						
Thursday											1			1	1			1									4	21.1																						
Friday																1	1										2	10.5																						
Saturday															1	3		1									5	26.3																						
	Early Morning - Sunrise						Morning Peak						Mid Morning/Afternoon						PM Peak						Evening - Late Night						Tot	Pcnt																		
Total																																																	19	100
Percent													36.8												57.9												5.3													

**Roadway/Lighting**  
 Lighting Conditions

Roadway Conditions	Daylight	Darkness	Twilight	Lighted	Unknown	Total	Percent
Dry	13			2		15	78.9
Wet (Water)	4					4	21.1
Ice, Snow, or Slush							
Mud, Dirt, Gravel, or Sand							
Other							
Total	17			2		19	100
Percent	89.5			10.5		100	

**Weather Conditions**

Weather Conditions	Total	Percent
Clear	11	57.9
Clouds Present	5	26.3
Raining/Fog	3	15.8
Snowing/Sleet/Hail		
Other		
Total	19	100





**TABULATION OF COLLISIONS**  
**NE 10TH STREET AND SHADYBROOK DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

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**Drivers By Driver Conditions**

Unsafe/Unlawful	Apparently Normal			Alcohol Involved						Sleep Suspected			Drug Use Indicated			Unknown Condition			Total				
				Ability Impaired			Odor Detected																
	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Fat	Inj *	PD	Total	Pcnt
Failed to Yield		1	1														1			2	1	3	7.7
Failed to Stop																							
Failed to Signal																							
Improper Turn			2																	2	2	5.1	
Improper Start																							
Improper Stop																							
Improper Backing																							
Improper Parking																							
Improper Passing																							
Improper Lane Change																							
Left of Center																							
Following Too Close		2	2														2			2	4	6	15.4
Unsafe Speed		1	1																	1	1	2	5.1
DWI					2															2		2	5.1
Inattention		2	1																	2	1	3	7.7
Negligent Driving																							
Defective Vehicle		1																		1		1	2.6
Wrong Way																							
No Improper Action		11	9																	11	9	20	51.3
Other																							
<b>Total</b>		<b>18</b>	<b>16</b>		<b>2</b>												<b>1</b>	<b>2</b>		<b>21</b>	<b>18</b>	<b>39</b>	<b>100</b>
<b>Percent</b>		<b>46.2</b>	<b>41.0</b>		<b>5.1</b>												<b>2.6</b>	<b>5.1</b>		<b>53.8</b>	<b>46.2</b>	<b>100</b>	

Severities Indicate Highest Severity in Collision

**Collisions By Special Feature**

Special Feature	Total			
	Fat	Inj *	PD	Tot
Bridge				
Work Zone				
Cross Median				
Train Collision				

\* INCLUDES SUSPECTED SERIOUS, NON-INCAPACITATING, AND POSSIBLE INJURIES.



**STUDY CRITERIA**

**NE 10TH STREET AND SHADYBROOK DRIVE**  
**Date Range: 01-01-2014 Thru 08-26-2021**

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**ROADWAY / REGION**

QUERY OVER	SELECTIONS
Draw Area on Map	User Selection on Map

**DATE**

Date Range	01-01-2014 to 08-26-2021
------------	--------------------------

**FILTER COLLISIONS**

Roadway Type	All Collision Data
Incl. Crashes Assoc. w/ Every Int.	Checked
Environment Fields	

**REPORT SECTIONS**

Collision Map & Study Totals	(Included)
Collision Analysis Tables	(Included)
- Totals By City, Hwy Class	Checked
- Other Analysis Tables	Checked
Rate Analysis	(Included)
Query Criteria	(Included)

# **ATTACHMENT C**

## Analysis Print-Outs

# NE 10th St and Shadybrook Dr

## 2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

### Signal Warrants - Summary

#### Major Street Approaches

**Eastbound: NE 10**

Number of Lanes : 2+

Total Approach Volume: 8,253

**Westbound: NE 10**

Number of Lanes :2+

Total Approach Volume: 7,973

#### Minor Street Approaches

**Northbound: Shadybrook Dr**

Number of Lanes :1

Total Approach Volume: 340

**Southbound: Apt Drive**

Number of Lanes :1

Total Approach Volume: 84

#### Warrant Summary (Urban Values Apply)

**Warrant 1 - Eight Hour Vehicular Volumes.....Not Satisfied**

**Warrant 1A - Minimum Vehicular Volume.....Not Satisfied**

Required volumes reached for 0 hours, 8 are needed

**Warrant 1B - Interruption of Continuous Traffic.....Not Satisfied**

Required volumes reached for 0 hours, 8 are needed

**Warrant 1C - Combination of Warrants.....Not Satisfied**

Required 1A volumes reached for 0 hours, 8 are needed

Required 1B volumes reached for 0 hours, 8 are needed

**Warrant 2 - Four Hour Volumes.....Not Satisfied**

Number of hours (0) volumes exceed minimum < minimum required (4).

**Warrant 3 - Peak Hour.....Not Satisfied**

**Warrant 3A - Peak Hour Delay.....Not Satisfied**

Approach volumes on minor street don't exceed minimums for any one hour period. Delay data not evaluated.

**Warrant 3B - Peak Hour Volumes.....Not Satisfied**

Volumes do not exceed minimums for any one hour period.

**Warrant 4 - Pedestrian Volumes.....Not Evaluated**

**Warrant 5 - School Crossing.....Not Evaluated**

**Warrant 6 - Coordinated Signal System.....Not Evaluated**

**Warrant 7 - Crash Experience.....Not Satisfied**

Number of accidents (3) is less than minimum (5). Volume minimums are not met.

**Warrant 8 - Roadway Network.....Not Evaluated**

**Warrant 9 - Intersection Near a Grade Crossing.....Not Evaluated**

# NE 10th St and Shadybrook Dr

## 2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

### Warrant 1A - Minimum Volumes

#### Description

Intended for sites where the volume of intersecting traffic is the principal reason for consideration of a signal installation.

#### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

Rural Settings Apply = **False**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **1**

#### Volume Requirements

Veh/Hr Major = **600**

Veh/Hr Minor = **150**

Time	Major Road NE 10				Total	Minor Road Shadybrook Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No
15:45 - 16:45	653	+	473	=	1126	32	2	No
18:00 - 19:00	592	+	486	=	1078	21	7	No
18:15 - 19:15	592	+	486	=	1078	21	7	No
18:30 - 19:30	592	+	486	=	1078	21	7	No
18:45 - 19:45	592	+	486	=	1078	21	7	No
07:00 - 08:00	289	+	742	=	1031	24	8	No
07:15 - 08:15	289	+	742	=	1031	24	8	No
07:30 - 08:30	289	+	742	=	1031	24	8	No
07:45 - 08:45	289	+	742	=	1031	24	8	No
14:00 - 15:00	509	+	497	=	1006	19	3	No
14:15 - 15:15	509	+	497	=	1006	19	3	No
14:30 - 15:30	509	+	497	=	1006	19	3	No
14:45 - 15:45	509	+	497	=	1006	19	3	No
13:00 - 14:00	453		457		910	17	2	No

# NE 10th St and Shadybrook Dr

## 2021 Existing Traffic

### 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

## Warrant 1B - Interruption of Continuous Traffic

### Description

Intended for sites where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard.

### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **False**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **1**

### Volume Requirements

Veh/Hr Major = **900**

Veh/Hr Minor = **75**

Time	Major Road NE 10				Total	Minor Road Shadybrook Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No
15:45 - 16:45	653	+	473	=	1126	32	2	No
18:00 - 19:00	592	+	486	=	1078	21	7	No
18:15 - 19:15	592	+	486	=	1078	21	7	No
18:30 - 19:30	592	+	486	=	1078	21	7	No
18:45 - 19:45	592	+	486	=	1078	21	7	No
07:00 - 08:00	289	+	742	=	1031	24	8	No
07:15 - 08:15	289	+	742	=	1031	24	8	No
07:30 - 08:30	289	+	742	=	1031	24	8	No
07:45 - 08:45	289	+	742	=	1031	24	8	No
14:00 - 15:00	509	+	497	=	1006	19	3	No
14:15 - 15:15	509	+	497	=	1006	19	3	No
14:30 - 15:30	509	+	497	=	1006	19	3	No
14:45 - 15:45	509	+	497	=	1006	19	3	No
13:00 - 14:00	453		457		910	17	2	No

# NE 10th St and Shadybrook Dr

## 2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

### Warrant 1C Combination of Warrants

#### Description

Intended for sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

#### Summary

Only 0 hours meet 1A minimums.  
Only 0 hours meet 1B minimums.  
Warrant is NOT met.

#### Site Data Required

Rural Settings Apply = **False**  
Number of Major Lanes = **2 or more**  
Number of Minor Lanes = **1**

#### Volume Requirements

Warrant            1A    1B  
Veh/Hr Major = **480** **720**  
  
Veh/Hr Minor = **120** **60**

#### Major Road NE 10

#### Minor Road Shadybrook Dr

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No
15:45 - 16:45	653		473		1126	32	2	No

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No
15:45 - 16:45	653		473		1126	32	2	No

# NE 10th St and Shadybrook Dr

## 2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

### Warrant 2 - Four Hour Volumes

#### Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

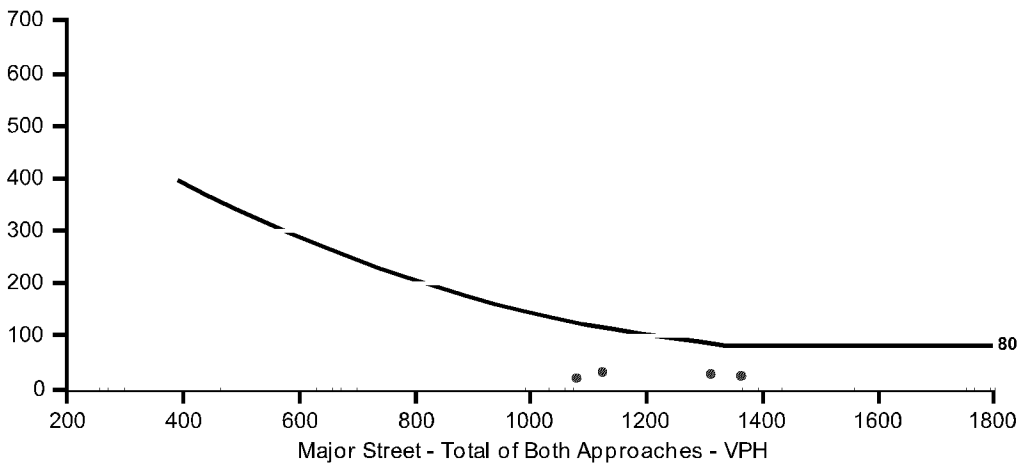
#### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

Rural Settings Apply = **False**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **1**

Time	Major Road NE 10				Total	Minor Road Shadybrook Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No





# NE 10th St and Shadybrook Dr

## 2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

### Warrant 3A - Peak Hour Delay

#### Description

Intended for sites where for one hour of the day minor street traffic suffers undue traffic delay entering or crossing the major street.

#### Summary

48 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

Number of Minor Lanes =1

#### Volume and Delay Requirements

Veh/Hr All Approaches = **800**  
Veh/Hr Minor = **100**  
Total Delay (Veh-Hrs) = **4**

Time	Major Road NE 10			Minor Road Shadybrook Dr			Warrant Met?		
	Total of All Approaches	Met?	Minor NB	Delay NB	Met?	Minor SB		Delay SB	Met?
17:00 - 18:00	1388	Yes	22	-	No	3	-	---	No
17:15 - 18:15	1388	Yes	22	-	No	3	-	---	No
17:30 - 18:30	1388	Yes	22	-	No	3	-	---	No
17:45 - 18:45	1388	Yes	22	-	No	3	-	---	No
16:00 - 17:00	1345	Yes	26	-	No	8	-	---	No
16:15 - 17:15	1345	Yes	26	-	No	8	-	---	No
16:30 - 17:30	1345	Yes	26	-	No	8	-	---	No
16:45 - 17:45	1345	Yes	26	-	No	8	-	---	No
15:00 - 16:00	1160	Yes	32	-	No	2	-	---	No
15:15 - 16:15	1160	Yes	32	-	No	2	-	---	No
15:30 - 16:30	1160	Yes	32	-	No	2	-	---	No
15:45 - 16:45	1160	Yes	32	-	No	2	-	---	No
18:15 - 19:15	1106	Yes	21	-	No	7	-	---	No
18:30 - 19:30	1106	Yes	21	-	No	7	-	---	No
18:45 - 19:45	1106	Yes	21	-	No	7	-	---	No
18:00 - 19:00	1106	Yes	21	-	No	7	-	---	No
07:00 - 08:00	1063	Yes	24	-	No	8	-	---	No
07:15 - 08:15	1063	Yes	24	-	No	8	-	---	No
07:30 - 08:30	1063	Yes	24	-	No	8	-	---	No
07:45 - 08:45	1063	Yes	24	-	No	8	-	---	No
14:00 - 15:00	1028	Yes	19	-	No	3	-	---	No
14:15 - 15:15	1028	Yes	19	-	No	3	-	---	No
14:30 - 15:30	1028	Yes	19	-	No	3	-	---	No
14:45 - 15:45	1028	Yes	19	-	No	3	-	---	No
13:00 - 14:00	929	Yes	17	-	No	2	-	---	No

# NE 10th St and Shadybrook Dr

## 2021 Existing Traffic 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

### Warrant 3B - Peak Hour Volumes

#### Description

Intended for sites where the volume of intersecting traffic during one hour of the day is the principal reason for consideration of a signal installation.

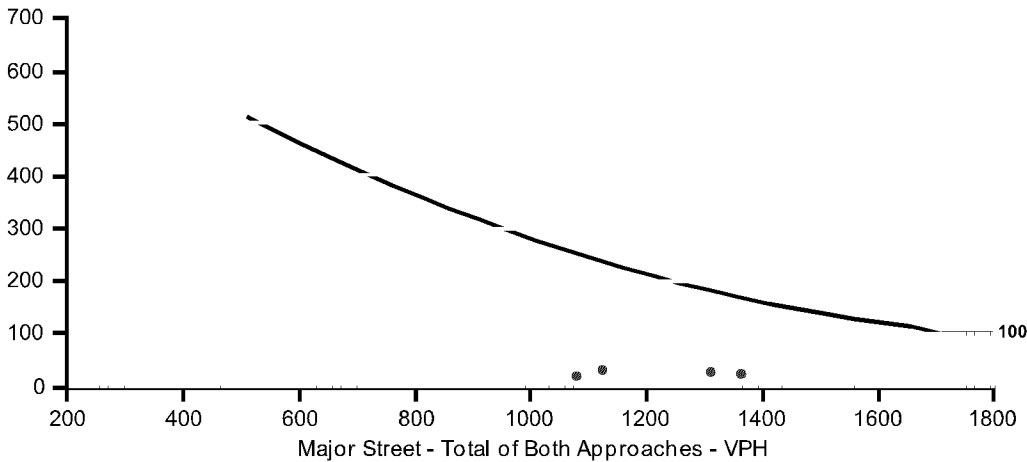
#### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

Rural Settings Apply = **False**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **1**

Time	Major Road NE 10				Total	Minor Road Shadybrook Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No



# NE 10th St and Shadybrook Dr

## 2021 Existing Traffic

### 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

Study Date : 08/26/2021

## Warrant 7 - Crash Experience

### Description

Intended for sites where the frequency of correctible crashes in the past 12 months is the primary motivation for installing a traffic signal.

### Summary

Number of crashes does not meet minimum.  
 Pedestrian volumes do not meet the 80% criteria.  
 War 1A or 1B volumes do not meet the 80% criteria.  
 Warrant is NOT met.

### Site Data Required

Number of crashes in last 12 months = **3**

Rural Settings Apply = **False**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **1**

### Crash and Volume Requirements

Minimum number of crashes = **5**

Veh/Hr Major: War 1A = **480**      War 1B = **720**

Veh/Hr Minor: War 1A = **120**      War 1B = **60**

### Volume and Pedestrian Data

Hours data meets 80% requirements of Warrant 1A (8 needed) **0**      Met? **No**  
 Hours data meets 80% requirements of Warrant 1B (8 needed) **0**      Met? **No**  
 Hours data meets 80% requirements of Warrant 4 (4,1 needed) **0**      Met? **No**

#### Major Road

NE 10

#### Minor Road

Shadybrook Dr

### Warrant 1A Details

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No
15:45 - 16:45	653		473		1126	32	2	No

### Warrant 1B Details

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
17:00 - 18:00	873	+	490	=	1363	22	3	No
17:15 - 18:15	873	+	490	=	1363	22	3	No
17:30 - 18:30	873	+	490	=	1363	22	3	No
17:45 - 18:45	873	+	490	=	1363	22	3	No
16:00 - 17:00	864	+	447	=	1311	26	8	No
16:15 - 17:15	864	+	447	=	1311	26	8	No
16:30 - 17:30	864	+	447	=	1311	26	8	No
16:45 - 17:45	864	+	447	=	1311	26	8	No
15:00 - 16:00	653	+	473	=	1126	32	2	No
15:15 - 16:15	653	+	473	=	1126	32	2	No
15:30 - 16:30	653	+	473	=	1126	32	2	No
15:45 - 16:45	653		473		1126	32	2	No

# NE 10th St and Shadybrook Dr

## 2021 Existing Traffic

### 24 Hour Analysis

Study Name: T-2881 NE 10 & Shadybrook Dr

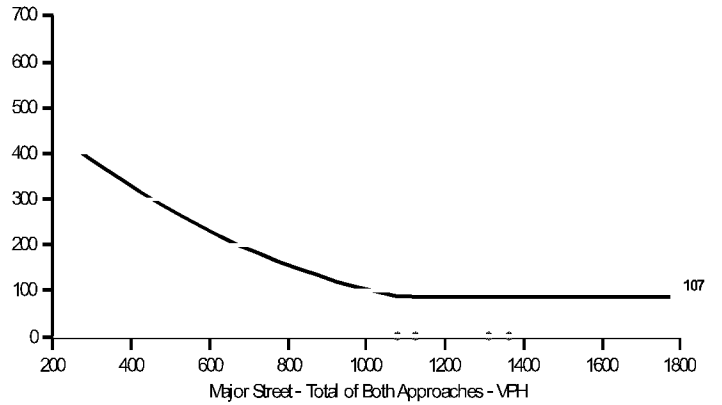
Study Date : 08/26/2021

## Warrant 7 - Crash Experience

### Major Road NE 10

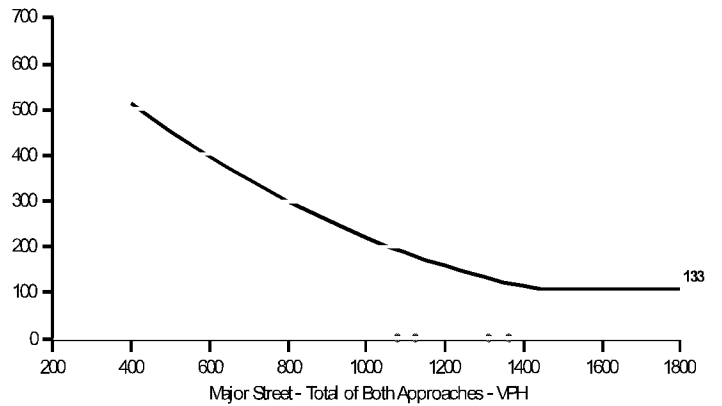
#### 80% of Warrant 4 - 4 Hr Pedestrian Data

Time	EB Vehs	WB Vehs	Total Vehs	EB Peds	WB Peds	Ped Total	Met?
17:00 - 18:00	873	490	1363	0	0	0	No
17:15 - 18:15	873	490	1363	0	0	0	No
17:30 - 18:30	873	490	1363	0	0	0	No
17:45 - 18:45	873	490	1363	0	0	0	No
16:00 - 17:00	864	447	1311	0	0	0	No
16:15 - 17:15	864	447	1311	0	0	0	No
16:30 - 17:30	864	447	1311	0	0	0	No
16:45 - 17:45	864	447	1311	0	0	0	No
15:00 - 16:00	653	473	1126	0	0	0	No
15:15 - 16:15	653	473	1126	0	0	0	No
15:30 - 16:30	653	473	1126	0	0	0	No
15:45 - 16:45	653	473	1126	0	0	0	No



#### 80% of Warrant 4 - 1 Hr Pedestrian Data

Time	EB Vehs	WB Vehs	Total Vehs	EB Peds	WB Peds	Ped Total	Met?
17:00 - 18:00	873	490	1363	0	0	0	No
17:15 - 18:15	873	490	1363	0	0	0	No
17:30 - 18:30	873	490	1363	0	0	0	No
17:45 - 18:45	873	490	1363	0	0	0	No
16:00 - 17:00	864	447	1311	0	0	0	No
16:15 - 17:15	864	447	1311	0	0	0	No
16:30 - 17:30	864	447	1311	0	0	0	No
16:45 - 17:45	864	447	1311	0	0	0	No
15:00 - 16:00	653	473	1126	0	0	0	No
15:15 - 16:15	653	473	1126	0	0	0	No
15:30 - 16:30	653	473	1126	0	0	0	No
15:45 - 16:45	653	473	1126	0	0	0	No





Traffic Engineering Consultants, Inc.  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

N.E. 10th St. W. of Shadybrook Dr.  
 10-07-21  
 10-15-21

Direction: EB

10-07-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	12	2	27	62	140	241	90	27	1	0	1	1	605
4:00	0	4	15	36	150	345	155	28	5	0	0	0	738
5:00	0	2	18	58	239	392	175	24	2	0	0	0	910
6:00	0	0	16	40	153	284	106	21	1	0	0	0	621
7:00	0	4	12	33	138	231	56	5	1	1	0	0	481
8:00	0	4	8	34	174	147	56	3	0	0	0	1	427
9:00	0	1	10	27	118	112	31	8	3	0	0	0	310
10:00	0	0	7	12	64	103	23	2	2	1	1	0	215
11:00	0	0	6	5	56	72	18	2	2	0	0	0	161
Total	12	17	119	307	1232	1927	710	120	17	2	2	2	4468



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 Oklahoma City, OK. 73139

N.E. 10th St. W. of Shadybrook Dr.  
 10-07-21  
 10-15-21

Direction: EB

10-08-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH		
12:00 AM	0	1	3	2	32	41	13	1	2	0	0	0	95
1:00	0	0	2	6	24	18	6	1	0	0	0	0	57
2:00	0	0	0	4	17	14	8	1	1	0	0	0	45
3:00	0	0	3	1	11	16	6	2	0	0	0	0	39
4:00	0	0	1	3	16	20	6	3	0	0	0	0	49
5:00	0	0	3	7	25	20	8	2	1	0	0	0	66
6:00	0	0	2	7	44	74	31	4	2	0	0	0	164
7:00	0	2	16	19	77	120	57	12	1	1	0	0	305
8:00	1	1	10	23	74	143	61	11	1	0	0	0	325
9:00	0	1	9	18	59	153	70	13	4	0	0	0	327
10:00	1	2	2	20	88	178	67	10	2	0	0	0	370
11:00	1	3	14	28	92	179	66	20	3	0	0	2	408
12:00 PM	0	4	6	24	100	225	109	16	4	1	0	0	489
1:00	0	3	12	22	95	205	114	18	3	0	0	0	472
2:00	0	3	21	33	101	253	131	26	3	0	1	0	572
3:00	0	1	17	50	142	271	119	26	6	0	0	0	632
4:00	0	4	23	46	186	350	147	32	3	0	0	0	791
5:00	1	3	20	53	146	363	185	31	3	3	0	0	809
6:00	0	0	11	37	162	289	127	18	4	0	0	0	649
7:00	1	1	21	53	159	209	68	12	2	0	0	0	526
8:00	0	1	16	28	132	186	66	2	4	1	0	0	436
9:00	0	1	9	32	112	157	35	4	0	1	0	0	351
10:00	0	1	11	22	96	116	40	3	1	1	0	0	291
11:00	0	2	4	10	74	90	24	5	0	1	0	0	210
Total	5	34	236	548	2064	3690	1564	273	50	9	1	2	8478



