

AGENDA FOR THE TRANSPORTATION COMMISSION MEETING

DATE: Monday, December 1, 2025
TIME: 11:00 a.m.
PLACE: Commission Meeting Room
ODOT Central Office
200 NE 21st Street
Oklahoma City, OK 73105

The Oklahoma Transportation Commission's meeting on Monday, December 1st will be held with a quorum of Commissioners present at the Oklahoma Department of Transportation Central Office. District III Commissioner Lisa Billy will attend and vote virtually from 801 North Mississippi in Ada, Oklahoma, 74820. 580-436-1460.

The Oklahoma Transportation Commission Meeting is open to the general public, but it is also available to watch through the link listed below:

To watch:

Public access meeting link: <http://www.ustream.tv/channel/odot-monthly-commission-meeting> Make sure the volume on your PC (or other device) and the Ustream volume are turned up.

This meeting will be electronically recorded and livestreamed from 200 NE 21st St., Oklahoma City, OK 73105 and the phone number is 405-522-8000.

Public Access to complete Commission Packet: <https://oklahoma.gov/odot/about/transportation-commission/commission-meetings.html>

OKLAHOMA
Transportation

ITEMS TO BE PRESENTED BY COMMISSION CHAIRMAN

Call to Order

Roll Call – Commission Secretary

ANNOUNCEMENTS AND PRESENTATIONS

State Traffic Engineer Announcement, Kendal Theisen – Justin Hernandez

Retirement Announcement, Melody Johnson – John Arps

2025 Pharaoh Award – Presented by Association of General Contractors (AOGC) – TJ Dill

ITEM TO BE PRESENTED BY THE EXECUTIVE ASSISTANT TO THE COMMISSION

177. Approval of the Minutes of the Transportation Commission Meeting of November 3, 2025

CONSENT DOCKET TO BE PRESENTED BY COMMISSION CHAIRMAN

178. Safety Improvement Projects – Ms. Theisen

a) District III, Cleveland County – Lexington SH-39 Rectangular Rapid Flashing Beacons

179. Speed Zone Revisions – Ms. Theisen

a) District III, McClain County – Along US-62 including the Cities of Blanchard & Newcastle for 9.54 miles

b) District III, McClain County – Along SH-76 including the City of Blanchard for 6.40 miles

c) District III, McClain County – Along SH-76 including the Cities of Blanchard & Newcastle for 10.79 miles

d) District VII, Grady County – Along US-62 including the City of Blanchard for 10.69 miles

180. Modification of Federal Railroad Crossing Safety Funds, 23 USC § 130 – Mr. Schwennesen

District V, Beckham County – Farmrail Corporation - \$25,986.17

181. Land Sales – Mr. Phillips

a) District I, Adair County - \$4,026.00

b) District II, Latimer County - \$7,600.00

c) District III, Hughes County - \$3,800.00

182. Damage to State Property Settlement – Ms. Penn

District VI, Harper County - \$19,190.97

END OF CONSENT DOCKET

ITEMS TO BE PRESENTED BY DIRECTOR OF DESIGN – Mr. Hernandez

183. Engineering Contract Supplements

- a) Statewide — On-Demand Bridge Inspection Services (On System) - Supplement 1 - \$3,000,000.00
CI-2518A - Burgess & Niple, Inc.
CI-2518B - CEC Corporation
CI-2518C - Consor Engineers, LLC
CI-2518D - Garver LLC
CI-2518E - Guy Engineering Services Inc.
CI-2518F - Srinteg Corporation
- b) Statewide — On-Demand Architectural Services and Preparation of Building Construction Plans - Supplement 1 - \$1,500,000.00
CI-2536A - CEC Corporation
CI-2536B - C. H. Guernsey & Company
- c) Statewide – Balanced Mix Design Program Development and Implementation - \$750,000.00
CI-2451 - Supplement 2 - EST, Inc.
- d) District VIII, Creek County – Preparation of Construction Plans - \$170,000.00
CI-2268C - Supplement 2 - Tetra Tech Inc.
- e) District VIII, Creek County – Preliminary Engineering and Preparation of Construction Plans - \$140,928.00
CI-2445D - Supplement 3 - Jacobs Engineering Group Inc.
- f) District VIII, Ottawa County – Preparation of Construction Plans - \$55,000.00
CI-2356E - Supplement 1 – MacArthur Associated Consultants, LLC

Public Access to total contracts by Consultant, type: Oklahoma.gov/odot, under Business Center or click: [8-Year CWP Contract Totals by Consultant SFY 2017-Present](#)