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 Oklahoma City, OK. 73139

N.E. 10th St. W. of Shadybrook Dr.  
 10-07-21  
 10-15-21

Direction: EB

10-09-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total	
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH			
12:00 AM	1	2	4	5	48	65	14	3	2	1	0	0	1	146
1:00	1	0	4	8	29	41	16	3	1	0	0	0	0	103
2:00	0	0	3	5	23	31	14	4	1	0	0	0	0	81
3:00	0	0	4	5	16	17	7	1	0	0	0	0	0	50
4:00	0	0	1	3	9	12	3	2	0	0	0	0	0	30
5:00	0	1	1	7	12	24	11	1	0	0	0	0	0	57
6:00	0	1	0	5	38	33	18	3	1	1	0	0	0	100
7:00	0	2	12	3	25	71	30	6	1	0	0	0	0	150
8:00	2	3	6	15	42	88	35	8	2	0	0	0	0	201
9:00	2	4	8	17	48	118	74	11	3	0	0	0	0	285
10:00	1	4	8	25	63	196	93	20	4	1	0	0	0	415
11:00	0	3	8	16	73	197	100	24	3	3	0	0	0	427
12:00 PM	0	0	9	22	82	201	125	28	5	2	1	0	0	475
1:00	0	3	18	26	83	174	102	37	5	3	0	0	0	451
2:00	0	0	11	27	76	166	122	27	8	1	0	0	0	438
3:00	0	1	15	33	70	219	118	21	4	1	0	0	0	482
4:00	1	0	16	22	68	236	148	29	6	1	0	0	0	527
5:00	1	2	14	29	77	210	146	30	4	3	0	0	0	516
6:00	0	0	11	32	100	180	94	29	2	1	0	0	0	449
7:00	0	0	13	33	95	196	82	11	2	0	0	0	0	432
8:00	0	0	11	16	105	176	60	18	0	0	0	0	0	386
9:00	0	2	9	23	107	134	53	7	2	1	0	0	0	338
10:00	0	0	7	18	82	128	44	5	0	0	0	0	0	284
11:00	0	1	7	17	59	100	35	5	2	2	0	0	0	228
Total	9	29	200	412	1430	3013	1544	333	58	21	1	0	1	7051



**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

N.E. 10th St. W. of Shadybrook Dr.  
 10-07-21  
 10-15-21

Direction: EB

10-10-21 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	1	1	6	7	51	64	32	7	1	2	0	0	0	172
1:00	1	2	4	6	35	48	22	3	1	0	0	0	0	122
2:00	0	0	0	7	24	41	18	1	0	0	0	0	0	91
3:00	0	0	0	2	14	21	13	4	0	0	1	0	0	55
4:00	0	0	1	7	9	20	6	1	0	0	0	0	0	44
5:00	0	0	3	1	12	20	8	3	1	0	0	0	0	48
6:00	0	0	2	10	14	27	22	1	0	1	0	0	0	77
7:00	1	0	5	7	30	29	12	4	0	0	0	0	0	88
8:00	0	3	3	8	23	64	47	7	2	0	0	0	0	157
9:00	1	0	8	18	32	96	51	14	4	0	0	0	0	224
10:00	1	1	8	15	49	141	70	16	2	0	0	0	0	303
11:00	0	4	10	20	58	134	92	24	7	2	0	0	0	351
12:00 PM	1	3	11	6	7	42	152	145	51	7	1	0	1	427
1:00	3	4	10	8	11	35	178	167	50	12	0	0	2	480
2:00	3	3	14	11	9	44	165	150	72	6	1	2	0	480
3:00	5	6	16	15	5	44	132	137	41	9	3	0	0	413
4:00	7	5	15	7	11	35	152	152	53	11	2	0	0	450
5:00	4	4	11	12	3	30	118	160	75	26	1	1	1	446
6:00	1	4	14	4	11	35	148	161	29	7	3	0	0	417
7:00	2	6	6	2	26	94	162	104	25	3	1	0	0	431
8:00	2	6	10	5	7	64	142	80	19	3	1	0	0	339
9:00	0	4	11	4	11	46	102	62	8	2	0	0	1	251
10:00	0	1	7	1	6	28	81	58	19	2	1	0	0	204
11:00	1	6	4	2	4	26	45	32	8	1	0	0	0	129
<b>Total</b>	<b>34</b>	<b>63</b>	<b>179</b>	<b>185</b>	<b>462</b>	<b>1228</b>	<b>1970</b>	<b>1493</b>	<b>468</b>	<b>94</b>	<b>15</b>	<b>3</b>	<b>5</b>	<b>6199</b>





**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

N.E. 10th St. W. of Shadybrook Dr.  
 10-07-21  
 10-15-21

Direction: EB

10-11-21 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	1	1	1	1	4	13	32	26	8	3	1	0	0	91
1:00	0	1	2	1	1	9	28	7	4	1	1	0	0	55
2:00	0	2	2	1	0	8	20	9	3	1	2	0	0	48
3:00	0	1	1	0	0	9	11	4	4	0	0	0	0	30
4:00	0	0	1	0	0	5	9	9	3	1	0	1	0	29
5:00	0	0	2	0	3	13	27	17	7	4	0	0	0	73
6:00	1	0	2	1	3	24	56	33	20	2	0	1	0	143
7:00	0	1	4	0	4	28	103	77	25	10	0	0	1	253
8:00	0	4	2	0	2	36	87	115	36	11	2	0	1	296
9:00	0	1	0	1	10	29	92	101	45	7	1	0	0	287
10:00	1	4	6	5	7	36	119	117	40	11	1	0	0	347
11:00	3	4	8	4	8	42	134	156	38	2	0	0	0	399
12:00 PM	2	4	14	6	14	43	153	167	42	11	0	0	0	456
1:00	0	3	10	3	13	52	154	150	64	9	0	0	1	459
2:00	0	5	11	7	9	48	219	185	48	5	0	1	1	539
3:00	8	4	20	10	14	65	282	242	52	4	0	0	0	701
4:00	5	11	24	30	24	89	303	292	75	11	6	0	0	870
5:00	2	7	17	11	9	90	369	308	72	13	2	0	0	900
6:00	13	14	15	14	17	90	259	196	47	3	0	0	1	669
7:00	3	10	16	8	26	104	196	101	29	4	1	0	0	498
8:00	2	8	17	6	14	62	142	91	15	7	1	0	0	365
9:00	2	9	9	2	6	38	110	66	19	3	0	0	0	264
10:00	1	3	7	4	4	32	70	45	15	1	1	1	0	184
11:00	0	4	6	6	2	23	56	36	7	4	0	0	0	144
<b>Total</b>	<b>44</b>	<b>101</b>	<b>197</b>	<b>121</b>	<b>194</b>	<b>988</b>	<b>3031</b>	<b>2550</b>	<b>718</b>	<b>128</b>	<b>19</b>	<b>4</b>	<b>5</b>	<b>8100</b>



**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

N.E. 10th St. W. of Shadybrook Dr.  
 10-07-21  
 10-15-21

Direction: EB

10-12-21 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	2	3	2	4	17	37	21	6	2	0	0	0	94
1:00	1	1	4	0	4	9	13	10	4	0	0	0	0	46
2:00	0	0	1	0	2	5	13	8	4	0	1	0	0	34
3:00	0	0	0	1	0	5	14	4	0	0	0	0	0	24
4:00	0	0	1	2	2	6	21	11	4	1	0	0	0	48
5:00	0	1	0	1	1	15	21	24	2	1	1	0	0	67
6:00	2	2	2	0	2	22	55	63	15	2	1	0	0	166
7:00	0	3	6	3	8	25	134	112	41	5	0	0	0	337
8:00	0	4	4	4	5	28	113	100	39	3	1	0	0	301
9:00	0	5	6	5	7	46	121	125	39	8	4	0	0	366
10:00	0	0	8	7	4	41	116	119	31	7	1	0	0	334
11:00	1	4	7	6	5	36	151	131	36	6	2	0	0	385
12:00 PM	0	3	10	8	20	54	155	136	42	14	0	1	2	445
1:00	2	3	10	9	11	71	174	141	32	4	1	0	0	458
2:00	0	6	15	10	15	49	233	183	46	10	0	1	0	568
3:00	6	7	16	20	13	73	274	229	73	14	0	0	0	725
4:00	7	8	9	7	15	107	343	308	59	9	1	1	0	874
5:00	6	11	21	11	29	106	310	257	74	11	2	1	0	839
6:00	3	10	23	13	14	130	278	173	49	8	1	1	1	704
7:00	6	9	10	10	18	79	214	125	34	5	2	0	1	513
8:00	1	8	13	5	11	69	148	76	20	6	0	0	1	358
9:00	3	7	10	2	6	54	126	73	15	5	0	0	1	302
10:00	0	2	7	1	5	38	77	46	11	4	0	0	0	191
11:00	0	2	7	3	5	21	70	42	3	1	1	0	0	155
<b>Total</b>	<b>38</b>	<b>98</b>	<b>193</b>	<b>130</b>	<b>206</b>	<b>1106</b>	<b>3211</b>	<b>2517</b>	<b>679</b>	<b>126</b>	<b>19</b>	<b>5</b>	<b>6</b>	<b>8334</b>



**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

N.E. 10th St. W. of Shadybrook Dr.  
 10-07-21  
 10-15-21

Direction: EB

10-13-21 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	0	1	6	4	13	40	24	9	3	0	0	0	100
1:00	0	3	2	1	2	9	24	16	3	0	0	0	0	60
2:00	0	0	0	0	0	10	17	4	0	1	0	0	0	32
3:00	0	0	4	0	1	6	12	7	3	0	0	0	0	33
4:00	0	1	1	0	2	10	20	9	4	0	0	0	0	47
5:00	0	1	5	1	0	10	25	18	7	1	1	0	0	69
6:00	0	1	2	3	6	22	85	50	16	3	0	2	0	190
7:00	1	4	3	6	8	34	112	117	27	8	1	0	0	321
8:00	1	2	8	6	3	34	114	134	53	12	2	0	0	369
9:00	0	2	8	7	4	29	110	110	40	8	2	0	0	320
10:00	1	7	15	2	6	48	127	115	29	4	2	0	0	356
11:00	1	2	10	6	5	47	128	106	55	2	1	0	0	363
12:00 PM	2	4	15	7	7	41	149	144	43	10	3	0	0	425
1:00	1	1	8	5	6	50	167	170	39	9	1	0	0	457
2:00	1	3	16	9	15	60	187	197	52	10	2	1	0	553
3:00	8	17	14	15	15	72	253	236	66	9	1	1	0	707
4:00	2	9	24	20	25	108	326	301	82	13	2	0	0	912
5:00	7	19	23	21	9	81	364	288	98	16	1	1	0	928
6:00	4	12	9	8	15	54	292	212	45	8	0	0	1	660
7:00	0	7	10	12	8	89	230	105	20	4	0	0	0	485
8:00	1	3	20	7	12	70	158	122	19	6	1	0	0	419
9:00	0	7	6	7	12	53	123	76	21	2	0	0	1	308
10:00	0	7	3	6	6	23	83	58	28	6	0	0	0	220
11:00	0	3	5	5	1	21	51	39	14	4	0	0	0	143
<b>Total</b>	<b>30</b>	<b>115</b>	<b>212</b>	<b>160</b>	<b>172</b>	<b>994</b>	<b>3197</b>	<b>2658</b>	<b>773</b>	<b>139</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>8477</b>



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 Oklahoma City, OK. 73139

N.E. 10th St. W. of Shadybrook Dr.  
 10-07-21  
 10-15-21

Direction: EB

10-14-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total	
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH			
12:00 AM	0	1	2	2	4	17	33	22	3	2	0	0	86	
1:00	0	1	0	2	2	14	24	19	3	1	0	0	66	
2:00	0	0	2	4	1	9	14	11	0	0	0	0	41	
3:00	0	1	1	0	5	4	8	10	2	1	0	0	32	
4:00	0	3	0	0	0	13	17	9	1	1	0	0	44	
5:00	0	2	0	1	0	13	24	22	6	0	1	0	69	
6:00	1	1	0	1	2	21	63	67	21	3	2	0	182	
7:00	2	3	7	4	7	38	124	74	39	6	0	0	304	
8:00	0	2	9	4	5	31	90	124	54	4	1	1	325	
9:00	0	0	5	0	4	28	102	122	43	11	1	0	317	
10:00	0	4	3	3	5	32	112	102	42	6	2	1	313	
11:00	0	4	11	2	7	43	143	132	30	5	1	0	378	
12:00 PM	0	0	12	5	9	45	196	184	47	10	2	1	511	
1:00	2	2	7	8	14	58	237	223	50	13	1	0	615	
2:00	3	4	12	7	12	74	275	225	53	6	1	0	672	
3:00	8	10	15	13	17	91	310	236	74	9	3	0	786	
4:00	10	9	22	14	20	114	326	252	50	11	0	0	828	
5:00	6	15	28	11	28	94	333	242	84	11	0	0	852	
6:00	4	7	18	11	10	73	271	183	37	10	0	0	624	
7:00	3	10	9	7	12	77	197	137	24	3	0	0	479	
8:00	2	10	19	2	10	70	172	76	20	2	1	0	385	
9:00	1	6	8	5	8	45	111	66	14	4	0	0	268	
10:00	0	6	3	4	5	35	72	48	16	3	1	0	194	
11:00	0	3	7	1	5	22	66	41	9	2	0	0	156	
<b>Total</b>	<b>42</b>	<b>104</b>	<b>200</b>	<b>111</b>	<b>192</b>	<b>1061</b>	<b>3320</b>	<b>2627</b>	<b>722</b>	<b>124</b>	<b>17</b>	<b>3</b>	<b>4</b>	<b>8527</b>



**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

N.E. 10th St. W. of Shadybrook Dr.  
 10-07-21  
 10-15-21

Direction: EB

10-15-21 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	0	3	3	1	19	33	24	7	0	0	0	0	90
1:00	0	2	2	2	4	10	21	29	5	2	0	0	0	77
2:00	0	0	2	0	3	6	23	7	4	1	0	0	0	46
3:00	0	0	1	1	1	4	12	10	2	0	0	0	0	31
4:00	0	0	3	2	0	11	23	11	6	1	0	0	0	57
5:00	0	1	2	0	0	13	15	28	5	2	1	2	0	69
6:00	0	0	0	2	2	9	23	19	8	2	0	0	0	65
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>72</b>	<b>150</b>	<b>128</b>	<b>37</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>435</b>
<b>Grand Total</b>	<b>214</b>	<b>564</b>	<b>1549</b>	<b>1984</b>	<b>5963</b>	<b>14079</b>	<b>18697</b>	<b>12699</b>	<b>3522</b>	<b>651</b>	<b>95</b>	<b>26</b>	<b>26</b>	<b>60069</b>

Stats	Percentile	15th	50th	85th	95th
Speed		34.3	41.5	47.4	51
Mean Speed (Average)		40.9			
10 MPH Pace Speed		36-45			
Number in Pace		32528			
Percent in Pace		54.2%			
Number > 40 MPH		35716			
Percent > 40 MPH		59.5%			



**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

Location 1:  
 N.E. 10t St. W. of Shadybrook Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-07-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	1	0	4	2	15	30	14	2	0	0	0	0	68
3:00	0	1	7	34	106	205	80	13	1	0	0	0	447
4:00	1	2	10	36	54	208	126	19	1	0	0	0	457
5:00	0	1	5	35	69	238	146	21	3	1	0	0	519
6:00	0	2	6	27	93	213	141	22	0	0	0	0	504
7:00	2	2	4	24	92	204	97	9	2	0	0	0	436
8:00	3	5	7	15	86	166	40	6	1	0	0	0	329
9:00	1	2	2	24	62	123	39	6	1	0	0	0	260
10:00	0	0	4	11	48	97	28	1	0	0	0	0	189
11:00	1	0	1	8	24	44	14	0	1	0	0	0	93
<b>Total</b>	<b>9</b>	<b>15</b>	<b>50</b>	<b>216</b>	<b>649</b>	<b>1528</b>	<b>725</b>	<b>99</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3302</b>



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 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

Location 1:  
 N.E. 10t St. W. of Shadybrook Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-08-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	3	9	18	27	12	0	0	0	0	0	69
1:00	0	0	0	3	11	15	3	0	0	0	0	0	32
2:00	0	0	1	2	9	12	5	1	0	0	0	0	30
3:00	0	1	0	3	13	26	10	0	0	0	0	0	53
4:00	0	0	3	3	20	44	16	3	0	1	0	0	90
5:00	0	0	1	3	33	95	51	1	0	1	0	0	185
6:00	0	0	8	9	41	181	100	10	1	0	0	0	350
7:00	1	0	5	25	89	336	212	27	1	0	0	0	696
8:00	1	0	5	23	68	244	179	25	2	1	0	0	548
9:00	1	0	2	18	54	181	114	16	0	0	0	0	386
10:00	0	1	1	18	57	180	94	17	0	0	0	0	368
11:00	2	2	2	15	54	211	99	19	7	0	0	0	411
12:00 PM	2	2	11	26	64	232	101	15	1	0	0	0	454
1:00	2	2	4	30	79	224	128	16	2	1	1	0	489
2:00	2	0	5	28	66	203	131	10	0	0	0	0	445
3:00	1	0	4	43	105	228	112	14	0	0	0	0	507
4:00	1	0	10	35	89	233	103	16	1	0	0	0	488
5:00	1	2	3	37	62	206	156	21	2	0	0	0	490
6:00	0	1	6	44	95	237	130	10	0	1	0	0	524
7:00	2	0	13	43	114	234	76	15	2	0	0	0	499
8:00	3	0	10	35	92	159	42	6	0	0	0	0	347
9:00	0	1	6	18	69	166	35	3	1	0	0	0	299
10:00	0	0	6	23	55	127	29	4	0	0	0	0	244
11:00	0	1	4	9	41	73	16	2	0	0	0	0	146
<b>Total</b>	<b>19</b>	<b>13</b>	<b>113</b>	<b>502</b>	<b>1398</b>	<b>3874</b>	<b>1954</b>	<b>251</b>	<b>20</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>8150</b>



**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
 Oklahoma City, OK. 73139

Location 1:  
 N.E. 10t St. W. of Shadybrook Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-09-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	1	0	2	7	34	65	21	1	0	0	0	0	131
1:00	2	0	2	2	23	35	11	0	0	0	0	0	75
2:00	0	0	1	3	12	13	10	2	0	0	0	0	41
3:00	1	0	0	4	15	26	12	0	0	0	0	0	58
4:00	0	0	0	4	9	15	2	2	0	0	0	0	32
5:00	0	1	4	3	18	27	6	0	0	0	0	0	59
6:00	1	0	4	8	26	60	22	3	1	0	0	0	125
7:00	0	0	2	11	40	107	50	6	0	0	0	0	216
8:00	3	0	6	12	35	123	100	7	1	0	0	0	287
9:00	0	1	6	23	53	149	118	25	1	0	0	0	376
10:00	2	1	2	26	82	199	128	24	3	0	0	0	467
11:00	3	2	5	14	61	207	113	23	0	0	0	0	428
12:00 PM	0	1	5	27	43	173	127	22	4	1	0	0	403
1:00	2	1	5	17	76	205	79	10	1	1	0	0	397
2:00	1	0	6	16	55	163	102	22	0	0	0	1	366
3:00	2	1	5	26	68	190	118	14	2	1	0	0	427
4:00	1	0	6	29	43	181	124	21	0	0	0	0	405
5:00	4	3	8	26	47	202	118	14	1	0	0	0	423
6:00	2	2	4	27	78	217	93	9	0	0	0	0	432
7:00	1	1	12	25	109	201	83	9	1	0	0	0	442
8:00	1	0	9	23	107	161	42	5	1	0	0	0	349
9:00	0	0	8	23	75	141	32	5	0	1	0	0	285
10:00	1	0	6	13	76	107	35	3	1	0	0	0	242
11:00	1	0	7	14	46	73	9	0	1	1	0	0	152
<b>Total</b>	<b>29</b>	<b>14</b>	<b>115</b>	<b>383</b>	<b>1231</b>	<b>3040</b>	<b>1555</b>	<b>227</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6618</b>





**Traffic Engineering Consultants, Inc.**  
 6000 S. Western Ave., Suite 300  
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Location 1:  
 N.E. 10t St. W. of Shadybrook Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-10-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	1	3	10	32	53	15	4	1	0	0	0	119
1:00	0	1	2	5	33	43	8	1	0	0	0	0	93
2:00	0	0	1	1	12	25	10	0	0	0	0	0	49
3:00	0	0	0	6	9	18	3	3	0	1	0	0	40
4:00	0	0	0	5	12	14	7	2	0	0	0	0	40
5:00	0	0	1	3	14	25	11	1	0	0	0	0	55
6:00	0	0	1	6	22	54	20	1	0	0	0	0	104
7:00	0	0	2	6	26	64	29	4	1	0	0	0	132
8:00	0	2	3	4	37	95	42	7	1	0	0	0	191
9:00	0	0	2	13	49	151	82	13	2	0	0	0	312
10:00	1	0	7	22	54	168	81	12	0	1	0	0	346
11:00	1	0	4	34	54	190	91	9	3	1	0	0	387
12:00 PM	1	2	6	32	61	222	81	10	0	0	0	0	415
1:00	2	1	13	21	60	195	84	15	2	2	1	0	396
2:00	2	1	9	47	70	192	87	7	0	0	0	0	415
3:00	1	1	8	42	78	171	82	20	1	0	0	0	404
4:00	1	1	7	33	69	204	97	10	1	0	0	0	423
5:00	1	1	6	32	56	192	82	12	2	0	0	0	384
6:00	2	2	6	20	81	156	49	9	1	0	0	0	326
7:00	1	0	5	29	93	158	42	2	0	0	0	0	330
8:00	4	2	12	23	58	52	10	2	0	0	0	0	163
9:00	0	2	8	21	41	66	12	1	0	0	0	0	151
10:00	0	1	3	4	31	63	19	1	0	0	0	0	122
11:00	0	0	1	5	23	43	11	1	0	0	0	0	84
<b>Total</b>	<b>17</b>	<b>18</b>	<b>110</b>	<b>424</b>	<b>1075</b>	<b>2614</b>	<b>1055</b>	<b>147</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>5481</b>



**Traffic Engineering Consultants, Inc.**  
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Location 1:  
 N.E. 10t St. W. of Shadybrook Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-11-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	0	6	15	16	2	0	0	0	0	0	39
1:00	0	0	1	2	11	22	3	1	0	1	0	0	41
2:00	0	0	1	4	9	9	2	0	0	0	0	0	25
3:00	0	0	0	0	5	21	5	0	0	0	0	0	31
4:00	0	0	2	3	22	34	14	4	0	0	0	0	79
5:00	0	0	3	11	39	93	29	3	1	0	0	0	179
6:00	0	0	4	16	64	162	85	8	1	0	0	0	340
7:00	0	0	4	29	99	319	178	17	1	0	0	0	647
8:00	0	1	3	22	79	234	143	24	2	0	0	0	508
9:00	0	0	5	21	53	171	101	14	0	0	0	0	365
10:00	0	2	2	17	70	156	83	9	1	0	0	0	340
11:00	0	0	5	21	60	170	91	7	0	0	0	0	354
12:00 PM	0	1	7	26	54	202	84	16	1	0	0	0	391
1:00	2	3	1	20	76	216	73	12	1	0	0	0	404
2:00	2	0	9	26	77	213	118	17	1	0	0	0	463
3:00	0	0	4	24	65	220	106	10	1	0	0	0	430
4:00	1	1	6	37	74	223	94	7	1	0	0	0	444
5:00	2	0	7	17	80	203	107	14	0	0	0	0	430
6:00	0	0	8	34	80	189	88	12	1	0	0	0	412
7:00	4	1	12	34	88	168	55	4	2	1	0	0	369
8:00	1	1	8	29	86	147	32	4	0	0	0	0	308
9:00	0	1	4	21	59	104	19	2	0	0	0	0	210
10:00	2	0	16	15	48	59	12	2	0	0	0	0	154
11:00	0	0	4	6	29	46	11	3	1	0	0	0	100
<b>Total</b>	<b>14</b>	<b>11</b>	<b>116</b>	<b>441</b>	<b>1342</b>	<b>3397</b>	<b>1535</b>	<b>190</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7063</b>



**Traffic Engineering Consultants, Inc.**  
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 Oklahoma City, OK. 73139

Location 1:  
 N.E. 10t St. W. of Shadybrook Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-12-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	2	6	20	30	6	0	0	0	0	0	64
1:00	0	0	3	1	11	15	1	0	0	0	0	0	31
2:00	0	0	2	1	6	16	5	1	0	1	0	0	32
3:00	1	0	1	0	12	23	9	0	1	0	0	0	47
4:00	0	0	2	6	11	39	9	3	0	0	0	0	70
5:00	0	0	0	9	44	102	43	3	0	0	0	0	201
6:00	0	0	3	11	68	218	90	9	0	0	0	0	399
7:00	1	1	10	21	111	371	189	13	3	0	0	0	720
8:00	5	0	4	23	67	231	153	21	2	0	0	0	506
9:00	0	1	0	21	68	179	90	5	1	0	0	0	365
10:00	1	1	5	14	65	165	84	7	0	0	0	0	342
11:00	1	0	6	21	65	177	64	8	1	0	0	0	343
12:00 PM	2	2	3	23	81	183	88	13	0	0	0	0	395
1:00	2	0	3	29	72	211	85	4	3	0	1	0	410
2:00	3	0	5	19	74	193	78	6	0	0	0	0	378
3:00	0	0	7	28	93	179	79	2	0	0	0	0	388
4:00	0	2	11	23	71	192	76	9	0	0	0	0	384
5:00	2	0	9	37	95	217	85	11	2	0	0	0	458
6:00	1	3	6	28	73	218	100	7	1	1	0	0	438
7:00	0	2	14	25	98	184	40	2	0	0	0	0	365
8:00	0	2	3	20	82	127	40	0	2	0	0	0	276
9:00	0	0	3	21	57	79	21	3	1	0	0	0	185
10:00	2	0	3	13	48	73	18	2	0	0	0	0	159
11:00	1	0	4	5	26	45	8	0	0	0	0	0	89
<b>Total</b>	<b>22</b>	<b>14</b>	<b>109</b>	<b>405</b>	<b>1418</b>	<b>3467</b>	<b>1461</b>	<b>129</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7045</b>



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Location 1:  
 N.E. 10t St. W. of Shadybrook Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-13-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	3	5	24	25	6	0	0	0	0	0	63
1:00	0	0	0	1	8	9	5	1	0	0	0	0	24
2:00	0	0	1	1	10	14	3	1	0	0	0	0	30
3:00	0	0	1	3	13	20	6	2	0	0	0	0	45
4:00	0	0	3	4	16	32	19	5	0	1	0	0	80
5:00	0	1	1	13	43	68	22	7	0	0	0	0	155
6:00	0	1	2	31	104	184	40	7	1	0	0	0	370
7:00	0	1	7	28	110	344	121	21	1	0	0	0	633
8:00	0	1	7	20	83	245	121	20	1	0	0	0	498
9:00	0	0	4	20	52	160	106	16	0	0	0	0	358
10:00	2	1	4	18	56	156	95	16	1	0	0	0	349
11:00	1	0	5	16	61	161	87	13	1	0	0	0	345
12:00 PM	0	1	7	26	63	191	85	11	2	0	0	0	386
1:00	1	0	5	26	70	210	83	11	0	1	0	0	407
2:00	0	0	12	31	79	228	73	5	0	0	0	0	428
3:00	1	1	6	26	89	214	88	17	0	0	0	0	442
4:00	3	3	6	36	82	232	57	6	1	0	0	0	426
5:00	1	1	8	47	113	253	93	11	0	1	0	0	528
6:00	2	1	17	34	114	229	82	3	0	0	0	0	482
7:00	0	2	9	28	101	198	38	3	0	0	0	0	379
8:00	0	2	8	23	98	134	30	4	0	0	0	0	299
9:00	0	1	9	19	69	99	25	4	0	0	0	0	226
10:00	0	1	8	15	41	65	21	1	0	0	0	0	152
11:00	1	1	5	7	33	50	8	3	0	0	0	0	108
<b>Total</b>	<b>12</b>	<b>19</b>	<b>138</b>	<b>478</b>	<b>1532</b>	<b>3521</b>	<b>1314</b>	<b>188</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7213</b>



**Traffic Engineering Consultants, Inc.**  
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Location 1:  
 N.E. 10t St. W. of Shadybrook Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-14-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time 0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	0	0	4	4	17	28	8	0	1	0	0	0	62
1:00	0	0	1	3	12	17	4	0	0	0	0	0	37
2:00	1	0	0	4	11	13	7	0	0	0	0	0	36
3:00	0	0	0	1	14	25	7	0	0	0	0	0	47
4:00	0	0	2	3	19	43	15	5	0	0	0	0	87
5:00	0	0	1	12	33	90	40	8	1	0	0	0	185
6:00	0	0	4	12	46	217	99	11	1	0	0	0	390
7:00	1	1	7	20	105	316	167	19	1	1	0	0	638
8:00	0	1	4	24	72	233	121	24	0	0	0	0	479
9:00	3	1	4	23	83	179	109	12	1	0	0	0	415
10:00	0	1	10	25	83	192	89	10	1	0	0	1	412
11:00	1	1	4	19	51	204	92	16	4	2	0	0	394
12:00 PM	1	1	10	24	64	214	88	11	0	0	0	0	413
1:00	0	1	2	24	75	172	86	14	2	0	0	0	376
2:00	0	2	10	24	90	218	102	8	2	0	0	0	456
3:00	0	1	6	36	90	234	70	4	1	0	0	0	442
4:00	1	1	3	30	61	212	94	15	2	0	1	0	420
5:00	0	3	10	35	74	214	101	13	1	1	0	0	452
6:00	1	2	10	37	97	233	104	12	1	2	0	0	499
7:00	0	2	7	29	111	194	66	6	0	0	0	0	415
8:00	1	0	10	25	81	137	42	4	1	0	0	0	301
9:00	0	0	7	26	65	136	29	2	0	0	0	0	265
10:00	0	1	3	13	52	87	27	1	0	0	1	0	185
11:00	0	0	2	12	26	60	17	3	0	0	0	0	120
<b>Total</b>	<b>10</b>	<b>19</b>	<b>121</b>	<b>465</b>	<b>1432</b>	<b>3668</b>	<b>1584</b>	<b>198</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>7526</b>



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Location 1:  
 N.E. 10t St. W. of Shadybrook Dr.  
 Start Date: 10-07-21  
 End Date: 10-15-21

Direction: WB

10-15-21	> 15 - 20	> 20 - 25	> 25 - 30	> 30 - 35	> 35 - 40	> 40 - 45	> 45 - 50	> 50 - 55	> 55 - 60	> 60 - 65	> 65 - 70	> 70 MPH	Total
Time	0 - 15 MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	
12:00 AM	2	1	4	8	23	27	5	1	0	0	0	0	71
1:00	0	0	3	2	20	25	7	1	0	0	0	0	58
2:00	1	0	1	0	10	13	3	0	0	0	0	0	28
3:00	0	0	1	3	16	26	4	1	0	0	0	0	51
4:00	0	0	1	4	30	38	14	5	1	0	0	0	93
5:00	0	1	1	8	45	75	34	2	0	0	0	0	166
6:00	0	0	1	11	66	202	80	5	1	1	0	0	367
7:00	1	0	4	23	119	247	111	11	0	0	0	0	516
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	0
1:00	*	*	*	*	*	*	*	*	*	*	*	*	0
2:00	*	*	*	*	*	*	*	*	*	*	*	*	0
3:00	*	*	*	*	*	*	*	*	*	*	*	*	0
4:00	*	*	*	*	*	*	*	*	*	*	*	*	0
5:00	*	*	*	*	*	*	*	*	*	*	*	*	0
6:00	*	*	*	*	*	*	*	*	*	*	*	*	0
7:00	*	*	*	*	*	*	*	*	*	*	*	*	0
8:00	*	*	*	*	*	*	*	*	*	*	*	*	0
9:00	*	*	*	*	*	*	*	*	*	*	*	*	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	0
<b>Total</b>	<b>4</b>	<b>2</b>	<b>16</b>	<b>59</b>	<b>329</b>	<b>653</b>	<b>258</b>	<b>26</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1350</b>
<b>Grand Total</b>	<b>136</b>	<b>125</b>	<b>888</b>	<b>3373</b>	<b>10406</b>	<b>25762</b>	<b>11441</b>	<b>1455</b>	<b>125</b>	<b>30</b>	<b>5</b>	<b>1</b>	<b>53748</b>
Stats			Percentile	15th	50th	85th	95th						
			Speed	32.6	37.2	41.3	43.8						
			Mean Speed (Average)	37.0									
			10 MPH Pace Speed	35-44									
			Number in Pace	37182									
			Percent in Pace	69.2%									
			Number > 45 MPH	1617									
			Percent > 45 MPH	3.0%									



The City of  
**MIDWEST CITY**  
COMMUNITY DEVELOPMENT DEPARTMENT

ENGINEERING DIVISION  
Brandon Bundy, City Engineer  
CURRENT PLANNING DIVISION  
Kellie Gilles, Manager  
COMPREHENSIVE PLANNING  
Petya Stefanoff, Comprehensive Planner  
BUILDING INSPECTION DIVISION  
Building Official

Billy Harless, Community Development Director

---

**To:** Honorable Mayor and City Council  
**From:** Billy Harless, Community Development Director  
**Date:** November 9, 2021

**Subject:** (CA-80) Discussion and consideration of an appeal including any possible amendment by Casey's General Stores to Section 9-386 (b) of the Midwest City Sign Ordinance which limits the height of freestanding signs to 20' above the level of the street, for the property addressed as 5601 Tinker Diagonal.

**Applicant:** Pete Webb, Claude Neon Federal Signs

Casey's General Store has recently occupied the building at 5601 Tinker Diagonal, which was formerly occupied by Conoco. A waiver to the height requirement for freestanding signs was granted for this location by the City Council in 1998. The applicant plans to remove the existing sign cabinet and replace it with Casey's signage. The proposed overall height for this sign would be 64'-10". The City Attorney stated that this will require a new waiver.

**Municipal Code Citation**

**9.386**

(b) It is unlawful to erect any freestanding sign whose total height is greater than twenty (20) feet above the level of the street upon which the sign faces or above the adjoining ground level if such ground level is above the street level except that, upon application to the city council for which there shall be a fee of sixty dollars (\$60.00), the height requirement may be waived under the following conditions:

1. For signs to be located within one hundred (100) feet of the Interstate 40 right-of-way, there is no limitation on the height waiver the city council may grant, except that the sign height, as measured from the ground level, at the base of or below the sign, to the highest edge of the sign, cannot exceed the airport zoning ordinance height limitations.

Staff verified with Tinker Air Force Base personnel that the height of the sign as proposed does not exceed the height limitations of the airport zoning ordinance. It is requested that the sign not blink or flash.

Attached is a letter from the applicant requesting the variance as well as a picture of the proposed sign and a site plan showing the location of the proposed sign as well as the existing sign. The proposed sign is within 100' of I-40 right-of-way.

**Action Required:** Approve or reject the appeal to the sign ordinance for the property described as noted in this staff report.

A handwritten signature in black ink, appearing to read "Billy Harless". The signature is fluid and cursive, with a prominent initial "B" and a long, sweeping underline.

Billy Harless, AICP  
Community Development Director

KG





Jacob Clark  
Casey's General Stores  
Signage Project Buyer  
515-963-3831

**Casey's #4077 – 5601 Tinker Diagonal, Midwest City, OK 43110**

October 19, 2021

To whom it may concern:

The sign ordinance allows for a maximum sign height of 20'. It also states that signage for locations within 100' of I-40 ROW can exceed this height, assuming permission is granted from the City Council. Casey's is proposing to maintain the existing sign height of 71'-10". At this height, and with a Casey's logo at 9' tall, fuel price sign digit at 4' tall, adequate visibility to traveling guests on I-40.

The sign ordinance also requires a pole cover for pylon/pole style signs. Casey's requests relief from this requirement, for a sign of this type and size, and in overall keeping with the existing signage environment of many existing signs along I-40 including:

- LaQuinta
- The Home Depot
- Hampton Inn
- Sharon
- Hawthorne Suites
- Buffalo Wild Wings

Thank you for the consideration for this variance request. If you have any questions, please feel free to contact me at 515-963-3831.





Sincerely,

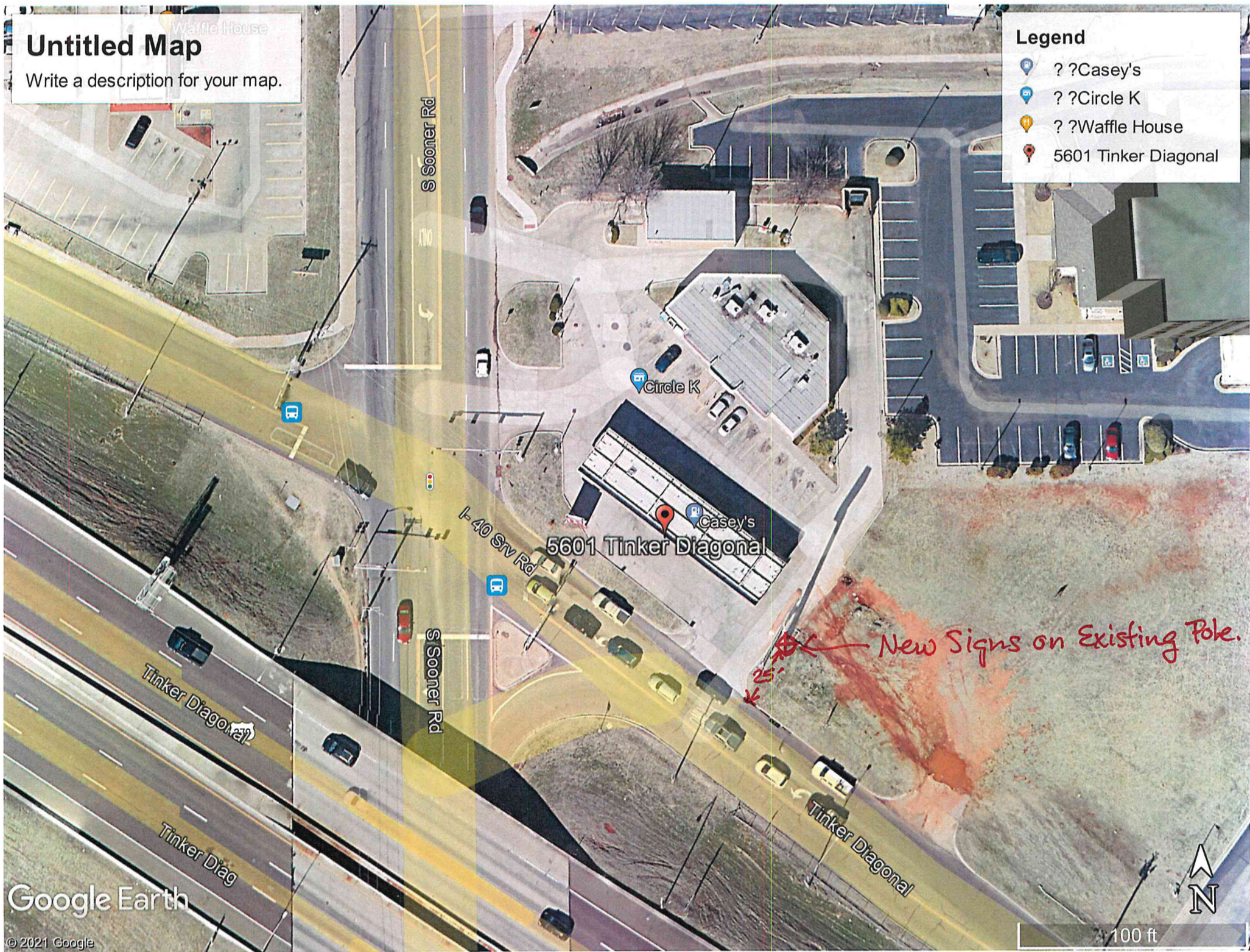
 (Agent)  
Jacob Clark – Signage Project Buyer

# Untitled Map

Write a description for your map.

## Legend

-  ??Casey's
-  ??Circle K
-  ??Waffle House
-  5601 Tinker Diagonal

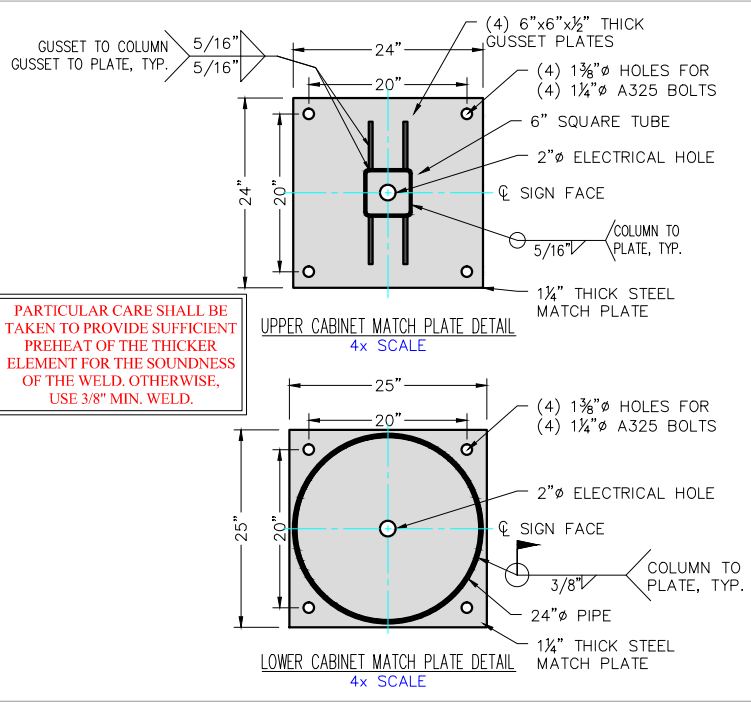


**GENERAL NOTES:**

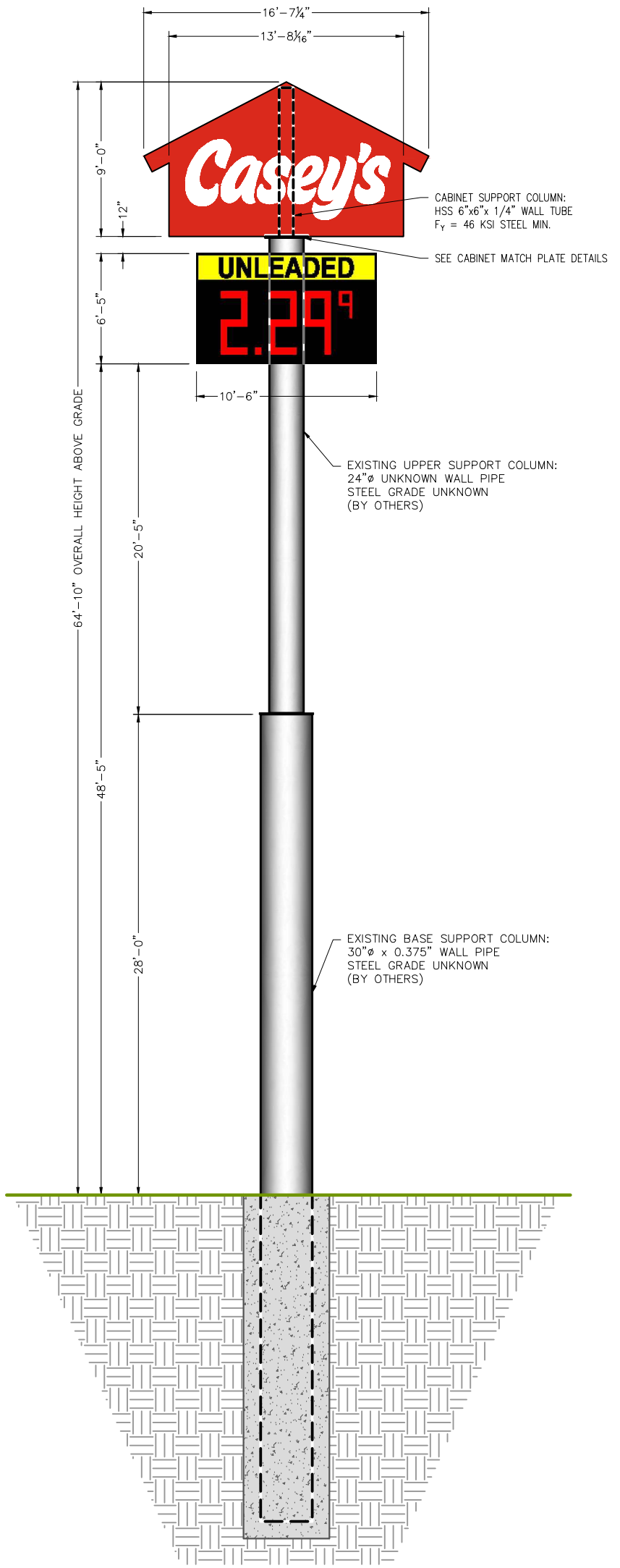
- All design, detailing, fabricating and construction shall conform to the following codes and specifications:
  - The 2015 International Building Code (ASCE 7-10).
  - American Society of Testing and Materials (ASTM) specifications.
  - Building Code Requirements for Reinforced concrete (ACI 318-Current Edition).
  - Code for Welding in Building Construction of the American Welding Society.
  - Specification for the Design, Fabrication and Erection of Structural Steel for Buildings by The American Institute of Steel Construction (AISC) (Current Edition).
  - Aluminum Association Aluminum Design Manual (2010 Edition).
- Concrete shall be  $f'_c=2,500$  P.S.I. (min.) @ 28 days Compressive Strength, STD WT (150 P.C.F.)
- Reinforcing Steel shall be ASTM A-615 Grade 60, (if required).
  - All reinforcing steel shall be free from mud, oil, rust or coatings that would reduce or destroy bond.
  - All reinforcing bars shall lap 30 diameters minimum, except as noted.
  - Minimum concrete cover on ties, stirrups and main bars shall be 3/4 inch for slab, wall and surfaces not exposed to weather or in contact with ground; 3 inches for unformed surfaces deposited against the ground except as noted.
- Structural Material Specifications:
  - Aluminum shapes shall be extruded from 6061-T6 alloy. Welding filler alloy shall be 5183, 5356, 5556 or approved alternative.
  - Structural Steel and Plates shall be ASTM A-36 (F<sub>y</sub>=36 ksi)
  - W-Shape beams shall be ASTM A-992 (F<sub>y</sub>=50 ksi) Minimum
  - Structural tubing shall be ASTM A-500, Grade B, (F<sub>y</sub>=46 ksi)
  - Structural piping shall be ASTM A-53, Grade B, Type E or S, (F<sub>y</sub>=35 ksi), ASTM A572 Grade 42 (F<sub>y</sub>=42 ksi) or ASTM A572 Grade 50 (F<sub>y</sub>=50 ksi), (see drawing for individual member specifications).
- High strength bolts for connections shall be ASTM A-325, unless otherwise noted.
- Welding electrodes shall comply with AWS D1.1-(Current Edition), E70XX. (All welding to be done by welder certified for specified weld type.)
- Design Wind Speed, V<sub>ULT</sub>=115 MPH Equivalent Wind Load, P<sub>ULT</sub>=59.5 PSF @ 64'-10" above the ground (3 Sec Wind Gusts). Exposure "C" Risk Category II I<sub>w</sub>=1.0 G=0.98
- Soil Bearing Capacity Requirements: Per GME Testing, Project #: G20-080273, Dated: August 24, 2020
  - Minimum Allowable Vertical Bearing Capacity shall be N/A P.S.F.
  - Minimum Allowable Lateral Bearing Capacity shall be (N/A PSF \* 2) = --- P.S.F. per foot of depth. (Times two increase per IBC Section 1806.3.4).
- Contractor shall verify all dimensions and conditions in the field before erection and notify the Engineer of any discrepancies.

Carl E. Thompson

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.



PARTICULAR CARE SHALL BE TAKEN TO PROVIDE SUFFICIENT PREHEAT OF THE THICKER ELEMENT FOR THE SOUNDNESS OF THE WELD. OTHERWISE, USE 3/8" MIN. WELD.



**NOTICE:**  
T.E.S. is responsible for cabinet column support & match plate connection design only. Existing lower supports & foundation are by others. T.E.S. & Carl E. Thompson, Jr. P.E. shall be held harmless for the design thereof. Signs & all sign face attachments are the responsibility of the sign manufacturer. This drawing is for permit procurement purposes only & is for the sole use of T.E.S. & its designees. Unauthorized use is strictly prohibited. Design is based on items such as existing field data, & site surveys provided by others. Neither T.E.S., C.E.T. nor Persona, Inc. can certify the accuracy of the data provided.

**NOTE:**  
Existing Face Size: 9'-0" x 16'-10" @ 72'-4"± O.A.H. (ACTUAL AREA= 92.6 FT<sup>2</sup>)  
Proposed Face Size: 9'-0" x 16'-7 1/4" @ 6'-5" x 10'-6" @ 64'-10" O.A.H. (ACTUAL AREA= 169.4 FT<sup>2</sup>)  
Lateral load increase is +6.9%.

**Per 2015 International Existing Building Code Section 806 Structural**  
**806.3 Existing structural elements resisting lateral loads.**  
**Exception:** Any existing lateral load-carrying structural element whose demand-capacity ratio with the alteration considered is not more than **10 percent** greater than its demand-capacity ratio with the alteration ignored shall be permitted to remain unaltered. For purposes of calculating demand-capacity ratios, the demand shall consider applicable load combinations with design lateral loads or forces in accordance with Sections 1609 and 1613 of the International Building Code. Reduced seismic forces shall be permitted. For purposes of this exception, comparisons of demand-capacity ratios and calculation of design lateral loads, forces and capacities shall account for the cumulative effects of additions and alterations since original construction.



This item has been electronically signed and sealed by Carl E. Thompson, Jr., P.E. using a digital signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Structural Layout	Casey's   Pylon Sign 9'-0" x 16'-7 1/4" @ 64'-10" O.A.H. on Existing	Location: Casey's #4077, 5601 Tinker Diagonal St., Midwest City, OK 73110	<div style="font-size: 2em; font-weight: bold;">1</div> <div style="font-size: 0.8em;">OF</div> <div style="font-size: 2em; font-weight: bold;">1</div>
<div style="font-size: 1.5em; font-weight: bold;">TES</div> THOMPSON ENGINEERING SERVICES, LLC P.O. BOX 1500, ENGLEWOOD, TN 37329 PHONE: (423)781-7336 FAX: (423)781-7337		DRAWN BY: D.P. Ward DATE: September 16, 2021 PROJECT#: 181421 DWG.#: EB-11896 SCALE: 1/8" = 1'-0"	
		CLIENT PO: 297948 <div style="font-size: 1.5em; font-weight: bold;">persona</div> SIGNS   LIGHTING   IMAGE Persona, Inc. 700 21st Street Southwest (P.O. Box 210) Watertown, SD 57201 1(800) 843-9888 www.personasigns.com	

## MEMO

**To:** Honorable Mayor and City Council

**From:** Bert Norton, Fire Chief

**Date:** November 09, 2021

**Subject:** Discussion and consideration for adoption, including any possible amendment of an ordinance amending the Midwest City Municipal Code, Chapter 15, Fire Protection and Prevention, Article III, Fire Prevention Codes and Standards, Division 2, Fire Prevention Codes, by amending Section 15-55, 15-56 and adopting Section 15-59; establishing an effective date, and providing for repealer and severability. (Fire - B. Norton)

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Staff respectfully requests that the Council approve amendments in Municipal Code Chapter 15, Fire Protection and Prevention, Sections 15-56 and adopting Section 15-59. These changes are requested in order to define the fees charged by the Fire Prevention Bureau for operational permits, construction permits, annual licenses, inspections and re-inspections. The proposed fee schedule is attached for your review.

Staff recommends approval.



Bert Norton  
Fire Chief

**Attachments:** Chapter 15 – Sec 15-56 and 15-59 Amendments  
Chapter 15 – Sec 15-56 and 15-59 Amendments, no mark ups  
Proposed Permit Fee Schedule

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING THE MIDWEST CITY MUNICIPAL CODE, CHAPTER 15, FIRE PROTECTION AND PREVENTION, ARTICLE III, FIRE PREVENTION CODES AND STANDARDS, DIVISION 2, FIRE PREVENTION CODES, BY AMENDING SECTION 15-55, 15-56 AND ADOPTING SECTION 15-59; ESTABLISHING AN EFFECTIVE DATE; AND PROVIDING FOR REPEALER AND SEVERABILITY.**

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MIDWEST CITY, OKLAHOMA:

**ORDINANCE**

**SECTION 1.** The Midwest City Municipal Code, Chapter 15, Fire Protection and Prevention, Article III - Fire Prevention Codes and Standards, Division 2 – Fire Prevention, Section 15-55, International Fire Code adopted, is hereby amended to read as follows:

**Sec. 15-55. – International Fire Code adopted.**

The ~~2015~~-2018 International Fire Code as adopted and modified by the State of Oklahoma through the Oklahoma Uniform Building Code commission is hereby adopted by reference as if set out at length in this Code, save and except any portions which may hereinafter be deleted, modified or amended.

**SECTION 2.** The Midwest City Municipal Code, Chapter 15, Article III, Division 2, Section 15-56 is hereby amended to read as follows:

**Sec. 15-56. – ~~Amendments~~ Permits and fees.**

The ~~2015~~-2018 International Fire Code is hereby amended by repealing:

- (1) Section 105.6 "Required operational permits", except for the following provisions which are adopted by and made part of this code:
  - a. ~~Section 105.6.32, "Open Burning";~~
  - b. ~~Section 105.6.34, "Open Flames and Candles";~~
  - e. ~~Section 105.6.38, "Pyrotechnic Special Effects Material";~~
  - d. ~~Section 105.6.45, "Temporary Membrane Structures, Tents and Canopies";~~
  - e. ~~Section 105.6.5, "Carnivals and Fairs"; and~~
  - f. ~~Section 105.6.15, "Explosives."~~
- a. Section 105.6.1 Aerosol Products
  - i. Permit, per location.....\$50.00
- b. Section 105.6.2 Amusement Buildings
  - i. Permit, per location.....\$75.00
- c. Section 105.6.3 Aviation Facilities

- i. Permit, per location.....\$50.00
- d. Section 105.6.4 Carbon Dioxide Systems used in beverage dispensing applications
  - i. Permit, per location.....\$100.00
- e. Section 105.6.5 Carnivals and Fairs
  - i. Permit, see, Chapter 7, Article IV, Sections 7-50 through 7-52
- f. Section 105.6.6 Cellulose Nitrate Film
  - i. Permit, per location.....\$50.00
- g. Section 105.6.7 Combustible Dust-Producing Operations
  - i. Permit, per location.....\$50.00
- h. Section 105.6.8 Combustible Fibers
  - i. Permit, per location.....\$50.00
- i. Section 105.6.9 Compressed Gases
  - i. Permit, per location.....\$50.00
- j. Section 105.6.10 Covered and Open Mall Buildings
  - i. Permit, per location.....\$100.00
- k. Section 105.6.11 Cryogenic Fluids
  - i. Permit, per location.....\$50.00
- l. Section 105.6.12 Cutting and Welding
  - i. Permit, per location.....\$50.00
- m. Section 105.6.13 Dry Cleaning
  - i. Permit, per location.....\$50.00
- n. Section 105.6.14 Exhibits and Trade Shows
  - i. Permit, per location.....\$50.00
- o. Section 105.6.15 Explosives
  - i. Permit, per location.....\$50.00
- p. Section 105.6.16 Fire Hydrants and Valves
  - i. Permit, per location.....\$50.00
- q. Section 105.6.17 Flammable and Combustible Liquids
  - i. Permit, per location.....\$75.00
- r. Section 105.6.18 Floor Finishing
  - i. Permit, per location.....\$50.00
- s. Section 105.6.19 Fruit and Crop Ripening
  - i. Permit, per location.....\$50.00
- t. Section 105.6.20 Fumigation and Insecticidal Fogging
  - i. Permit, per location.....\$50.00
- u. Section 105.6.21 Hazardous Materials
  - i. Permit, per location.....\$75.00
- v. Section 105.6.22 HPM Facilities
  - i. Permit, per location.....\$100.00
- w. Section 105.6.23 High Piled Storage
  - i. Permit, per location.....\$50.00
- x. Section 105.6.24 Hot Work Operation
  - i. Permit, per location.....\$50.00
- y. Section 105.6.25 Industrial Ovens
  - i. Permit, per location.....\$100.00

- z. Section 105.6.26 Lumber Yard and Woodworking Plants
  - i. Permit, per location.....\$50.00
- aa. Section 105.6.27 Liquid-or-Gas Fueled Vehicles or Equipment in Assembly Buildings
  - i. Permit, per location.....\$50.00
- bb. Section 105.6.28 LP-Gas
  - i. Permit, per location.....\$100.00
- cc. Section 105.6.29 Magnesium
  - i. Permit, per location.....\$50.00
- dd. Section 105.6.30 Miscellaneous Combustible Storage
  - i. Permit, per location.....\$50.00
- ee. Section 105.6.31 Motor Fuel-dispensing Facilities
  - i. Permit, per location.....\$50.00
- ff. Section 105.6.32 Open Burning
  - i. See Midwest City Ordinance Chapter 15, Article IV Section 15-113
- gg. Section 105.6.33 Open Flame and Torches
  - i. Permit, per location.....\$50.00
- hh. Section 105.6.34 Open Flames and Candles
  - i. Permit, per location.....\$50.00
- ii. Section 105.6.35 Organic Coatings
  - i. Permit, per location.....\$50.00
- jj. Section 105.6.36 Places of Assembly
  - i. Permit, per location.....\$50.00
- kk. Section 105.6.37 Private Fire Hydrants
  - i. Permit, per location.....\$50.00
- ll. Section 105.6.38 Pyrotechnic Special Effects Material
  - i. Permit, per location.....\$50.00
- mm. Section 105.6.39 Proxylin Plastics
  - i. Permit, per location.....\$50.00
- nn. Section 105.6.40 Refrigeration Equipment
  - i. Permit, per location.....\$50.00
- oo. Section 105.6.41 Repair Garages and Motor Fuel Dispensing
  - i. Permit, per location.....\$50.00
- pp. Section 105.6.42 Rooftop Heliports
  - i. Permit, per location.....\$50.00
- qq. Section 105.6.43 Spraying or Dipping
  - i. Permit, per location.....\$75.00
- rr. Section 105.6.44 Storage of Tires and Tire By-Products
  - i. Permit, per location.....\$50.00
- ss. Section 105.6.45 Temporary Membrane and Tents
  - i. Permit, per location.....\$50.00
- tt. Section 105.6.46 Tire-Rebuilding Plants
  - i. Permit, per location.....\$50.00
- uu. Section 105.6.47 Waste Handling
  - i. Permit, per location.....\$50.00
- vv. Section 105.6.48 Wood Products

i. Permit, per location.....\$50.00

(2) Section 105.7 “Required construction permits”, except for the following provisions which are adopted by and made part of this code:

- a. **Section 105.7.1 Automatic Fire-extinguishing Systems (Kitchen Hood Suppression Modifications)**
  - i. Permit, per location.....Midwest City Ordinance Section 15-73
  - ii. Hood Suppression System: Permit, per location.....\$100.00
  - iii. Hood Suppression system Modification: Permit, per location.....\$50.00
- b. **Section 105.7.3 Compressed Gases**
  - i. Permit, per location.....\$50.00
- c. **Section 105.7.4 Cryogenic Fluids**
  - i. Permit, per location.....\$50.00
- d. **Section 105.7.5 Emergency Responder Radio Coverage**
  - i. Permit, per location.....\$50.00
- e. **Section 105.7.6 Fire Alarm and Detection Systems**
  - i. Permit, per location.....Midwest City Ordinance Section 15-72.
- f. **Section 105.7.7 Fire Pumps and Equipment**
  - i. Permit, per location.....\$50.00
- g. **Section 105.7.8 Flammable and Combustible Liquids**
  - i. Permit, per location.....\$50.00
- h. **Section 105.7.9 Gates and Barricades**
  - i. Permit, per location.....\$50.00
- i. **Section 105.7.10 Hazardous Materials**
  - i. Permit, per location.....\$50.00
- j. **Section 105.7.11 Industrial Ovens**
  - i. Permit, per location.....\$50.00
- k. **Section 105.7.12 LP-Gas**
  - i. Permit, per location.....\$50.00
- l. **Section 105.7.13 Private Fire Hydrants**
  - i. Permit, per location.....\$50.00
- m. **Section 105.7.14 Smoke Control or Smoke Exhaust Systems**
  - i. Permit, per location.....\$50.00
- n. **Section 105.7.15 Solar Photovoltaic Power Systems**
  - i. Permit, per location.....\$50.00
- o. **Section 105.7.16 Spraying or Dipping**
  - i. Permit, per location.....\$50.00
- p. **Section 105.7.17 Standpipe Systems**
  - i. Permit, per location.....\$50.00
- q. **Section 105.7.18 Temporary Membrane Structures and Tents**
  - i. Permit, per location.....\$50.00
- r. **Section 105.7.19 Underground Fire Line / Fire Department Connection (FDC)**
  - i. Permit, per location.....\$50.00



**SECTION 3.** The Midwest City Municipal Code, Chapter 15, Article III, Division 2, Section 15-59 is hereby adopted as follows:

**Sec. 15-59. – Fire Department Annual License / Inspections.**

- (1) Acceptance Testing of Fire Protection Systems
  - a. Fee, per system.....\$100.00
- (2) Building Access Control System Acceptance
  - a. Fee, per system.....\$100.00
- (3) Site Gate and Barricade Acceptance
  - a. Fee, per site.....\$100.00
- (4) Mobile Food Vending
  - a. Fee, per vendor.....\$25.00
- (5) High Hazard Occupancies
  - a. Fee, per location.....\$100.00
- (6) Moderate Hazard Occupancies
  - a. Fee, per location.....\$75.00
- (7) Low Hazard Occupancies
  - a. Fee, per location.....\$50.00
- (8) Religious and Education Occupancies
  - a. Fee, per location.....\$0.00
- (9) Consultation
  - a. Single Occurrence: Fee, per location.....\$0.00
  - b. Secondary and Subsequent Occurrence: Fee, per location.....\$50.00
- (10) Re-inspection (At officers discretion)
  - a. Initial Re-inspection.....\$50.00
  - b. Continued Re-inspection per occurrence.....\$100.00

**SECTION 3. EFFECTIVE DATE.** This ordinance shall be in force and effect on and after the day of \_\_\_\_\_, 2021.

**SECTION 4. REPEALER.** All ordinances or parts of ordinances in conflict herewith are hereby repealed.

**SECTION 5. SEVERABILITY.** If any section, sentence, clause or portion of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of the ordinance.

PASSED AND APPROVED by the Mayor and Council of the City of Midwest City, Oklahoma, on the \_\_\_\_\_ day of \_\_\_\_\_, 2021.

THE CITY OF MIDWEST CITY, OKLAHOMA

\_\_\_\_\_  
MATTHEW D. DUKES, II, Mayor

ATTEST:

\_\_\_\_\_  
SARA HANCOCK, City Clerk

APPROVED as to form and legality this \_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Donald Maisch, City Attorney

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING THE MIDWEST CITY MUNICIPAL CODE, CHAPTER 15, FIRE PROTECTION AND PREVENTION, ARTICLE III, FIRE PREVENTION CODES AND STANDARDS, DIVISION 2, FIRE PREVENTION CODES, BY AMENDING SECTION 15-55, 15-56 AND ADOPTING SECTION 15-59; ESTABLISHING AN EFFECTIVE DATE; AND PROVIDING FOR REPEALER AND SEVERABILITY.**

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF MIDWEST CITY, OKLAHOMA:

**ORDINANCE**

**SECTION 1.** The Midwest City Municipal Code, Chapter 15, Fire Protection and Prevention, Article III - Fire Prevention Codes and Standards, Division 2 – Fire Prevention, Section 15-55, International Fire Code adopted, is hereby amended to read as follows:

**Sec. 15-55. – International Fire Codes adopted.**

The 2018 International Fire Code as adopted and modified by the State of Oklahoma through the Oklahoma Uniform Building Code commission is hereby adopted by reference as if set out at length in this Code, save and except any portions which may hereinafter be deleted, modified or amended.

**SECTION 2.** The Midwest City Municipal Code, Chapter 15, Article III, Division 2, Section 15-56 is hereby amended to read as follows:

**Sec. 15-56. – Permits and fees.**

The 2018 International Fire Code is hereby amended by repealing:

- (1) Section 105.6 “Required operational permits”, except for the following provisions which are adopted by and made part of this code:
  - a. Section 105.6.1 **Aerosol Products**
    - i. Permit, per location.....\$50.00
  - b. Section 105.6.2 **Amusement Buildings**
    - i. Permit, per location.....\$75.00
  - c. Section 105.6.3 **Aviation Facilities**
    - i. Permit, per location.....\$50.00
  - d. Section 105.6.4 **Carbon Dioxide Systems used in beverage dispensing applications**
    - i. Permit, per location.....\$100.00
  - e. Section 105.6.5 **Carnivals and Fairs**
    - i. Permit, see, Chapter 7, Article IV, Sections 7-50 through 7-52
  - f. Section 105.6.6 **Cellulose Nitrate Film**
    - i. Permit, per location.....\$50.00
  - g. Section 105.6.7 **Combustible Dust-Producing Operations**
    - i. Permit, per location.....\$50.00

- h. Section 105.6.8 **Combustible Fibers**
  - i. Permit, per location.....\$50.00
- i. Section 105.6.9 **Compressed Gases**
  - i. Permit, per location.....\$50.00
- j. Section 105.6.10 **Covered and Open Mall Buildings**
  - i. Permit, per location.....\$100.00
- k. Section 105.6.11 **Cryogenic Fluids**
  - i. Permit, per location.....\$50.00
- l. Section 105.6.12 **Cutting and Welding**
  - i. Permit, per location.....\$50.00
- m. Section 105.6.13 **Dry Cleaning**
  - i. Permit, per location.....\$50.00
- n. Section 105.6.14 **Exhibits and Trade Shows**
  - i. Permit, per location.....\$50.00
- o. Section 105.6.15 **Explosives**
  - i. Permit, per location.....\$50.00
- p. Section 105.6.16 **Fire Hydrants and Valves**
  - i. Permit, per location.....\$50.00
- q. Section 105.6.17 **Flammable and Combustible Liquids**
  - i. Permit, per location.....\$75.00
- r. Section 105.6.18 **Floor Finishing**
  - i. Permit, per location.....\$50.00
- s. Section 105.6.19 **Fruit and Crop Ripening**
  - i. Permit, per location.....\$50.00
- t. Section 105.6.20 **Fumigation and Insecticidal Fogging**
  - i. Permit, per location.....\$50.00
- u. Section 105.6.21 **Hazardous Materials**
  - i. Permit, per location.....\$75.00
- v. Section 105.6.22 **HPM Facilities**
  - i. Permit, per location.....\$100.00
- w. Section 105.6.23 **High Piled Storage**
  - i. Permit, per location.....\$50.00
- x. Section 105.6.24 **Hot Work Operation**
  - i. Permit, per location.....\$50.00
- y. Section 105.6.25 **Industrial Ovens**
  - i. Permit, per location.....\$100.00
- z. Section 105.6.26 **Lumber Yard and Woodworking Plants**
  - i. Permit, per location.....\$50.00
- aa. Section 105.6.27 **Liquid-or-Gas Fueled Vehicles or Equipment in Assembly Buildings**
  - i. Permit, per location.....\$50.00
- bb. Section 105.6.28 **LP-Gas**
  - i. Permit, per location.....\$100.00
- cc. Section 105.6.29 **Magnesium**
  - i. Permit, per location.....\$50.00
- dd. Section 105.6.30 **Miscellaneous Combustible Storage**

- i. Permit, per location.....\$50.00
- ee. Section 105.6.31 **Motor Fuel-dispensing Facilities**
  - i. Permit, per location.....\$50.00
- ff. Section 105.6.32 **Open Burning**
  - i. See Midwest City Ordinance Chapter 15, Article IV Section 15-113
- gg. Section 105.6.33 **Open Flame and Torches**
  - i. Permit, per location.....\$50.00
- hh. Section 105.6.34 **Open Flames and Candles**
  - i. Permit, per location.....\$50.00
- ii. Section 105.6.35 **Organic Coatings**
  - i. Permit, per location.....\$50.00
- jj. Section 105.6.36 **Places of Assembly**
  - i. Permit, per location.....\$50.00
- kk. Section 105.6.37 **Private Fire Hydrants**
  - i. Permit, per location.....\$50.00
- ll. Section 105.6.38 **Pyrotechnic Special Effects Material**
  - i. Permit, per location.....\$50.00
- mm. Section 105.6.39 **Proxylin Plastics**
  - i. Permit, per location.....\$50.00
- nn. Section 105.6.40 **Refrigeration Equipment**
  - i. Permit, per location.....\$50.00
- oo. Section 105.6.41 **Repair Garages and Motor Fuel Dispensing**
  - i. Permit, per location.....\$50.00
- pp. Section 105.6.42 **Rooftop Heliports**
  - i. Permit, per location.....\$50.00
- qq. Section 105.6.43 **Spraying or Dipping**
  - i. Permit, per location.....\$75.00
- rr. Section 105.6.44 **Storage of Tires and Tire By-Products**
  - i. Permit, per location.....\$50.00
- ss. Section 105.6.45 **Temporary Membrane and Tents**
  - i. Permit, per location.....\$50.00
- tt. Section 105.6.46 **Tire-Rebuilding Plants**
  - i. Permit, per location.....\$50.00
- uu. Section 105.6.47 **Waste Handling**
  - i. Permit, per location.....\$50.00
- vv. Section 105.6.48 **Wood Products**
  - i. Permit, per location.....\$50.00

(2) Section 105.7 “Required construction permits”, except for the following provisions which are adopted by and made part of this code:

- a. Section 105.7.1 **Automatic Fire-extinguishing Systems (Kitchen Hood Suppression Modifications)**
  - i. Permit, per location.....Midwest City Ordinance Section 15-73
  - ii. Hood Suppression System: Permit, per location.....\$100.00
  - iii. Hood Suppression system Modification: Permit, per location.....\$50.00
- b. Section 105.7.3 **Compressed Gases**

- i. Permit, per location.....\$50.00
- c. Section 105.7.4 **Cryogenic Fluids**
  - i. Permit, per location.....\$50.00
- d. Section 105.7.5 **Emergency Responder Radio Coverage**
  - i. Permit, per location.....\$50.00
- e. Section 105.7.6 **Fire Alarm and Detection Systems**
  - i. Permit, per location.....Midwest City Ordinance Section 15-72.
- f. Section 105.7.7 **Fire Pumps and Equipment**
  - i. Permit, per location.....\$50.00
- g. Section 105.7.8 **Flammable and Combustible Liquids**
  - i. Permit, per location.....\$50.00
- h. Section 105.7.9 **Gates and Barricades**
  - i. Permit, per location.....\$50.00
- i. Section 105.7.10 **Hazardous Materials**
  - i. Permit, per location.....\$50.00
- j. Section 105.7.11 **Industrial Ovens**
  - i. Permit, per location.....\$50.00
- k. Section 105.7.12 **LP-Gas**
  - i. Permit, per location.....\$50.00
- l. Section 105.7.13 **Private Fire Hydrants**
  - i. Permit, per location.....\$50.00
- m. Section 105.7.14 **Smoke Control or Smoke Exhaust Systems**
  - i. Permit, per location.....\$50.00
- n. Section 105.7.15 **Solar Photovoltaic Power Systems**
  - i. Permit, per location.....\$50.00
- o. Section 105.7.16 **Spraying or Dipping**
  - i. Permit, per location.....\$50.00
- p. Section 105.7.17 **Standpipe Systems**
  - i. Permit, per location.....\$50.00
- q. Section 105.7.18 **Temporary Membrane Structures and Tents**
  - i. Permit, per location.....\$50.00
- r. Section 105.7.19 **Underground Fire Line / Fire Department Connection (FDC)**
  - i. Permit, per location.....\$50.00

**SECTION 3.** The Midwest City Municipal Code, Chapter 15, Article III, Division 2, Section 15-59 is hereby adopted as follows:

**Sec. 15-59. – Fire Department Annual License / Inspections.**

- (1) Acceptance Testing of Fire Protection Systems
  - a. Fee, per system.....\$100.00
- (2) Building Access Control System Acceptance
  - a. Fee, per system.....\$100.00
- (3) Site Gate and Barricade Acceptance
  - a. Fee, per site.....\$100.00

- (4) Mobile Food Vending
  - a. Fee, per vendor.....\$25.00
- (5) High Hazard Occupancies
  - a. Fee, per location.....\$100.00
- (6) Moderate Hazard Occupancies
  - a. Fee, per location.....\$75.00
- (7) Low Hazard Occupancies
  - a. Fee, per location.....\$50.00
- (8) Religious and Education Occupancies
  - a. Fee, per location.....\$0.00
- (9) Consultation
  - a. Single Occurrence: Fee, per location.....\$0.00
  - b. Secondary and Subsequent Occurrence: Fee, per location.....\$50.00
- (10) Re-inspection (At officers discretion)
  - a. Initial Re-inspection.....\$50.00
  - b. Continued Re-inspection per occurrence.....\$100.00

**SECTION 3. EFFECTIVE DATE.** This ordinance shall be in force and effect on and after the 15 day of December, 2021.

**SECTION 4. REPEALER.** All ordinances or parts of ordinances in conflict herewith are hereby repealed.

**SECTION 5. SEVERABILITY.** If any section, sentence, clause or portion of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portions of the ordinance.

PASSED AND APPROVED by the Mayor and Council of the City of Midwest City, Oklahoma, on the 9 day of December, 2021.

THE CITY OF MIDWEST CITY, OKLAHOMA

\_\_\_\_\_  
MATTHEW D. DUKES, II, Mayor

ATTEST:

\_\_\_\_\_  
SARA HANCOCK, City Clerk

APPROVED as to form and legality this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

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Donald Maisch, City Attorney





# Midwest City Fire Department Permit Fee Schedule

Midwest City Fire Marshal's Office  
8201 E Reno Avenue  
Midwest City, OK 73110  
Office: 405-739-1340  
[www.midwestcityok.org](http://www.midwestcityok.org)

Form: FS V1.5 2021

### Operational Permits (Section 105.6 - International Fire Code 2018)

Aerosol Products	\$50.00	LP-Gas	\$100.00
Amusement Buildings	\$75.00	Magnesium	\$50.00
Aviation Facilities	\$50.00	Miscellaneous Combustible Storage	\$50.00
Carbon Dioxide Systems	\$100.00	Motor fuel-dispensing facilities	\$50.00
Carnivals and Fairs	Chapter 7	Open Burning	See Open Burning
Cellulose Nitrate Film	\$50.00	Open Flame and Torches	\$50.00
Combustible Dust-Producing Operations	\$50.00	Organic Coatings	\$50.00
Combustible Fibers	\$50.00	Places of Assembly	\$50.00
Compressed Gasses	\$50.00	Pyrotechnic Special Effects Material	\$50.00
Covered and Open Mall Buildings	\$100.00	Pyroxylin Plastics	\$50.00
Cryogenic Fluids	\$50.00	Refrigeration Equipment	\$50.00
Cutting and Welding	\$50.00	Repair Garages	\$50.00
Dry Cleaning	\$50.00	Rooftop Heliports	\$50.00
Exhibits and Trade Shows	\$75.00	Spraying or Dipping	\$75.00
Explosives	\$50.00	Storage of Scrap Tires and Tire Byproducts	\$50.00
Fire Hydrants and Valves / Private Hydrants	\$50.00	Temporary Membrane and Tents	\$50.00
Flammable and Combustible Liquids	\$75.00	Tire-Rebuilding Plants	\$50.00
Floor Finishing	\$50.00	Waste Handling	\$50.00
Fruit and Crop Ripening	\$50.00	Wood Products	\$50.00
Fumigation and Insecticidal Fogging	\$50.00	Duplicate Permits - Issuance of Multiple	10.00 Each
High Piled Storage	\$50.00	Plant Extracting, Processing and Testing	\$50.00
Hot Work Operations	\$50.00	Home Daycare	\$0.00
Industrial Ovens	\$50.00		
Lumber Yard and Woodworking Plants	\$50.00		
Liquid-or-Gas Fueled Vehicles or Equipment in Assembly Buildings			\$50.00

### Open Burning (Article IV Section 15-101 - Midwest City Ordinances)

Special Use - One Day Only	\$0.00	One - Year Permit	\$75.00
Residential Burn Pit	\$0.00	90 - Day Permit	\$25.00

### Construction Permits (Section 105.7 - International Fire Code 2018)

#### **New Fire Sprinkler System:**

A permit fee of \$50.00 plus the \$4.00 state fee plus \$0.02 per square foot of new building construction area.

#### **Modified or Remodeled Sprinkler System:**

A permit fee of \$50.00 plus the \$4.00 state fee if less than %50 of the system is being adjusted.

#### **New Fire Alarm and Detection System:**

A permit fee of \$50.00 plus the \$4.00 state fee plus \$0.02 per square foot of new building construction area.

#### **Modified or Remodeled Fire Alarm and Detection System:**

A permit fee of \$50.00 plus the \$4.00 state fee if less than 50% of the system is being adjusted.

System remodels that are greater than 50% of facility sq ft. require the full new fire sprinkler system fee.

**The Midwest City Fire Department is committed to providing the highest level of public safety services for our community and citizens. We protect lives and property through fire suppression, emergency medical response, disaster management, fire prevention and public education.**

**Construction Permits (Section 105.7 - International Fire Code 2018)**

Kitchen Hood Suppression Systems	\$100.00	Hazardous Materials	\$50.00
Modification to Hood Suppression Systems	\$50.00	LP-Gas	\$50.00
Compressed Gasses	\$50.00	Private Fire Hydrants	\$50.00
Cryogenic Fluids	\$50.00	Smoke Control or Exhaust Systems	\$50.00
Controlled Access	\$50.00	Solar Photovoltaic Power Systems	\$50.00
Fire Pumps and Equipment	\$50.00	Spraying or Dipping	\$50.00
Flammable and Combustible Liquids	\$50.00	Standpipe Systems	\$50.00
Gates and Barricades	\$50.00	Temporary Membrane and Tents	\$50.00
Underground Fire Line / FDC	\$50.00		

**Inspections / Fire Department Annual License**

Fire Protection Systems Acceptance Test	\$100.00	Building Access Control System	\$100.00
Initial Reinspection	\$50.00	Gates and Barricades Acceptance	\$100.00
Continued Reinspections per Occurrence	\$100.00	Moderate Hazard Occupancies	\$75.00
High Hazard Occupancies	\$100.00	Low Hazard Occupancies	\$50.00
Religious and Educational Occupancies	\$0.00	Consultation - Single Occurrence	\$0.00
Mobile Food Vending	\$25.00		

**General Notes**

Reinspection fees shall be paid prior to the scheduling of a reinspection.

Fire plan reviews shall be delivered to Fire Station #1 at 8201 E Reno Avenue, Midwest City 73110.

**A submittal package shall include the following:**

Fire Department Building Review Permit Application	Calculations for systems being installed
2 Full sets of construction drawings	Submittal CD of all supplied material
Product data for all system components	<b>*Individual submittal packages are required per designed system</b>

The 2018 IFC and all applicable NFPA standards shall be used in the design of Fire Protection Systems.

Valid permit and approved plans must be maintained on the job site at all times. Failure to obtain a permit prior to beginning work may result in a citation and failed inspection.

Please allow a minimum of two (2) business weeks for the Midwest City Fire Marshal's Office plan review process.

**Inspection Requirements**

<b>Fire Sprinkler Systems</b>	<b>Fire Alarm and Detection Systems</b>
50% Rough-In	Duct Detector Smoke Test with City Building Inspector
Hydrostatic Test	Fire Alarm and Detection Systems Acceptance Test
Fire Sprinkler System Acceptance Test	<b>Mechanical Vent Hood / Hood Suppression System</b>
<b>Underground Fire Line / FDC</b>	Mechanical Light Test with City Building Inspector
Hydrostatic Test	Hood Suppression System Acceptance Test
Underground Flush	<b>Fire Wall / Separation Assemblies</b>
	Above Ceiling Fire Wall Penetration Inspection

**Matters Not Provided For**

2018 IFC Section 102.9 (Matters Not Provided For) Requirements that are essential for the public safety of an existing or proposed activity, building or structure, or for the safety of the occupants thereof, that are not specifically provided for by this code, shall be determined by the *Authority Having Jurisdiction*.

Because of recent laws allowing for the legalization of medical marijuana, and the Midwest City adopted 2018 IFC/IBC not addressing the potentially dangerous processes involving marijuana, the Authority Having Jurisdiction will set policy and guidelines based upon municipal codes, NFPA standards, the 2018 IFC, and its amendments therein.

**We shall endeavor to be mentally and physically prepared to take bold and aggressive action in the execution of our mission.**



NEW BUSINESS/  
PUBLIC DISCUSSION





EXECUTIVE SESSION





**City Manager**  
100 N. Midwest Boulevard  
Midwest City, OK 73110  
[tlyon@midwestcityok.org](mailto:tlyon@midwestcityok.org)  
Office: 405.739.1201  
[www.midwestcityok.org](http://www.midwestcityok.org)

MEMORANDUM

TO: Honorable Mayor and City Council

FROM: Tim Lyon, City Manager

DATE: November 9, 2021

SUBJECT: Discussion and consideration of 1) entering into executive session, as allowed under Title 25 Section 307 (B)(4) to discuss confidential communications between a public body and its attorney concerning a pending investigation, claim, or action if the public body with the advice of its attorney, determines that disclosure will seriously impair the ability of the public body to process the claim or conduct a pending investigation, litigation, or proceeding in the public interest; and 2) in open session, authorizing the City Manager to take action as appropriate based on the discussion in executive session.

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Appropriate information will be dispersed during executive session.

\_\_\_\_\_  
Tim L. Lyon, City Manager



FURTHER INFORMATION





**City Manager**

100 N. Midwest Boulevard  
Midwest City, OK 73110  
tlyon@midwestcityok.org  
Office: 405-739-1201  
www.midwestcityok.org

MEMORANDUM

TO: Honorable Mayor and Council

FROM: Tim Lyon, City Manager


DATE: November 09, 2021

SUBJECT: Discussion and consideration of a resolution, including any possible amendment, of the City Council of the City of Midwest City to rescind Resolution 2018-31; withdrawing from the Trust Agreement and Indenture creating the of the Regional Transportation Authority of Central Oklahoma (RTA); and rescinding appointments to the Regional Transportation Authority of Central Oklahoma.

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Please see the attached resolution, proposed withdraw from the Trust Agreement and Indenture from the Regional Transportation Authority of Central Oklahoma.

Action is at the Council's discretion.

  
\_\_\_\_\_  
Tim L. Lyon, City Manager

**RESOLUTION 2021-\_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MIDWEST CITY TO RESCIND RESOLUTION 2018-31; WITHDRAWING FROM THE TRUST AGREEMENT AND INDENTURE CREATING THE REGIONAL TRANSPORTATION AUTHORITY OF CENTRAL OKLAHOMA (RTA); AND RESCINDING APPOINTMENTS TO THE REGIONAL TRANSPORTATION AUTHORITY OF CENTRAL OKLAHOMA.**

**WHEREAS**, on November 27, 2018 the City Council for the City of Midwest City adopted Resolution number 2018-31, authorizing the execution of the Trust Agreement and Indenture of the Regional Transportation Authority of Central Oklahoma;

**WHEREAS**, on or about March 4, 2019, the Mayor for the City of Midwest City signed and executed the Trust Agreement and Indenture of the Regional Transportation Authority of Central Oklahoma;

**WHEREAS**, on March 13, 2019, the Trust Agreement and Indenture of the Regional Transportation Authority of Central Oklahoma was filed with the Office of the Oklahoma Secretary of State;

**WHEREAS**, the City of Midwest City has appointed residents to represent the interests of the City of Midwest City to the Regional Transportation Authority of Central Oklahoma. Said representatives have attended meetings of the Regional Transportation Authority of Central Oklahoma;

**WHEREAS**, since the adoption of the Trust Agreement and Indenture of the Regional Transportation Authority of Central Oklahoma, the interests of the Regional Transportation Authority of Central Oklahoma and the interests of the City of Midwest City have separated;

**WHEREAS**, one such separation includes a request by the Regional Transportation Authority of Central Oklahoma to call for a vote for a tax to fund projects for the Regional Transportation Authority;

**WHEREAS**, under such a vote, a majority of the citizens of the City of Midwest City may vote to turn down the tax, but if for a tax is approved by a majority of all of the people who vote whether to establish such a tax, then the citizens of the City of Midwest City are subject to a tax, that the majority of Midwest City residents voted against; and

**WHEREAS**, the Trust Agreement and Indenture of the Regional Transportation Authority of Central Oklahoma gives its member jurisdictions the ability to withdraw from the Trust Agreement and Indenture;

**NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MIDWEST CITY, that:**

Resolution 2018-31 is hereby rescinded;

The City of Midwest City officially withdraws from the Trust Agreement and Indenture of the Regional Transportation Authority of Central Oklahoma;



Any appointments to the Regional Transportation Authority of Central Oklahoma by the City of Midwest City are hereby rescinded; and

The City Manager for the City of Midwest City is hereby directed to notify the Regional Transportation Authority of Central Oklahoma of the withdrawal, to notify any appointees of this withdrawal and the rescinding of the appointment, and file this resolution of the Office of the Secretary of State for the State of Oklahoma.

**PASSED AND APPROVED BY** the Mayor and City Council of the City of Midwest City on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

CITY OF MIDWEST CITY, OKLAHOMA

\_\_\_\_\_  
Matthew D. Dukes, Mayor

Attest:

\_\_\_\_\_  
Sara Hancock, City Clerk

APPROVED as to form and legality this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
Donald D. Maisch, City Attorney



MUNICIPAL AUTHORITY

Meeting Canceled for

November 09, 2021





## MEMORIAL HOSPITAL AUTHORITY AGENDA

City Hall - Midwest City Council Chambers, 100 N. Midwest Boulevard

November 09, 2021 – 6:02 PM

Presiding members: Chairman Matt Dukes

Trustee Susan Eads

Trustee Sean Reed

City Manager Tim Lyon

Trustee Pat Byrne

Trustee Christine Allen

City Clerk Sara Hancock

Trustee Española Bowen

Trustee Rick Favors

City Attorney Don Maisch

A. CALL TO ORDER.

B. DISCUSSION ITEMS.

1. Discussion and consideration for adoption, including any possible amendment of, the October 26, 2021 meeting minutes. (Secretary - S. Hancock)
2. Discussion and consideration of adoption, including any possible amendment, of action to reallocate assets, change fund managers or make changes in the Statement of Investment Policy, Guidelines and Objectives. (Finance - T. Cromar)

C. NEW BUSINESS/PUBLIC DISCUSSION. In accordance with State Statute Title 25 Section 311. Public bodies - Notice. A-9, the purpose of the "New Business" section is for action to be taken at any Council/Authority/Commission meeting for any matter not known about or which could not have been reasonably foreseen 24 hours prior to the public meeting. The purpose of the "Public Discussion Section" of the Agenda is for members of the public to speak to the Authority on any Subject not scheduled on the Regular Agenda. The Authority shall make no decision or take any action, except to direct the City Manager to take action, or to schedule the matter for discussion at a later date. Pursuant to the Oklahoma Open Meeting Act, the Authority will not engage in any discussion on the matter until that matter has been placed on an agenda for discussion. **THOSE ADDRESSING THE AUTHORITY ARE REQUESTED TO STATE THEIR NAME AND ADDRESS PRIOR TO SPEAKING TO THE AUTHORITY.**

D. ADJOURNMENT.



DISCUSSION ITEMS



Notice for the Midwest City Memorial Hospital Authority meetings was filed for the calendar year with the City Clerk of Midwest City. Public notice of this agenda was accessible at least 24 hours before this meeting at City Hall and on the Midwest City website (www.midwestcityokorg).

## Midwest City Memorial Hospital Authority Minutes

October 26, 2021

This meeting was held in Midwest City Council Chambers at City Hall, 100 N. Midwest Boulevard, Midwest City, County of Oklahoma, State of Oklahoma.

Chairman Matt Dukes called the meeting to order at 7:07 PM with the following members present:

Trustee Susan Eads	Trustee Sean Reed	City Manager Tim Lyon
Trustee Pat Byrne	Trustee Christine Allen	Secretary Sara Hancock
Trustee Española Bowen	Trustee Rick Favors	City Attorney Don Maisch

### DISCUSSION ITEMS.

- 1. Discussion and consideration for adoption, including any possible amendment of, the October 12, 2021 meeting minutes.** Eads made a motion to approve the minutes, seconded by Allen. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors, and Dukes. Nay: none. Absent: none. Motion carried.
- 2. Discussion and consideration of adoption, including any possible amendment, of action to reallocate assets, change fund managers or make changes in the Statement of Investment Policy, Guidelines and Objectives.** No Action Needed.

NEW BUSINESS/PUBLIC DISCUSSION There was no new business or public discussion.

At 7:08 PM Allen made a motion to recess, seconded by Eads. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors, and Dukes. Nay: none. Absent: none. Motion carried.

At 7:15 PM Allen made a motion to return to meeting, seconded by Reed. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors, and Dukes. Nay: none. Absent: none. Motion carried.

### EXECUTIVE SESSION.

- 1. Discussion and consideration of 1) entering into executive session, as allowed under Title 25 Section 307 (B)(4) to discuss confidential communications between a public body and its attorney concerning a pending investigation, claim, or action if the public body with the advice of its attorney, determines that disclosure will seriously impair the ability of the public body to process the claim or conduct a pending investigation, litigation, or proceeding in the public interest; and 2) authorizing the City Manager to take action as appropriate based on discussion.**

At 7:15 PM Byrne made a motion to enter into the City Council and Hospital Authority Executive Session, seconded by Reed. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors, and Dukes. Nay: None. Absent: none. Motion carried.

At 8:20 PM Reed made motion to return to Open Session, seconded by Allen. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, Favors, and Dukes. Nay: None. Absent: none. Motion carried.

No Action Needed.

ADJOURNMENT.

There being no further business, Chairman Dukes adjourned the meeting at 8:20 PM.

ATTEST:

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MATTHEW D. DUKES II, Chairman

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SARA HANCOCK, Secretary



**Memorial Hospital Authority**

General Manager/Administrator, Tim Lyon  
100 North Midwest Boulevard  
Midwest City, Oklahoma 73110  
Office (405) 739-1201  
tlyon@midwestcityok.org  
[www.midwestcityok.org](http://www.midwestcityok.org)

MEMORANDUM

To: Honorable Chairman and Trustees

From: Tiatia Cromar, Finance Director

Date: November 9, 2021

Subject: Discussion and consideration of adoption, including any possible amendment, of action to reallocate assets, change fund managers or make changes in the Statement of Investment Policy, Guidelines and Objectives.

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Jim Garrels, President of Fiduciary Capital Advisors, asked staff to put this item on each agenda in the event that the Hospital Authority's investments need to be reallocated, an investment fund manager needs to be changed, or changes need to be made to the Statement of Investment Policy on short notice.

Tiatia Cromar  
Finance Director



NEW BUSINESS/  
PUBLIC DISCUSSION







## **SPECIAL ECONOMIC DEVELOPMENT AUTHORITY AGENDA**

City Hall - Midwest City Council Chambers, 100 N. Midwest Boulevard

November 09, 2021 – 6:03 PM

Presiding members: Chairman Matt Dukes

Trustee Susan Eads

Trustee Sean Reed

City Manager Tim Lyon

Trustee Pat Byrne

Trustee Christine Allen

City Clerk Sara Hancock

Trustee Española Bowen

Trustee Rick Favors

City Attorney Don Maisch

A. **CALL TO ORDER.**

B. **CONSENT AGENDA.** These items are placed on the Consent Agenda so the Trustees, by unanimous consent, can approve routine agenda items by one motion. If any item proposed does not meet with the approval of all Trustees, or members of the audience wish to discuss an item, it will be removed and heard in a regular order.

1. Discussion and consideration for adoption, including any possible amendment of, the October 12, 2021 meeting minutes. (City Clerk - S. Hancock)
2. Discussion and consideration for entering into and approving, including any possible amendment, a Professional Services Agreement with Catalyst Commercial, Dallas, TX, in an amount not to exceed \$60,000 for completing the Air Depot Corridor Study and Plan. (Economic Development - R. Coleman)
3. Discussion and consideration, including any amendment thereto, of granting a Permanent Easement to Oklahoma Gas and Electric Company across a certain parcel of land located within the corporate boundaries of Midwest City in Town Center Plaza Section 1, being part of Section Ten (10), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma. (Community Development - B. Bundy)

C. **PUBLIC DISCUSSION.** The purpose of the "Public Discussion Section" of the Agenda is for members of the public to speak to the Authority on any Subject not scheduled on the Regular Agenda. The Authority shall make no decision or take any action, except to direct the City Manager to take action, or to schedule the matter for discussion at a later date. Pursuant to the Oklahoma Open Meeting Act, the Authority will not engage in any discussion on the matter until that matter has been placed on an agenda for discussion. **THOSE ADDRESSING THE AUTHORITY ARE REQUESTED TO STATE THEIR NAME AND ADDRESS PRIOR TO SPEAKING TO THE AUTHORITY.**

D. **ADJOURNMENT.**



CONSENT AGENDA



Notice for the Midwest City Economic Development Authority special meeting was filed with the City Clerk of Midwest City atleast 48 hours prior to the meeting. Public notice of this agenda was accessible at least 24 hours before this meeting at City Hall and on the Midwest City website (www.midwestcityokorg).

**Midwest City Economic Development Authority Minutes  
Special Meeting**

**October 12, 2021**

This meeting was held in the Midwest City Chambers at City Hall, 100 N Midwest Blvd, Midwest City, County of Oklahoma, State of Oklahoma.

Chairman Matt Dukes called the meeting to order at 6:23 PM with following members present:

Trustee Susan Eads	Trustee Sean Reed	City Manager Tim Lyon
Trustee Pat Byrne	Trustee Christine Allen	Secretary Sara Hancock
Trustee Española Bowen		City Attorney Don Maisch

Absent: Trustee Rick Favors

CONSENT AGENDA. Reed made motion to approve the consent agenda, seconded by Bowen. Voting Aye: Eads, Byrne, Bowen, Reed, Allen, and Dukes. Nay: none. Absent: Favors. Motion Carried.

1. Discussion and consideration for adoption, including any possible amendment of, the September 28, 2021 meeting minutes.
2. Discussion and consideration for adoption, including any possible amendment of supplemental budget adjustments to the following fund for FY 2021-2022, increase: Economic Development Authority Fund, expenses/Economic Dev Auth (95) \$4,276.

PUBLIC DISCUSSION. There was no public discussion.

ADJOURNMENT.

There being no further business, Chairman Dukes adjourned the meeting at 6:24 PM.

ATTEST:

\_\_\_\_\_  
MATTHEW D. DUKES II, Chairman

\_\_\_\_\_  
SARA HANCOCK, Secretary

MEMORANDUM

To: Honorable Mayor and City Council Members

From: Robert Coleman, Director of Economic Development

Date: November 9, 2021

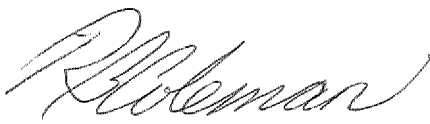
Subject: Discussion and consideration for entering into and approving, including any possible amendment, a Professional Services Agreement with Catalyst Commercial, Dallas, TX, in an amount not to exceed \$60,000 for completing the Air Depot Corridor Study and Plan.

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The Midwest City Memorial Hospital Authority Board of Grantors and Board of Trustees in 2019 looked favorably upon the EDA's application to undertake the Air Depot Corridor Improvement Study and agreed to fund \$48,466.67 of the \$60,000 necessary for the project. Our completion schedule was setback over a year due to a variety of reasons but we are now ready to move forward.

We spoke with several reputable planning consultants before deciding to contract with Catalyst Commercial for this work. Catalyst became familiar with the Air Depot Boulevard corridor and its surroundings when working on the Heritage Park Mall Study (2016). The Catalyst team brings a wealth of research, plan development and implementation experience to the equation and looks forward to working with us again.

Please contact my office at (405) 739-1218 with any question.



Robert Coleman, Director of Economic Development

Attachments: Agreement for Professional Services

STATE OF OKLAHOMA    §  
                                  §  
COUNTY OF OKLAHOMA §

AGREEMENT FOR PROFESSIONAL SERVICES

This Agreement for Professional Services (“Agreement”) is made by and between the Midwest City Economic Development Authority (“EDA”) and Catalyst Commercial, Inc., a Texas corporation (“Professional”) (each a “Party” and collectively the “Parties”), acting by and through their authorized representatives.

**RECITALS:**

**WHEREAS**, the EDA desires to engage the services of the Professional as an independent contractor, and not as an employee, to provide the services described in Exhibit “A” (the “Scope of Services”) to assist the EDA in developing redevelopment scenarios for Air Depot Corridor Improvement Study and Plan (the “Project”); and

**WHEREAS**, the Professional desires to render professional services for the EDA on the terms and conditions set forth in this Agreement;

**NOW THEREFORE**, in exchange for the mutual covenants set forth herein, and other valuable consideration, the sufficiency and receipt of which are hereby acknowledged, the Parties agree as follows:

**Article I  
Term**

1.1 This Agreement shall commence on the last date of execution hereof (“Effective Date”) and continue until completion of the services, unless sooner terminated as provided herein.

1.2 Either Party may terminate this Agreement by giving thirty (30) days prior written notice to the other Party. In the event of such termination the Professional shall deliver to EDA all finished and unfinished documents, data, studies, surveys, drawings, maps, models, reports, photographs or other items prepared by the Professional in connection with this Agreement. Professional shall be entitled to compensation for any services completed in accordance with this Agreement prior to such termination. Professional may maintain copies of all work product produced in the performance of this Agreement for purposes of its marketing and advertising.

**Article II  
Scope of Service**

2.1 The Professional shall perform the services in connection with the Project as set forth in the Scope of Services.

2.2 The Parties acknowledge and agree that any and all opinions provided by the Professional in connection with the Scope of Services represent the professional judgment of the

Professional, in accordance with the professional standard of care applicable to the services performed hereunder.

### **Article III Schedule of Work**

The Professional agrees to complete the required services in accordance with the Project Schedule outlined in Exhibit "A".

### **Article IV Compensation and Method of Payment**

4.1 Professional will be compensated in accordance with the payment schedule and amounts set forth in the Scope of Services, in a total amount not to exceed Sixty Thousand Dollars and 00/100 (\$60,000.00). Unless otherwise provided herein, payment to the Professional shall be monthly based on the Professional's monthly progress report and detailed monthly itemized statement for services that shows the names of the Professional's employees, agents, contractors performing the services, the time worked, the actual services performed, the rates charged for such service, reimbursable expenses, the total amount of fee earned to date and the amount due and payable as of the current statement, in a form reasonably acceptable to the EDA. Monthly statements shall include authorized expenses with supporting itemized invoices and documentation. The EDA shall pay such monthly statements within ten (10) days after receipt unless otherwise provided herein.

4.2 Unless otherwise provided in the Scope of Services the EDA shall be responsible for all direct expenses related to the services provided pursuant to this Agreement including, but not limited to, travel and copying charges. Such expenses must be agreed to by the EDA in advance of the incurrence via change order.

### **Article V Devotion of Time; Personnel; and Equipment**

5.1 The Professional shall devote such time as reasonably necessary for the satisfactory performance of the services under this Agreement. Should the EDA require additional services not included under this Agreement, the Professional shall make reasonable effort to provide such additional services within the time schedule without decreasing the effectiveness of the performance of services required under this Agreement, and shall be compensated for such additional services on a time and materials basis, in accordance with Professional's standard hourly rate schedule, or as otherwise agreed between the Parties. Additional services undertaken by Professional and authorized by City via written agreement beyond those specified in Scope of Services above will be at the rate of \$300.00 per hour for principals, \$225.00 per hour for project partners, \$175.00 per hour for associate professionals, and \$105.00 per hour for professional support staff.

5.2 To the extent reasonably necessary for the Professional to perform the services under this Agreement, the Professional shall be authorized to engage the services of any agents, assistants, persons, or corporations that the Professional may deem proper to aid or assist in the performance of the services under this Agreement. The Professional shall provide written notice to and approval from the EDA prior to engaging services not referenced in the Scope of Services. The cost of such personnel and assistance shall be included as part of the total compensation to be paid Professional hereunder, and shall not otherwise be reimbursed by the EDA unless provided differently herein.

5.3 The Professional shall furnish the facilities, equipment and personnel necessary to perform the services required under this Agreement unless otherwise provided herein.

5.4 The Professional shall submit monthly progress reports and attend progress meetings as may be reasonably required by the EDA from time to time based upon Project demands. Each progress report shall detail the work accomplished and special problems or delays experienced on the Project during the previous report period, and the planned work activities and special problems or delays anticipated for the next report period.

## **Article VI Miscellaneous**

6.1 Entire Agreement. This Agreement constitutes the sole and only agreement between the Parties and supersedes any prior understandings written or oral agreements between the Parties with respect to this subject matter.

6.2 Assignment. The Professional may not assign this Agreement without the prior written consent of EDA. In the event of an assignment by the Professional to which the EDA has consented, the assignee shall agree in writing with the EDA to personally assume, perform, and be bound by all the covenants, and obligations contained in this Agreement.

6.3 Successors and Assigns. Subject to the provisions regarding assignment, this Agreement shall be binding on and inure to the benefit of the Parties to it and their respective heirs, executors, administrators, legal representatives, successors and assigns.

6.4 Governing Law. The laws of the State of Oklahoma shall govern this Agreement without regard to any conflict of law rules; and venue for any action concerning this Agreement shall be in the State District Court of Oklahoma County, Oklahoma and the Western District of Oklahoma. The Parties agree to submit to the personal and subject matter jurisdiction of said court.

6.5 Amendments. This Agreement may be amended by the mutual written agreement of the Parties.

6.6 Severability. In the event any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provisions, and the

Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained in it.

6.7 Independent Contractor. It is understood and agreed by and between the Parties that the Professional, in satisfying the conditions of this Agreement, is acting independently, and that the EDA assumes no responsibility or liabilities to any third party in connection with these actions. All services to be performed by Professional pursuant to this Agreement shall be in the capacity of an independent contractor, and not as an agent or employee of the EDA. Professional shall supervise the performance of its services and shall be entitled to control the manner and means by which its services are to be performed, subject to the terms of this Agreement.

6.8 Change Orders. No oral statement of any person shall modify or otherwise change or affect the terms, conditions or specifications stated in this Agreement. The Secretary's Office will make all change orders to Professional in writing as allowed by law and authorized by the EDA Board of Trustees.

6.9 Conflicts of Interest. Professional agrees and confirms that no official, representative, or employee of the EDA, including members of all boards, commissions, committees, and or corporations controlled or appointed by EDA, or City of Midwest City ("City") including any City trusts, has received or been promised, in connection with or related in any way to this Agreement, any commission, finder's fee, or other thing of value. In addition, Professional affirms that it has no knowledge of any official, representative, or employee of City, including members of all boards, commissions, committees, and or corporations controlled or appointed by City, including any City trusts, has any financial interest in this Agreement whatsoever. City agrees to exercise extreme care and to undertake preemptive measures to avoid any conflicts of interest, unintended or otherwise, which may exist now or in the future. If any such conflict should develop or exist, Professional agrees to bring that fact immediately to the attention of the EDA.

7.0 Confidentiality. In the course of providing services for the EDA, Professional may learn or discover information that is identified by the EDA, as confidential, non-public, or proprietary information. EDA and Professional agree that, during the term of engagement and thereafter, it will not, directly or indirectly, disclose or use any such information of the other party ("Confidential Information") without the written consent of such party. Confidential Information shall not include: information which is currently in the public domain or hereafter enters the public domain without the fault or involvement of the receiving party; information known to the receiving party prior to its disclosure by other party and information disclosed to a receiving party from a source (other than the other party) having a lawful right to make such disclosure to the receiving party, or information required to be disclosed under any court order or governmental directive. Notwithstanding the above, Professional shall comply with all applicable laws regarding requirements of confidentiality and utilize its best efforts to safeguard such information and its own internal practices and procedure regarding prohibitions on disclosing information about its various clients.

7.1 Notice. Any notice required or permitted to be delivered hereunder may be sent by first class mail, overnight courier or by confirmed telefax or facsimile to the address specified



below, or to such other Party or address as either Party may designate in writing, and shall be deemed received three (3) days after delivery set forth herein:

If intended for EDA:

With a copy to:

Attn: Robert Coleman  
Midwest City Economic Development  
Authority  
100 N Midwest Boulevard  
Midwest City, Oklahoma 73110

\_\_\_\_\_

If intended for Professional:

With a copy to:

Catalyst Commercial, Inc.  
Attn: Jason Claunch  
3232 McKinney Avenue 5<sup>th</sup> Floor  
Dallas, Texas 75204

\_\_\_\_\_

## 7.2 Insurance.

- (a) Professional shall during the term hereof maintain in full force and effect the following insurance: (i) a comprehensive general liability policy of insurance for bodily injury, death and property damage insuring against all claims, demands or actions relating to the Professional's performance of services pursuant to this Agreement with a minimum combined single limit of not less than \$1,000,000.00 per occurrence for injury to persons (including death), and for property damage; (ii) policy of automobile liability insurance covering any vehicles owned and/or operated by Professional, its officers, agents, and employees, and used in the performance of this Agreement with policy limits of not less than \$500,000.00 combined single limit and aggregate for bodily injury and property damage; (iii) if applicable, statutory Worker's Compensation Insurance at the statutory limits and Employers Liability covering all of Professional's employees involved in the provision of services under this Agreement with policy limit of not less than \$500,000.00; and (iv) Professional Liability covering negligent acts, errors and omissions in the performance of professional services with policy limit of not less than \$2,000,000.00 per claim and \$2,000,000.00 in the aggregate. The Professional shall provide written notice to the EDA of any material change of or to the insurance required herein.
- (b) A certificate of insurance evidencing the required insurance shall be submitted prior to commencement of services and upon request by the EDA.
- (c) Any subcontractor employed by the Professional rendering any service as part of this Agreement shall adhere to all requirements described hereinabove.

- (d) Contractor's liability for any cause or combination of causes is, in the aggregate, limited to an amount no greater than the fee paid to Contractor hereunder or available insurance coverage delineated herein, whichever is greater.

6.10 Debarment and Suspension.

- (a) In accordance with 2 CFR section 180.300, the principal of this contract as described in 2 CFR section 180.995 being duly sworn or under penalty of perjury under the laws of the United States, certifies that neither this company nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any federal department or agency, the State of Texas or any of its departments or agencies.
- (b) If during the contract period the principal becomes debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation, the principal shall immediately inform the EDA.
- (c) For contracts that are financed by Federal or State grants, the principal agrees that this section will be enforced on each of its subcontractors, and will inform the EDA City of any violations of this section by subcontractors to the contract.
- (d) The certification in this section is a material representation of fact relied upon by the EDA in entering into this contract.

6.11 Indemnification. **NEITHER PARTY SHALL BE LIABLE FOR ANY LOSS, DAMAGE, OR INJURY OF ANY KIND OR CHARACTER TO ANY PERSON OR PROPERTY ARISING FROM THE ACTIONS AND OMISSIONS OF THE OTHER PARTY PURSUANT TO THIS AGREEMENT. EACH PARTY HEREBY WAIVES ALL CLAIMS AGAINST THE OTHER PARTY, ITS OFFICERS, AGENTS AND EMPLOYEES FOR DAMAGE TO ANY PROPERTY OR INJURY TO, OR DEATH OF, ANY PERSON ARISING AT ANY TIME AND FROM ANY CAUSE OTHER THAN THE NEGLIGENCE OR WILLFUL MISCONDUCT OF SUCH PARTY OR BREACH OF SUCH PARTY'S OBLIGATIONS HEREUNDER TO THE EXTENT PERMITTED BY LAW. EACH PARTY AGREES TO INDEMNIFY AND SAVE HARMLESS THE OTHER PARTY FROM AND AGAINST ANY AND ALL LIABILITIES, DAMAGES, CLAIMS, SUITS, COSTS (INCLUDING COURT COSTS, ATTORNEYS' FEES AND COSTS OF INVESTIGATION) AND ACTIONS OF ANY KIND BY REASON OF INJURY TO OR DEATH OF ANY PERSON OR DAMAGE TO OR LOSS OF PROPERTY TO THE EXTENT CAUSED BY THE THE OTHER PARTY'S NEGLIGENT PERFORMANCE OF SERVICES UNDER THIS AGREEMENT OR BY REASON OF ANY NEGLIGENT ACT OR OMISSION ON THE PART OF THE OTHER PARTY, ITS OFFICERS, DIRECTORS, SERVANTS, EMPLOYEES, REPRESENTATIVES, CONSULTANTS, LICENSEES, SUCCESSORS OR PERMITTED ASSIGNS (EXCEPT WHEN SUCH LIABILITY, CLAIMS, SUITS, COSTS, INJURIES, DEATHS OR DAMAGES ARISE FROM OR ARE ATTRIBUTED TO NEGLIGENCE**

**OF THE OTHER PARTY, IN WHOLE OR IN PART, IN WHICH CASE EACH PARTY SHALL INDEMNIFY THE OTHER PARTY ONLY TO THE EXTENT OR PROPORTION OF NEGLIGENCE ATTRIBUTED TO THE FIRST PARTY AS DETERMINED BY A COURT OR OTHER FORUM OF COMPETENT JURISDICTION). NEITHER PARTY'S OBLIGATIONS UNDER THIS SECTION SHALL NOT BE LIMITED TO THE LIMITS OF COVERAGE OF INSURANCE MAINTAINED OR REQUIRED TO BE MAINTAINED UNDER THIS AGREEMENT. THIS PROVISION SHALL SURVIVE THE TERMINATION OF THIS AGREEMENT.**

6.12 Counterparts. This Agreement may be executed by the Parties hereto in separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute one and the same instrument. Each counterpart may consist of any number of copies hereof each signed by less than all, but together signed by all of the Parties hereto.

6.13 Exhibits. The exhibits attached hereto are incorporated herein and made a part hereof for all purposes.

6.14 Tort Claims. The City and the EDA are covered by the Oklahoma Tort Claims Act at 51 O.S. Sec. 151 et seq. Any claims for damages against the City or the EDA, its agents, officers and/or employees must be filed and comply with the requirements of the Oklahoma Tort Claims Act.

6.15 Termination. The EDA may terminate the contract by giving 30 days written notice. In such an event, the EDA will only be responsible for the services rendered up to the time of notification.

6.16 NO PREDJUDICE. Consultant, and its sub consultants (if any) shall not be barred from representing or providing services to the private sector for additional services during or after the termination of this Agreement for any engagements related to this work.

*[Signature Page to Follow]*

EXECUTED this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

**City of Midwest City, Oklahoma**

By: \_\_\_\_\_  
Name: Matt Dukes

Title: Chairman

**Attest:**

By: \_\_\_\_\_  
Secretary

Approved legal as to form:

By: \_\_\_\_\_  
Don Maisch, Counsel

EXECUTED this 4th day of November, 2021.

**Professional**

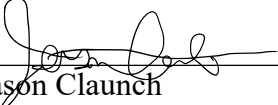
By:  \_\_\_\_\_  
Name: Jason Claunch  
Title: President

EXHIBIT "A"  
Scope of Services

**Corridor Plan  
Midwest City, Oklahoma**

The primary purpose of this planning effort is to conduct a study and prepare a corridor plan for the City of Midwest City. This plan will provide guidance for the strategy to create a market-based revitalization plan within Midwest City's Air Depot Boulevard corridor. This planning process and the implementation strategy will be critical to upgrade this primary corridor to create a stronger community entryway, improve the commercial business climate, and enhance on the fiscal impact of the tax base. The primary deliverable will be a new Corridor Plan containing community wide objectives and policies with a feasible, fiscally responsible, and prioritized implementation action plan.

**PHASE | PROJECT COMMENCEMENT**

**Task 1.1 Project Initiation**

- Catalyst will coordinate a project kick-off with City staff to discuss project goals, schedule, available data, refine the planning process, , and develop the public engagement strategy.
- City staff shall provide base maps, key data including any existing plans, studies, and other information that may inform this planning process.
- City staff shall prepare a list of stakeholders, including contact information for engagement.

**Task 1.2 Pre-Planning and Background Information**

- Catalyst shall prepare associated base maps/ GIS files to serve as the foundation of this planning effort.
- The Catalyst team shall review previous studies, zoning cases, existing land use, and any information provided by City.

**Task 1.3 Project Kick-off**

- (Day 1) Catalyst shall coordinate and conduct a physical tour (4hrs) with city staff to review the corridor and adjacent conditions.
- Following the tour, Catalyst shall conduct an initial debrief to discuss observations, project objectives, and future data needs and requirements.
- (Day 2) Catalyst shall conduct up to 8 focus group interviews around topics such as economic development, land use, buffers/transitions, connectivity, infrastructure, place-making, and incentives.

**Deliverables:** Meeting materials, data request, monthly progress reports, city-wide base map, public engagement plan

**Meetings:** Staff Mtg #1 and (8) individual stakeholder Interviews.

**CORRIDOR ASSESSMENT**

**Task 1.4 Background Analysis**

- Review baseline demographic and socioeconomic data from the U.S. Census Bureau and other sources as may be necessary and/or applicable.
- Conduct population projections from the City, County, and other sources to establish population forecasts for the planning horizon.

EXHIBIT “A”  
Scope of Services

- Review information from City staff documenting progress implementing prior plan actions to understand which previous plan goals and objectives remain community priorities.

**Task 1.5 Existing Conditions Inventory and Analysis**

Identify strengths, weaknesses, key challenges, and opportunities.

- Prepare a community assessment memo which includes updated demographic tables, charts, baseline inventory information in text, map, and table format.
- Calculate baseline existing land use areas per capita (for lands within City limits, lands outside City limits but within the ETJ, and for entire Planning Area).

**Task 1.6 Character Mapping**

- Conduct a character-based mapping exercise using development characteristics. Building age, architectural style, size, location, and zoning, will be among the characteristics considered. The resulting map will inform growth scenarios, placemaking strategies, future land use map, and activations.

**Task 1.7 Regulatory Audit**

- Through discussion with staff, residents, and development community identify gaps, opportunities, and potential updates to update the zoning code and other regulations.
- Examine stages of the development approval process, including permitting, zoning approvals, and enforcement.
- Summarize regulatory and procedural impacts to local development and identify opportunities for improvement

**Task 1.8 Transportation & Mobility Audit**

- Identify gaps and opportunities in Air Depot corridor existing mobility network using transportation infrastructure, accessibility, and travel data. Review existing thoroughfare plans for City of Midwest City and functional needs of the corridor. Explore interventions that can improve safety, mobility and livability within the corridor from a transportation perspective.

**Task 1.9 Corridor Core Values**

- Summarize early public engagement efforts to help develop Midwest City’s strategic goals and core values for the Corridor. These objectives will be used to guide the Air Depot planning process and prioritization of implementation and subsequent efforts.

**Deliverables:** Corridor framework, regulatory review, market assessment, transportation & mobility audit

**Items Provided by City:** Ownership, roadway plans, development activity.

**PHASE 2 | FUTURE LAND USE FRAMEWORK**

**Task 2.1 Corridor Scenario Development (Design Workshop)**

- In conjunction with the City’s staff and administration, the Catalyst team will conduct a one-day planning workshop to further facilitate the development of planning scenarios. Catalyst’s planners and designers will establish two alternative development concepts for the city. We will define early concepts for the corridor and associated redevelopment opportunities based on previous resident input and aspirations.

EXHIBIT "A"  
Scope of Services

**Task 2.2 Preferred Scenario**

- Prepare a preferred corridor scenario incorporating feedback received from the city staff.

**Deliverables:** Draft and final vision statement and goals, summary of two alternative development scenarios, preferred growth scenario,.

**Meetings:** Design Workshops and Public meeting with residents #1 and businesses #2

Proposed: Citizens: Thursday 5:30, Businesses: Thursday 12:00-1:30 or PM at 5:30 and 7:30PM

**Items Provided by City:** Review of vision statement and goals, participate in design studio, review of corridor scenarios and distribution of invitations. Catalyst to provide creative..

**Task 1.25 Strategic Vision Document**

- Prepare strategic vision document which will include vision statement, future land use map, thoroughfare map, and activation elements.

**Deliverables:** Strategic Vision Document (future land use map, thoroughfare map, activation elements)

**Items Provided by City:** Event promotion and space for public workshop

**PLAN ELEMENTS**

**Task 2.1 Proposed Plan Elements**

Catalyst will create recommendations for various plan elements including economic development, quality of life, connectivity, redevelopment/revitalization, infrastructure, and other identified priorities.

**Task 2.2 Implementation Program Development**

Prepare a work program of recommended implementation actions that categorizes actions by implementation types and responsible entities. Action types may include operational change, capital project, financial investment, regulation, future study, etc. Both short-term and long-range actions will be considered.

- Using the recommendations from each plan element, draft an implementation action plan that details near-, mid-, and long-term prioritization; type of action; and person, group, or entity responsible for implementation.
- Conduct a prioritization (ranking) exercise with staff.
- Draft a plan implementation and administration program that verifies plan administration and oversight roles and establishes plan monitoring and amendment processes.

**Task 2.3 Final Draft Plan**

The physical framework of the Midwest City Air Depot Corridor Plan may be comprised of the following components:

**Deliverables:** Refinement of plan themes, draft and final implementation program, draft and final corridor policy.

**Meetings:** Staff Workshop #2

**Items Provided by City:** Review of all draft and final materials.

**PHASE 3 | CORRIDOR MASTER PLAN**

**Task 3.1 Corridor Assessment**

EXHIBIT "A"  
Scope of Services

- Complete preliminary audit of the Air Depot corridor and proximate areas to evaluate the existing character and contextual relationship between Air Depot corridor and surrounding neighborhoods. Our team will conduct a physical audit of the current state of conditions of the corridor and the greater surrounding planning area. This will be combined with an assessment of past, current, and future development opportunities within the planning study area, which will inform initial findings focusing on Midwest City's assets and strengths and identifying potential needs.

**Task 3.2 Market Analysis**

- Based on guidance from other relevant plans and studies we will review the specific market of Midwest City and take a regional snapshot of surrounding communities to ensure the corridor plan is realistic and meets the needs of Midwest today and into the future. The final report will document and provide a summary for each potential use and relationship to existing land uses and building types within the study area and surrounding contextual neighborhoods.

Elements of the Economic and Market Analysis will include:

- a. Market Context / Existing and Projected
- b. Land Use Industry Trends
- c. Psychographic Indicators
- d. Market Supply and Demand
- e. Preliminary Identification of Catalytic Sites

**Task 3.3 Design, Streetscape, and Character**

- Inventory and complete an assessment of existing land uses, character, aesthetics, streetscape features and wayfinding. Key areas will be identified for further enhancement or potential repurposing the corridor to develop a stronger sense of place.

**Task 3.4 Catalytic Projects**

- Work you your city council, administration, and financial departments on an implementation plan that is financially affordable and fiscally responsible. Prioritize and project key implementation projects and 1-2 catalytic reinvestment opportunities that maximize the city's financial return on investment and attracts more private financial investment into the Air Depot Corridor. 1-2 Conceptual illustrations will be created to provide a visual representation of what these catalytic projects could be.

**Task 3.5 Redevelopment Framework**

- A series of framework strategies will be derived from all the previously completed tasks, conversations and dialogue held with civic leaders, stakeholders, and the design workshop. The draft framework "programs" will be created prior to a community public workshop where we will ask key staff to assist in prioritizing the implementation strategies for the individual framework plans. Topics to be addressed within the corridor plan's framework programs include:
  - a. Air Depot Corridor Vision
  - b. Future Land Use
  - c. Redevelopment and Revitalization Opportunities
  - d. Urban Design, Streetscape, and Corridor Character
  - e. Mobility, Parking and Enhanced Connectivity
  - f. Economic Development and Fiscal Impact
  - g. Identification and Protection of Assets
  - h. Implementation Strategies



EXHIBIT "A"  
Scope of Services

**PHASE 4 | ADOPTION**

**Task 4.1 Adoption**

- Prepare a Draft plan for review at public meetings.
- Review final draft plan and implementation program with key staff and City Council for formal consideration and approval. Additional public hearings or workshops shall be at additional expense.

**Meetings:** City Council Mtg #1 and Planning and Zoning

The Professional shall deliver an electronic copy of the Summary of Findings to the City in Adobe Acrobat (pdf), Microsoft Word (doc), and Auto Cad (.dwg) or shape files (GIS) where applicable after formal acceptance by the Midwest City Council.



CITY of MIDWEST CITY  
COMMUNITY DEVELOPMENT DEPARTMENT  
ENGINEERING DIVISION

Billy Harless, Community Development Director  
Brandon Bundy, P.E., City Engineer

ENGINEERING DIVISION  
Brandon Bundy, P.E., City Engineer  
CURRENT PLANNING DIVISION  
Kellie Gilles, AICP, Manager  
COMPREHENSIVE PLANNER  
Petya Stefanoff, Comprehensive Planner  
BUILDING INSPECTION DIVISION  
Building Official

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TO : Honorable Chairman and Trustees

FROM : Brandon Bundy, P.E., City Engineer

DATE : November 9<sup>th</sup>, 2021

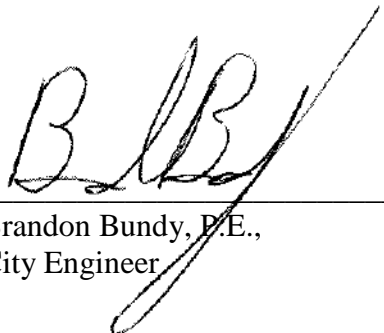
SUBJECT : Discussion and consideration, including any amendment thereto, of granting a Permanent Easement to Oklahoma Gas and Electric Company across a certain parcel of land located within the corporate boundaries of Midwest City in Town Center Plaza Section 1, being part of Section Ten (10), Township Eleven (11) North, Range Two (2) West of the Indian Meridian, Oklahoma County, Oklahoma.

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Granting of the easement to Oklahoma Gas and Electric (OG&E) will allow them to relocate an existing underground main to serve the Town Center area. This relocation is necessary in part to a conflict between an existing underground OG&E line and our WP Bill Atkinson Park. Specifically, the existing line runs under our future hanger building.

Staff met with OG&E staff and came up with this solution as the best case scenario for the City Project, OG&E, and customers. The project to relocate the line will be done with minimal interruption to service.

Staff recommends accepting the easements.



---

Brandon Bundy, P.E.,  
City Engineer

Attachments

AFTER RECORDING RETURN TO:  
OGE ELECTRIC SERVICES  
LAND MANAGEMENT SERVICES  
PO BOX 321 M/C WN-51  
OKLAHOMA CITY OK 73101-0321  
WORK ORDER #8435362

### EASEMENT

KNOW ALL MEN BY THESE PRESENTS: THAT **MIDWEST CITY ECONOMIC DEVELOPMENT AUTHORITY, a public trust**, Grantor, in consideration of the sum of Ten or more dollars in hand paid, the receipt of which is hereby acknowledged, and other good and valuable consideration, does hereby grant and warrant unto **OKLAHOMA GAS AND ELECTRIC COMPANY**, an Oklahoma corporation, Grantee, its successors and assigns, the right, privilege and authority to enter upon and install, erect, construct, operate, maintain, and reconstruct underground and/or above ground a system of poles, anchors, guy wires, conduits, wires, cables, vaults, junction boxes, switches, fuses, transformers, service connection boxes and other fixtures for the transmission and distribution of electrical current and communication messages, including the right of ingress and egress to and from said system across adjoining lands of Grantor, together with the authority to cut down, control the growth of, or trim and keep trimmed any trees that may in the judgment of the Grantee interfere with or endanger said line or its maintenance and operation.

The real property covered by this easement is situated in **OKLAHOMA** County, State of Oklahoma, and is described as follows:

**See EXHBIT "A" attached hereto and made a part hereof.**

Grantor further agrees that no building or other structure shall ever be erected nor shall any excavation or other removal of soil, so as to change the grade of terrain, be accomplished by Grantor, its heirs or assigns, within the above described easement area unless the written consent of the Grantee is first obtained. Grantor further acknowledges the requirements of 63 Oklahoma Statutes (2011) Section 142.1, et. seq. (One-call statute).

Grantor hereby consents to permit Grantee to trim and keep trimmed any trees and foliage on Grantor's property immediately adjacent to the easement granted herein, and Grantee shall have the right to enter upon Grantor's property for this purpose.

The rights and privileges above granted to continue so long as same are used or needed for the transmission and distribution of electric current or communication messages; but should the Grantee remove its property from the premises and abandon the right of way herein granted, then the rights granted in this easement shall terminate.

Signed and delivered this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

### MIDWEST CITY ECONOMIC DEVELOPMENT AUTHORITY

By: \_\_\_\_\_

Title: \_\_\_\_\_

### TRUST ACKNOWLEDGMENT

STATE OF \_\_\_\_\_, COUNTY OF \_\_\_\_\_, SS;

Before me, the undersigned, a Notary Public, in and for said County and State, on this \_\_\_\_\_ day of \_\_\_\_\_, 2021, personally appeared \_\_\_\_\_, to me known to be the identical person who subscribed the name of the maker

(Name as it appears in the "By" line of signature block)

thereof to the foregoing instrument as its \_\_\_\_\_, and acknowledged to me that \_\_\_\_\_ executed

(Title as it appears in the "Title" line of signature block)

(he, she, they)

the same as \_\_\_\_\_ free and voluntary act and deed of such trust, for the uses and purposes therein set forth.

(his, her, their)

My Commission Expires: \_\_\_\_\_

Commission # \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**EXHIBIT A**

Point of Commencement  
NW/C of Lot 3B  
TOWN CENTER PLAZA SECTION 1

RICKENBACKER DRIVE

U/E

Lot 3B

Midwest City Economic  
Development Authority  
Book 13670, Page 28

Point of Ending

MID AMERICA BLVD

Point of Beginning

MID AMERICA BLVD

S00°38'58"E ~ 319.93'

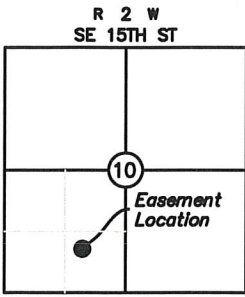
N89°21'02"E ~ 238.88'

N50°57'22"E ~ 89.86'

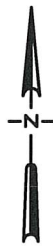
N11°39'03"E  
56.72'

5'

10'



LOCATION MAP



Scale 1" = 60'



WO# 8435362

**LEMKE LAND SURVEYING, LLC**

3226 BART CONNER DRIVE, NORMAN, OK 73072  
PH.(405)366-8841 FAX(405)366-8840  
CA # 6975  
<http://www.lemke-ls.com>

Surveyed By:	CG
Drawn By:	SA
Approved By:	WS
Date:	10/14/2021
Scale:	1" = 60'
Project No:	12089

Project:	MWC PARK VAULT #1 MIDWEST CITY, OKLAHOMA
Project Location:	PT OF SW/4 SEC. 10 T-11-N, R-2-W, OKLAHOMA COUNTY, OKLAHOMA
Client:	OKLAHOMA GAS & ELECTRIC

Sheet  
Number

1

Sheet 1 of 2

**EXHIBIT A**

**LEGAL DESCRIPTION  
(MWC Park Vault #1)**

A 10-foot Oklahoma Gas & Electric (OG&E) Company utility easement, 5 feet each side of a centerline located in Lot 3B of TOWN CENTER PLAZA SECTION 1 to Midwest City, Oklahoma County, Oklahoma according to the recorded plat thereof, and being more particularly described as follows:

Commencing at the Northwest corner of said Lot 3B;

Thence along the West line of said Lot 3B the following two (2) courses:

- S 00°38'58" E a distance of 319.93 feet;
- N 89°21'02" E a distance of 238.88 feet;

Thence N 50°57'22" E a distance of 89.86 feet to the Point of Beginning;

Thence N 11°39'03" E a distance of 56.72 feet to a point on a platted utility easement and the Point of Ending.

Note: Basis of Bearing = Plat

Note: it is intended for the edges of easements to terminate at buildings, existing easements/rights-of-way and property lines (as shown on sketch), so as not to create any encroachments.



*William Sullivan*

William Sullivan P.L.S.1571

*10/15/2021*  
Date

WO# 8435362

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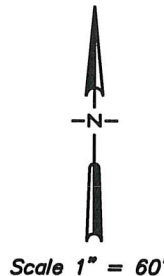
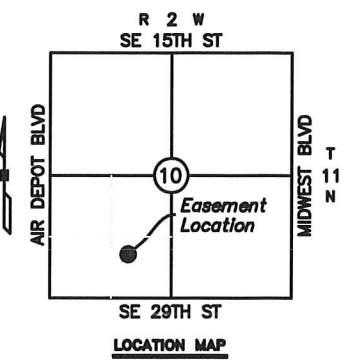
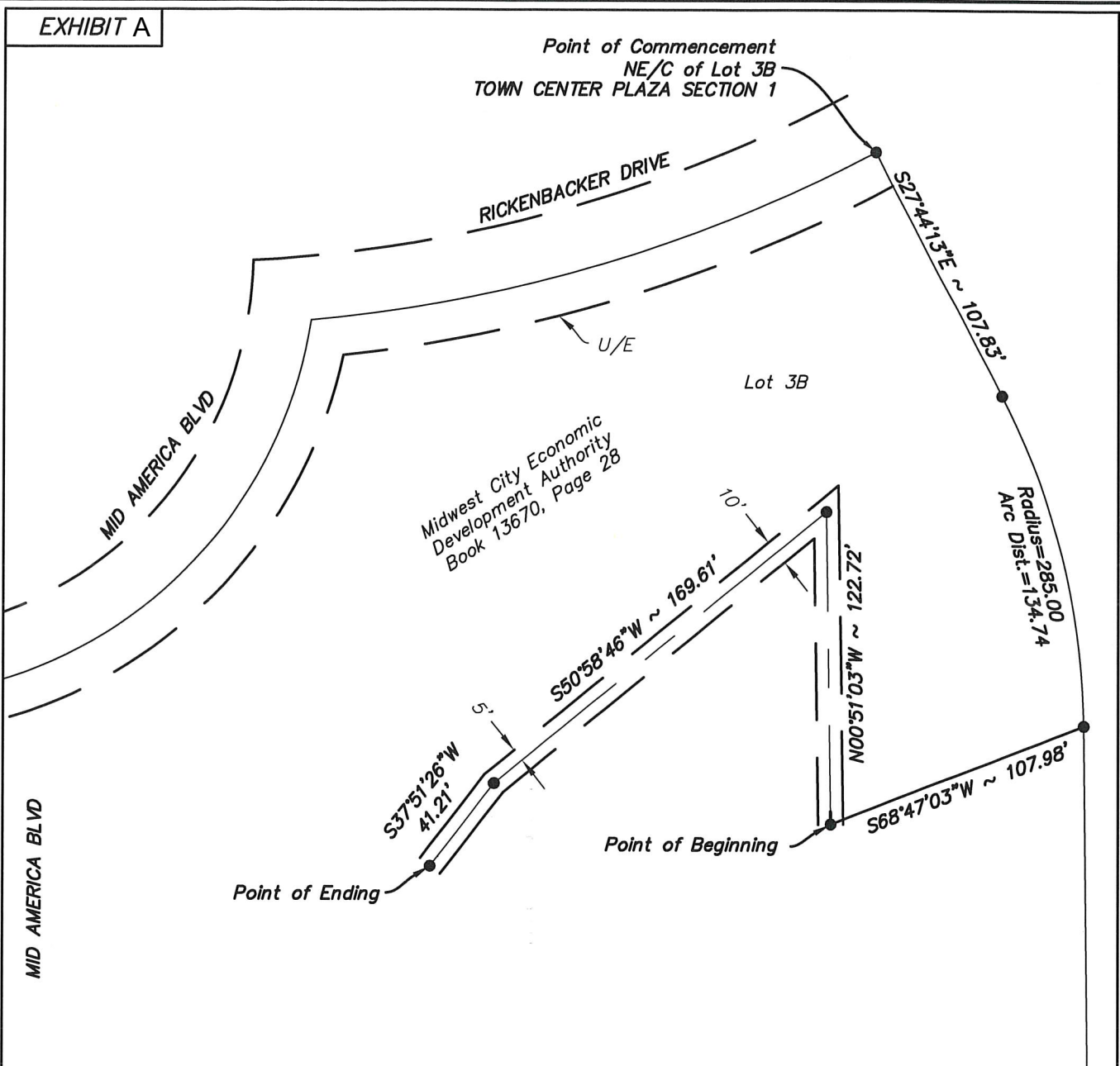
**LEMKE LAND SURVEYING, LLC**

3226 BART CONNER DRIVE, NORMAN, OK 73072  
PH.(405)368-8541 FAX(405)368-8540  
CA # 6975  
<http://www.lemke-ls.com>

Surveyed By: CG	Project: MWC PARK VAULT #1
Drawn By: SA	MIDWEST CITY, OKLAHOMA
Approved By: WS	Project Location: PT OF SW/4 SEC. 10
Date: 10/15/2021	T-11-N, R-2-W, OKLAHOMA COUNTY, OKLAHOMA
Scale:	Client: OKLAHOMA GAS & ELECTRIC
Project No: 12089	

Sheet Number  
**2**  
Sheet 2 of 2

**EXHIBIT A**



WO# 8435362

**LEMKE LAND SURVEYING, LLC**

3226 BART CONNER DRIVE, NORMAN, OK 73072  
 PH.(405)366-8541 FAX(405)366-8540  
 CA # 6975  
<http://www.lemke-ls.com>

Surveyed By: CG	Project: MWC PARK VAULT #2 MIDWEST CITY, OKLAHOMA
Drawn By: SA	Project Location: PT OF SW/4 SEC. 10 T-11-N, R-2-W, OKLAHOMA COUNTY, OKLAHOMA
Approved By: WS	Client: OKLAHOMA GAS & ELECTRIC
Date: 10/14/2021	
Scale: 1" = 60'	
Project No: 12089	

Sheet Number  
**1**  
Sheet 1 of 2

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**EXHIBIT A**

**LEGAL DESCRIPTION  
(MWC Park Vault #2)**

A 10-foot Oklahoma Gas & Electric (OG&E) Company utility easement, 5 feet each side of a centerline located in Lot 3B of TOWN CENTER PLAZA SECTION 1 to Midwest City, Oklahoma County, Oklahoma according to the recorded plat thereof, and being more particularly described as follows:

Commencing at the Northeast corner of said Lot 3B;

Thence along the East line of said Lot 3B the following two (2) courses:

- S 27°44'13" E a distance of 107.83 feet;
- Along a curve to the right having a radius of 285.00 feet for an arc distance of 134.74 feet;

Thence S 68°47'03" W a distance of 107.98 feet to the Point of Beginning;

Thence N 00°51'03" W a distance of 122.72 feet;

Thence S 50°58'46" W a distance of 169.61 feet;

Thence S 37°51'26" W a distance of 41.21 feet to the Point of Ending;

Note: Basis of Bearing = Plat

Note: it is intended for the edges of easements to terminate at buildings, existing easements/rights-of-way and property lines (as shown on sketch), so as not to create any encroachments.



*William Sullivan*

William Sullivan P.L.S.1571

*10/15/2021*  
Date

WO# 8435362

**LEMKE LAND SURVEYING, LLC**

S L  
L S

3226 BART CONNER DRIVE, NORMAN, OK 73072  
PH.(405)366-8541 FAX(405)366-8540  
CA # 6975  
<http://www.lemke-ls.com>

Surveyed By: CG	Project: MWC PARK VAULT #2
Drawn By: SA	MIDWEST CITY, OKLAHOMA
Approved By: WS	Project Location: PT OF SW/4 SEC. 10
Date: 10/15/2021	T-11-N, R-2-W, OKLAHOMA COUNTY, OKLAHOMA
Scale:	Client: OKLAHOMA GAS & ELECTRIC
Project No: 12089	

Sheet Number  
**2**  
Sheet 2 of 2

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17274  
13174  
13085  
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13100

# FINAL PLAT OF TOWN CENTER PLAZA SECTION 1 BEING A PART OF THE SOUTH HALF OF SECTION 10, TOWNSHIP 11 NORTH, RANGE 2 WEST OF THE I.M. MIDWEST CITY, OKLAHOMA COUNTY, OKLAHOMA

### LEGAL DESCRIPTION

A tract of land lying in the South Half (S/2) of Section Ten (10), Township (11) North, Range Two (2) West of the Indian Meridian, City of Midwest City, Oklahoma County, Oklahoma, and being comprised of an unimproved part of said South Half (S/2), former portions of the "REPLAT OF ATKINSON HEIGHTS, AN ADDITION TO THE CITY OF MIDWEST CITY, AS SHOWN ON THE PLAT THEREOF RECORDED IN BOOK 24 OF PLATS, PAGE 27 (said plat partially vacated by the VACATION RECORDED IN BOOK 6940, PAGE 41); with portions of said plot being re-platted as ATKINSON HEIGHTS SECOND ADDITION (being a re-plat of ATKINSON HEIGHTS) as shown on the said thereof recorded in Book 24 of Plats, Page 23 (said plot vacated by the VACATION RECORDED IN BOOK 6940, PAGE 41); and FLEETWOOD ADDITION, according to the plat thereof recorded in Book 24 of Plats, Page 16 (said plot vacated by the VACATION RECORDED IN BOOK 6940, PAGE 40); and portions of street rights of way created by the aforementioned plats, said tract of land being described by metes and bounds as follows:

COMMENCING at the Southwest corner of said Section Ten (10);

THENCE North 00°30'21" West, along the West line of said Section Ten (10), a distance of 505.00 feet to the POINT OF BEGINNING;

THENCE North 00°30'21" West, continuing along the West line of said Section Ten (10), a distance of 320.00 feet;

THENCE North 89°50'25" East, along the South line of West Corbett Drive as shown on the plat of REPLAT OF ATKINSON HEIGHTS, and said line extended, a distance of 490.00 feet to a point on the East right of way of Brett Drive;

THENCE North 00°30'21" West along the East right of way of Brett Drive a distance of 247.50 feet to the Southwest corner of Lot Twelve (12), Block Six (6), of said REPLAT OF ATKINSON HEIGHTS;

THENCE Easterly with the lines of streets and lots as shown on the plat of REPLAT OF ATKINSON HEIGHTS, the following (12) courses:

1. North 89°21'27" East, along the South line of said Lot Twelve (12), a distance of 47.31 feet to the corner between Lots Eleven (11) and Twelve (12), Block Six (6);
2. South 45°38'58" East, along the southeasterly line of said Lot Eleven (11), a distance of 81.63 feet to the common corner between Lots Eleven (11) and Ten (10), Block Six (6);
3. North 00°43'02" East, along the Southerly line of Lots Ten (10) through Three (3), inclusive, Block Six (6), a distance of 526.00 feet to the most Southerly corner of Lot Two (2), Block Six (6);
4. North 00°30'21" West, along an Easterly line of said Lot Two (2), a distance of 48.00 feet to the most Southerly corner of Lot Thirty-one (31), Block Six (6);
5. North 50°18'07" East, along the Southerly line of said Lot Thirty-one (31), a distance of 129.17 feet to a point on the Southerly right of way line of West Rickenbacker Drive;
6. Easterly, along the Southerly right of way line of West Rickenbacker Drive, on a non-tangent curve to the left having a radius of 800.00 feet (said curve subtended by a chord which bears South 08°21'07" East a chord distance of 346.22 feet) on an arc distance of 344.83 feet to a point, said point being the intersection of the Southerly right of way line of West Rickenbacker Drive and the Southerly right of way line of Mid-America Boulevard;
7. Southeasterly, Easterly, and Northeasterly, along the right of way line of West Mid-America Boulevard, crossing Mid-America Boulevard, and along the right of way line of East Mid-America Boulevard, on a curve to the left having a radius of 175.00 feet (said curve subtended by a chord which bears North 89°21'02" East a chord distance of 344.83 feet) on an arc distance of 493.34 feet to the intersection of the Easterly right of way line of East Mid-America Boulevard with the Southerly right of way line of East Rickenbacker Drive;
8. Easterly, along the Southerly right of way line of East Rickenbacker Drive, on a non-tangent curve to the left having a radius of 600.00 feet (said curve subtended by a chord which bears North 68°19'03" East a chord distance of 346.22 feet) on an arc distance of 344.83 feet to a point being the most Westerly corner of Lot Twenty-three (23), Block Twenty-six (26);
9. South 51°38'58" East, along the Southerly line of said Lot Twenty-three (23), a distance of 129.20 feet (129.17 feet per plot) to a point on the Westerly line of Lot Twenty-two (22), Block Twenty-six (26);
10. South 00°57'58" East, along said Westerly line of Lot Twenty-one (21), a distance of 48.00 feet to the most Southerly corner of said Lot Twenty-one (21);
11. South 82°00'58" East, along the Southerly line of Lots Twenty (20) through Thirteen (13), inclusive, Block Twenty-six (26), a distance of 526.00 feet to the Southeast corner of Lot Thirteen (13), Block Twenty-six (26);
12. North 89°21'02" East, along the South line of Lots Twelve (12) through Three (3), inclusive, Block Twenty-six (26), a distance of 516.50 feet to a point 100 feet West of the Southeast corner of Lot Three (3), Block Twenty-six (26).

THENCE South 00°38'58" East a distance of 161.15 feet;

THENCE North 89°21'02" East a distance of 7.82 feet;

THENCE South 00°38'58" East a distance of 237.64 feet;

THENCE North 89°21'02" East a distance of 41.30 feet;

THENCE South 00°38'58" East a distance of 50.27 feet;

THENCE South 89°21'02" West a distance of 24.00 feet;

THENCE South 00°38'58" East a distance of 350.17 feet to a point on the South line of said Section Ten (10);

THENCE South 89°50'25" West, along the South line of said Section Ten (10), a distance of 268.25 feet;

THENCE North 00°30'21" West, parallel with the West line of the South Half (S/2) of said Section Ten (10), a distance of 327.30 feet.

### COUNTY TREASURERS CERTIFICATE

**FERRARIS DAVIS FLEMMING**, County Treasurer of Oklahoma County, Oklahoma, do hereby certify that I am the duly qualified and acting County Treasurer of Oklahoma County, Oklahoma, that the tax records of said county show that all taxes for the year 2004, and prior years are paid on the Final Plat of TOWN CENTER PLAZA, SECTION 1, an addition to the City of Midwest City, Oklahoma County, Oklahoma, that the realty statutory security has been organized in the office of the County Treasurer purporting the current year's taxes.

In witness whereof, said County Treasurer has caused this instrument to be executed this 2nd day of December, 2004.

Ferraris Davis Fleming  
County Treasurer

### ACCEPTANCE OF DEDICATION BY CITY COUNCIL

Be it remanded by the Council of the City of Midwest City, Oklahoma, the dedications shown on the Final Plat of TOWN CENTER PLAZA, SECTION 1, an addition to the City of Midwest City, Oklahoma County, Oklahoma, as hereby accepted.

Adopted by the Council of the City of Midwest City, Oklahoma, on the 2nd day of December, 2004.

[Signature] City Clerk  
[Signature] Mayor

### BONDED ABTRACTOR'S CERTIFICATE

The undersigned, a duly qualified and lawfully bonded abstractor of titles in and for Oklahoma County and State of Oklahoma, hereby certifies the records of said county show that the title to the land shown on the Final Plat of TOWN CENTER PLAZA, SECTION 1, an addition to the City of Midwest City, Oklahoma County, Oklahoma, is held by MIDWEST CITY MEMORIAL HOSPITAL AUTHORITY, a Public Trust, on the 2nd day of December, 2004, and there are no actions pending or judgments of any nature in any court or on file with the clerk of any court in said county and state against said land of owners thereof, and the taxes are paid for the year of 2004 and prior years, and there are no outstanding tax sales certificates against said land, and no tax deeds are shown in any person, and there are no liens, or other encumbrances of any kind against the land included in the Final Plat, except mortgages, rights-of-way, easements, and mineral severances of interest.

In witness whereof, said Bonded Abstractor has caused this instrument to be executed this 2nd day of December, 2004.

[Signature] Abstractor  
Abstractor Secretary  
By: [Signature] President

STATE OF OKLAHOMA  
COUNTY OF OKLAHOMA

Before me, the undersigned, a notary public in and for said county and state on the 2nd day of December, 2004, personally appeared Beth A. Fleming to me known to be the identical person who subscribed the name of the maker thereof to the foregoing instrument as its (her) president, and duly acknowledged to me that she executed the same as her free and voluntary act and deed and on this free and voluntary act and deed of such cooperation for the uses and purposes therein set forth.

Given under my hand and seal the day and year last above written.

My Commission Expires: 9-31-2005  
My Commission Number: 010402

[Signature]  
Notary Public

### PROFESSIONAL SURVEYOR'S CERTIFICATE

I, Glen W. Smith, do hereby certify that I am a Professional Land Surveyor in the State of Oklahoma, and the Final Plat of TOWN CENTER PLAZA, SECTION 1, an addition to the City of Midwest City, Oklahoma County, Oklahoma, purporting of being (10) acres, represents a survey made under my supervision on the 2nd day of December, 2004, and the monuments shown therein exist and their positions are correctly shown, and this survey meets the Oklahoma Minimum Standards for the Practice of Land Surveyors as adopted by the Oklahoma State Board of Registration for Professional Engineers and Land Surveyors, and said plat Final Plat complies with the requirements of Title II Section 41-106 of the Oklahoma State Statutes.

In witness whereof, I, the undersigned, a notary public in and for said county and state on the 2nd day of December, 2004, personally appeared Glen W. Smith, to me known to be the identical person who subscribed the name of the maker thereof to the foregoing instrument and acknowledged to me that he executed the same as his free and voluntary act and deed and on this free and voluntary act and deed for the uses and purposes therein set forth.

Given under my hand and seal the day and year last above written.

My Commission Expires: July 30 2005  
My Commission Number: 0017752

[Signature]  
Notary Public

[Signature]  
Notary Public

### OWNER'S CERTIFICATE AND DEDICATION

Know All Men By These Presents,

That MIDWEST CITY MEMORIAL HOSPITAL AUTHORITY, a Public Trust of Oklahoma County, Oklahoma, hereby certifies it is the owner of and the only persons, firm, corporation, or entity having any right, title, or interest in the land shown on the General Final Plat of TOWN CENTER PLAZA, SECTION 1, an addition to the City of Midwest City, Oklahoma County, Oklahoma, and it has caused the same to be plotted into lots, blocks, streets, and easements as shown on said Final Plat.

That MIDWEST CITY MEMORIAL HOSPITAL AUTHORITY does hereby dedicate all rights-in and appurtenances, in and to said Final Plat to the public for streets, lot, projections, utility and/or drainage easements, for itself, its successors and assigns, in this regard, and has caused the same to be recorded from all legal encumbrances and circumstances, except as noted on the Bonded Abstractor's Certificate. In witness whereof, the undersigned have caused this instrument to be executed this 2nd day of December, 2004.

Respective Covenants and Restrictions regarding the development of the annexed plat may be filed separately.

STATE OF OKLAHOMA  
COUNTY OF OKLAHOMA

Before me, the undersigned, a notary public in and for said county and state on the 2nd day of December, 2004, personally appeared Beth A. Fleming, to me known to be the identical person who subscribed the name of the maker thereof to the foregoing instrument, and duly acknowledged to me that she executed the same as her free and voluntary act and deed and on this free and voluntary act and deed for the uses and purposes therein set forth.

Given under my hand and seal the day and year last above written.

My Commission Expires: 1-1-2005  
My Commission Number: 010402

### CITY CLERK'S CERTIFICATE

Bob Bruine, City Clerk of the City of Midwest City, Oklahoma, hereby certifies that I have examined the records of said City and find that all delinquent payments on unimproved improvements upon special assessments have been paid in full and there are no special assessment procedures now pending against the land shown on the Final Plat of TOWN CENTER PLAZA, SECTION 1, an addition to the City of Midwest City, Oklahoma.

### PLANNING COMMISSIONS CERTIFICATE

I, Floyd D. Wicker, Chairperson of the Planning Commission, of the City of Midwest City, hereby certify that said Planning Commission duly approved the Final Plat of TOWN CENTER PLAZA, SECTION 1, an addition to the City of Midwest City, Oklahoma, at a meeting on the 1st day of June, 2004.

SHEET 1 OF 3

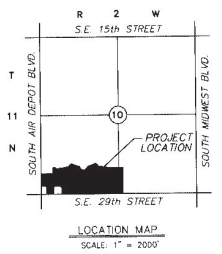
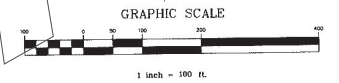
63-87-173

ENGINEERS SURVEYORS PLANNERS  
SMITH ROBERTS BALDISCHWILER, L.L.C.  
100 NORTHEAST 5th STREET - OKLAHOMA CITY, OK 73104, PH. (405) 840-7094  
OKLAHOMA CERTIFICATE OF AUTHORIZATION NO. 3849 EXPIRES JUNE 30, 2005



FINAL PLAT  
OF  
TOWN CENTER PLAZA  
SECTION 1

BEING A PART OF THE SOUTH HALF OF  
SECTION 10, TOWNSHIP 11 NORTH, RANGE 2 WEST OF THE I.M.  
MIDWEST CITY, OKLAHOMA COUNTY, OKLAHOMA



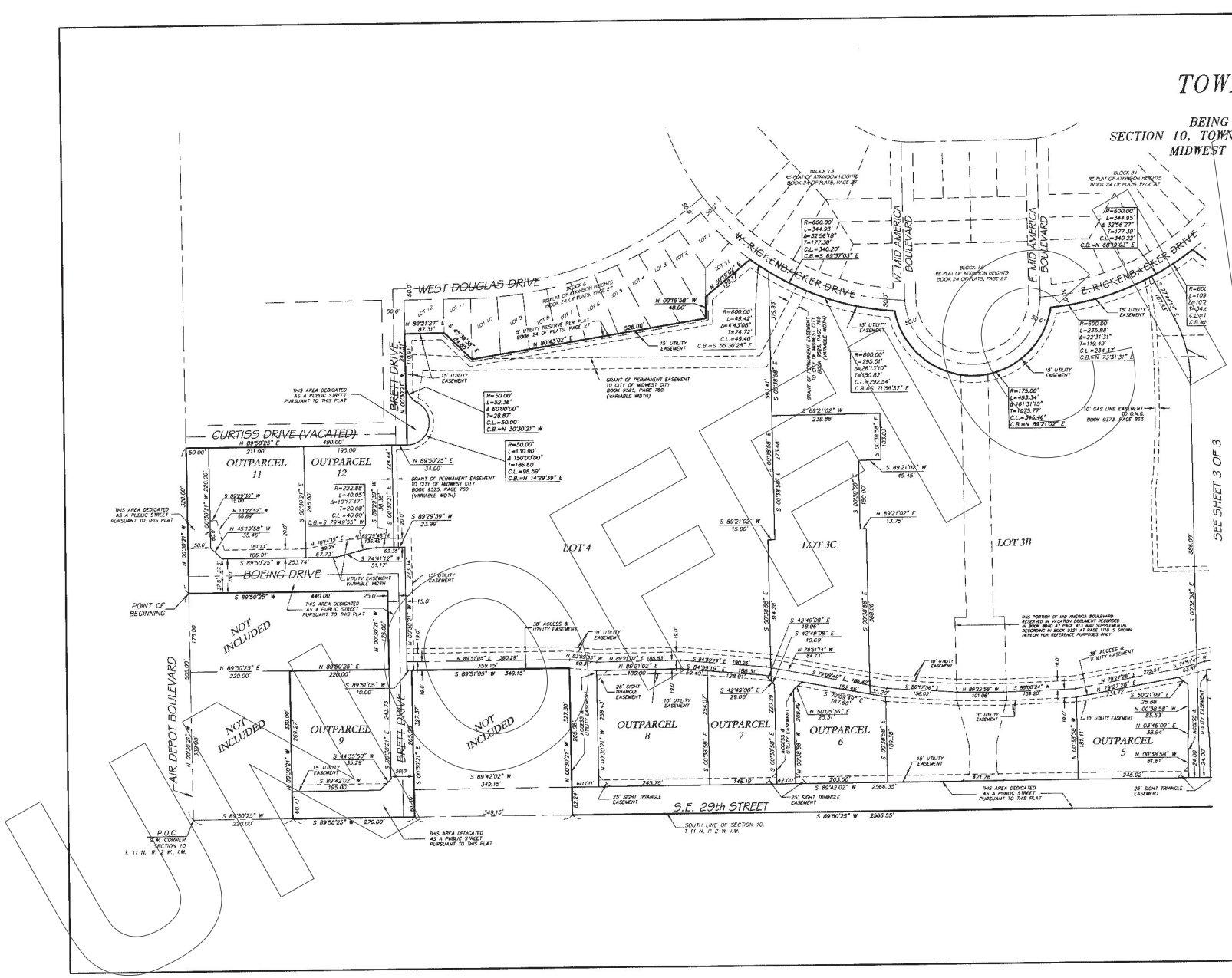
- NOTES:
- THE BEARING OF S 89°50'25" W AS SHOWN ON THE SOUTH LINE OF SECTION 10, T11N, R2W, 1M, WAS USED AS THE BASIS OF BEARING FOR THIS FINAL PLAT.
  - EASEMENTS SHOWN HEREON BY SPECIFIC RECORDING INFORMATION ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE NOT DEDICATED AS A PART OF THIS PLAT.

**PUBLIC UTILITY EASEMENT DECLARATION**

AN EASEMENT OVER, UNDER, UPON AND ACROSS THE AREAS SHOWN AND LABELED ON THE ANNEXED PLAT FOR ACCESS FOR INSTALLATION, MAINTENANCE, REPAIR, REPLACEMENT AND CUSTOMARY SERVING OF ALL "SEWER LINES, WATER LINES, ELECTRIC LINES, TELEPHONE LINES, GAS LINES, AND RELATED FACILITIES AND OTHER PUBLIC UTILITY FACILITIES SHOWN ON THE ANNEXED PLAT IS HERBY RESERVED AND GRANTED BY ANY ENTITY HOLDING TITLE, TITLE TO THE LANDS PLATED HEREBY OR ANY PORTION THEREOF, TOGETHER WITH THEIR SUCCESSORS AND ASSIGNS, FOR AND TO MIDWEST CITY, OKLAHOMA, TOGETHER WITH THEIR RESPECTIVE SUCCESSORS AND ASSIGNS AS GRANTEEES. SAID RIGHT OF ACCESS IS GRANTED TO THE OFFICERS, EMPLOYEES AND AGENTS OF THE ABOVE NAMED GRANTEEES TO ENTER UPON SAID LAND FOR ALL SUCH PURPOSES STATED HEREIN. THE PROPERTY MAY BE USED BY THE FEE OWNERS OF SAID EASEMENT AREAS FOR SUCH PURPOSES THAT DO NOT NOW OR IN THE FUTURE INTERFERE WITH THE RIGHTS AND USES GRANTED HEREIN. GRANTEEES SHALL REPLACE AND RESTORE ANY SURFACES DISTURBED BY THE EXERCISE OF ANY RIGHTS HEREIN GRANTED.

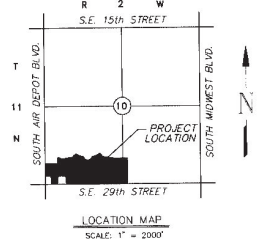
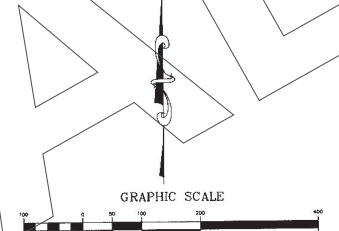
SHEET 2 OF 3

ENGINEERS SURVEYORS PLANNERS  
SMITH ROBERTS BALDISCHWILER, L.L.C.  
100 NORTHWEST 5th STREET - OKLAHOMA CITY, OK 73104, PH. (405) 840-7094  
OKLAHOMA CERTIFICATE OF AUTHORIZATION NO. 9949 EXPIRES JUNE 30, 2005



63-87 203

**FINAL PLAT**  
**OF**  
**TOWN CENTER PLAZA**  
**SECTION 1**  
 BEING A PART OF THE SOUTH HALF OF  
 SECTION 10, TOWNSHIP 14 NORTH, RANGE 2 WEST OF THE I.M.  
 MIDWEST CITY, OKLAHOMA COUNTY, OKLAHOMA



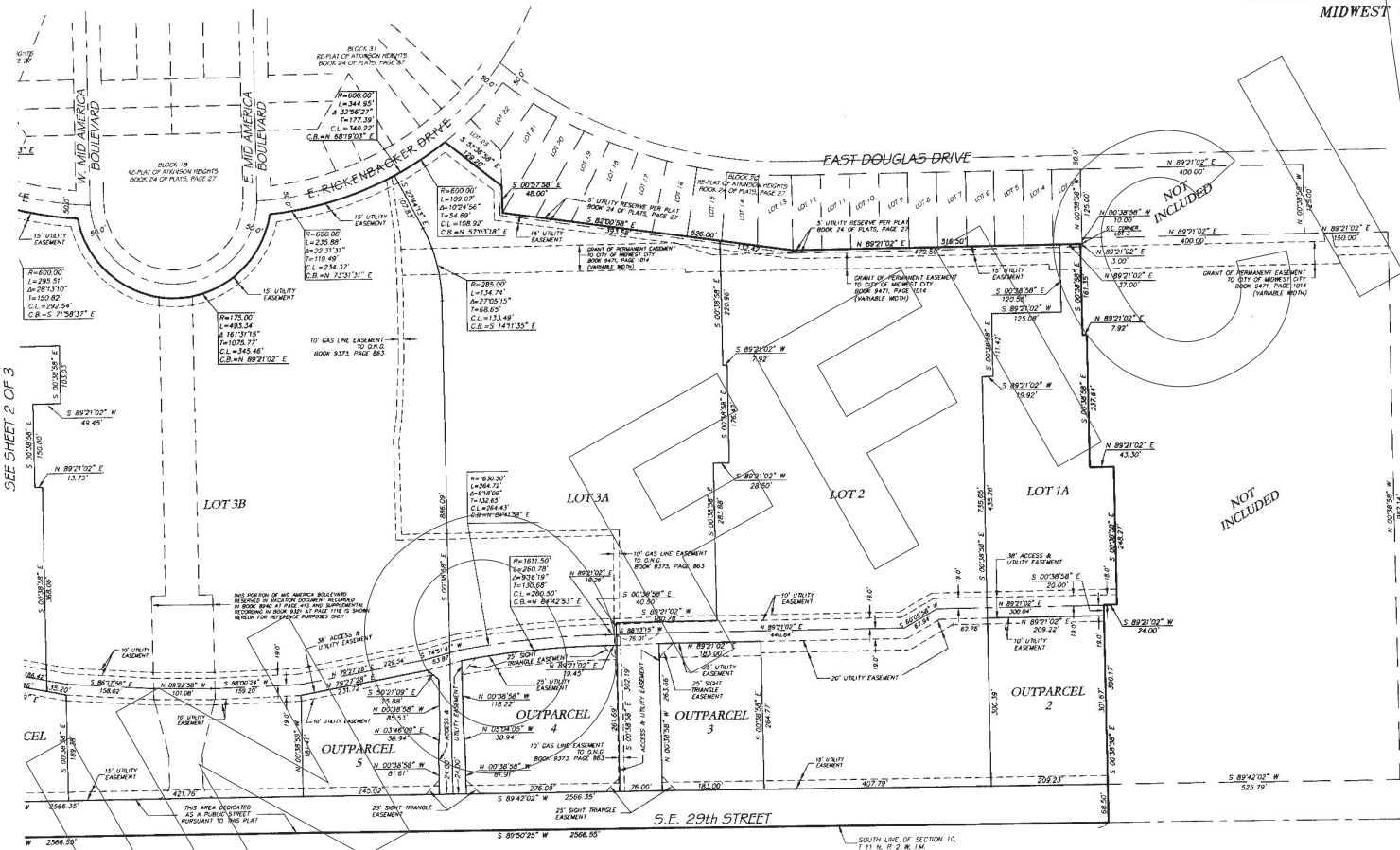
- NOTES:
- 1) THE BEARING OF S89°50'25"W AS SHOWN ON THE SOUTH LINE OF SECTION 10, T14N, R2W, 1.M. WAS USED AS THE BASIS OF BEARING FOR THIS PLAT.
  - 2) EASEMENTS SHOWN HEREON BY SPECIFIC RECORDING INFORMATION ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE NOT DEDICATED AS A PART OF THIS PLAT.

**PUBLIC UTILITY EASEMENT DECLARATION**

AN EASEMENT OVER, UNDER, UPON AND ACROSS THE AREAS SHOWN AND LABELED ON THE ANNEXED PLAT FOR ACCESS FOR INSTALLATION, MAINTENANCE, REPAIR, REPLACEMENT AND CUSTOMARY SERVICING OF ALL "SEWER LINES, WATER LINES, ELECTRIC LINES, TELEPHONE LINES, GAS LINES, AND RELATED FACILITIES AND OTHER PUBLIC UTILITY FACILITIES SHOWN ON THE ANNEXED PLAT IS HEREBY RESERVED AND GRANTED BY ANY ENTITY HOLDING FEEL TITLE TO THE LANDS PLATED HEREBY OR ANY PORTION THEREOF, TOGETHER WITH THEIR SUCCESSORS AND ASSIGNS, FOR AND TO MIDWEST CITY, OKLAHOMA, TOGETHER WITH THEIR RESPECTIVE SUCCESSORS AND ASSIGNS, AS GRANTEES, SAID RIGHT OF ACCESS IS GRANTED TO THE OFFICERS, EMPLOYEES AND AGENTS OF THE ABOVE NAMED GRANTEE TO ENTER UPON SAID LAND FOR ALL SUCH PURPOSES STATED HEREIN. THE PROPERTY MAY BE USED BY THE FEE OWNERS OF SAID EASEMENT AREAS FOR SUCH PURPOSES THAT DO NOT NOW OR IN THE FUTURE INTERFERE WITH THE RIGHTS AND USES GRANTED HEREIN. GRANTEES SHALL REPLACE AND RESTORE ANY SURFACES DISTURBED BY THE EXERCISE OF ANY RIGHTS HEREIN GRANTED.

SHEET 3 OF 3

ENGINEERS SURVEYORS PLANNERS  
**SMITH ROBERTS BALDISCHWILER, L.L.C.**  
 100 NORTHEAST 5th STREET - OKLAHOMA CITY, OK 73104, PH: (405) 840-7094  
 OKLAHOMA CERTIFICATE OF AUTHORIZATION NO. 3349 EXPIRES JUNE 30, 2005



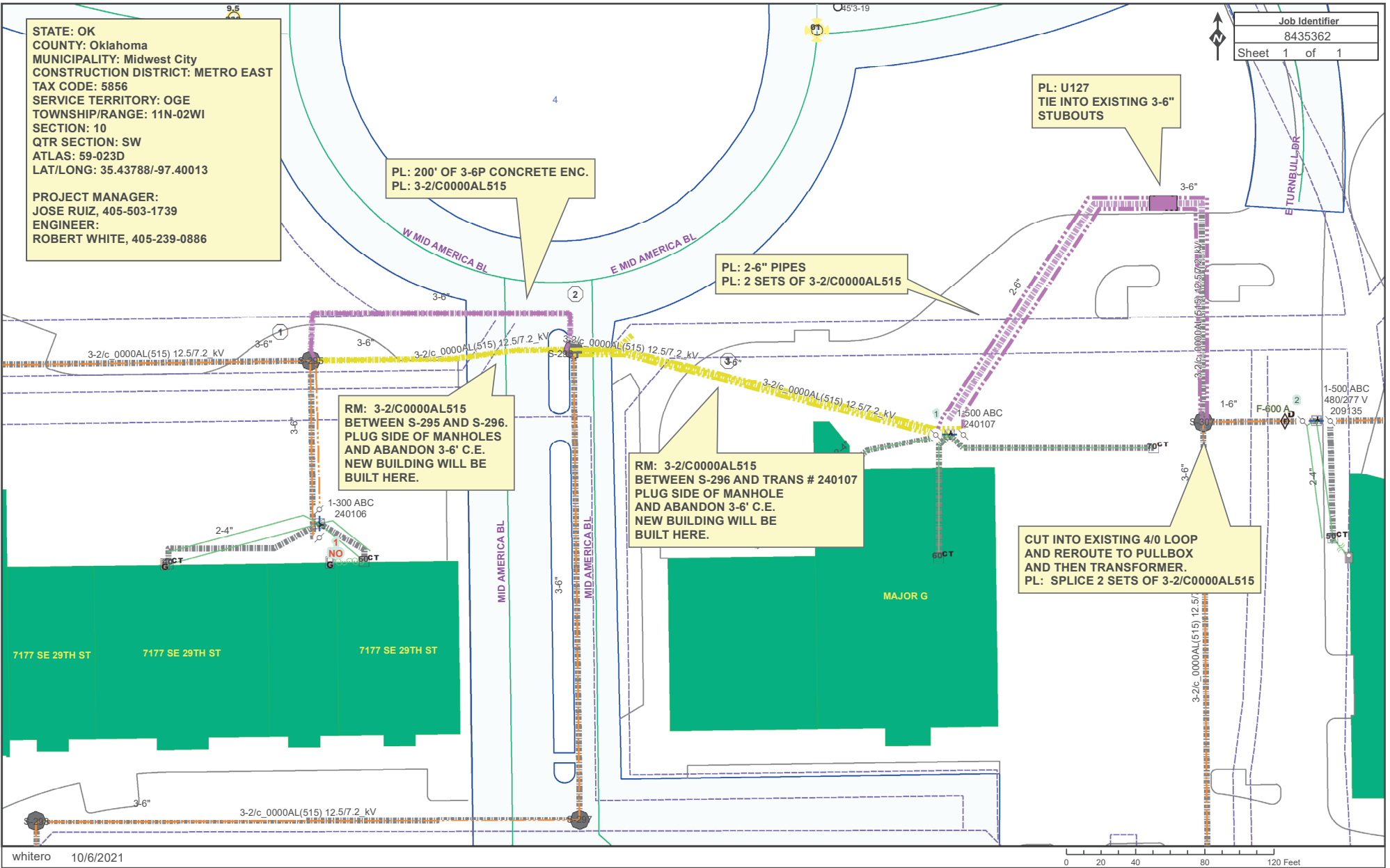
SEE SHEET 2 OF 3

63-87 373

STATE: OK  
 COUNTY: Oklahoma  
 MUNICIPALITY: Midwest City  
 CONSTRUCTION DISTRICT: METRO EAST  
 TAX CODE: 5856  
 SERVICE TERRITORY: OGE  
 TOWNSHIP/RANGE: 11N-02WI  
 SECTION: 10  
 QTR SECTION: SW  
 ATLAS: 59-023D  
 LAT/LONG: 35.43788/-97.40013

PROJECT MANAGER:  
 JOSE RUIZ, 405-503-1739  
 ENGINEER:  
 ROBERT WHITE, 405-239-0886

Job Identifier	8435362
Sheet	1 of 1





NEW BUSINESS/  
PUBLIC DISCUSSION