ITEMS TO BE PRESENTED BY CONSTRUCTION DIVISION ENGINEER - Mr. Leonard

184. Change Orders with Cumulative Total of \$150,000.00 or Less - Information Only

- a) District I, Adair County - US-59
Contract ID: 240071 - #1 - \$7,287.50 - 0.03%
- b) District V, Beckham County - SH-34
Contract ID: 220339 - #2 - \$65,593.37 - 0.40%
- c) District V, Beckham County - SH-34
Contract ID: 250062 - #2 - \$74,887.69 - 18.64%
- d) District II, Bryan County - Durant Rail To Trail
Contract ID: 240070 - #3 - \$8,777.87 - 0.64%
- e) District IV, Canadian County - US-270
Contract ID: 240156 - #1 - \$99,249.15 - 2.78%

- f) District VI, Cimarron County - US-56
Contract ID: 240116 - #3 - \$6,962.93 - 0.03%
 - g) District III, Cleveland County - City Street
Contract ID: 240058 - #3 - \$8,292.65 - 0.13%
 - h) District VII, Cotton County - SH-5
Contract ID: 220366 - #3 - (\$121,763.88) - (0.95%) Underrun
 - i) District VIII, Delaware County - Multiple Locations
Contract ID: 240169 - #1 - \$10,816.95 - 0.87%
 - j) District VII, Love County - I-35
Contract ID: 240127 - #4 - \$7,801.78 - 0.02%
 - k) District III, McClain County - SH-59
Contract ID: 250028 - #2 - \$63,257.05 - 2.36%
 - l) District III, McClain County - SH-59
Contract ID: 250028 - #3 - \$3,606.19 - 0.13%
 - m) District III, McClain County - SH-39
Contract ID: 250059 - #3 - \$32,000.00 - 1.83%
 - n) District IV, Noble County - US-77
Contract ID: 250030 - #2 - \$28,928.72 - 1.12%
 - o) District VIII, Pawnee County - County Road
Contract ID: 230304 - #5 - \$1,023.97 - 0.11%
 - p) District II, Pittsburg County - Multiple Locations
Contract ID: 250202 - #1 - \$24,028.07 - 9.22%
 - q) District III, Pontotoc County - County Road
Contract ID: 240275 - #2 - \$11,055.00 - 0.59%
 - r) District III, Pontotoc County - SH-1
Contract ID: 250060 - #2 - \$0.00 - 0.00%
 - s) District III, Pontotoc County - SH-1
Contract ID: 250060 - #3 - \$5,394.20 - 0.15%
 - t) District III, Seminole County - SH-99
Contract ID: 250116 - #1 - \$0.00 - 0.00%
 - u) District VI, Texas County - Multiple Locations
Contract ID: 250169 - #1 - \$22,455.06 - 11.00%
 - v) District VIII, Tulsa County - US-75
Contract ID: 250143 - #1 - \$0.00 - 0.00%
 - w) District V, Washita County - SH-152
Contract ID: 240149 - #4 - \$40,207.80 - 0.39%
- Total of Less Than Change Orders: \$399,862.07**

185. Change Orders with Cumulative Total Greater than \$150,000.00 - Mr. Leonard

- a) District IV, Canadian County - City Street
Contract ID: 250100 - #6 - \$24,061.53 - 0.50%
- b) District I, Cherokee County - US-62
Contract ID: 220280 - #6 - \$66,922.50 - 1.15%
- c) District II, Choctaw County - US-271
Contract ID: 230222 - #2 - \$148,750.00 - 0.79%

- d) District VII, Comanche County - City Street
Contract ID: 240026 - #8 - \$53,295.67 - 0.39%
 - e) District V, Custer County - City Street
Contract ID: 220195 - #8 - \$14,825.72 - 0.08%
 - f) District IV, Garfield County - US-60
Contract ID: 190279 - #2 - \$109,900.00 - 1.22%
 - g) District V, Jackson County - US-283
Contract ID: 220317 - #9 - \$114,089.76 - 1.12%
 - h) District III, McClain County - SH-24
Contract ID: 240256 - #4 - \$151,176.48 - 12.90%
 - i) District IV, Oklahoma County - City Street
Contract ID: 210031 - #13 - \$152,527.46 - 2.46%
 - j) District IV, Oklahoma County - I-35
Contract ID: 220228 - #29 - \$31,367.39 - 0.05%
 - k) District IV, Oklahoma County - City Street
Contract ID: 250165 - #1 - \$158,011.02 - 1.60%
 - l) District VIII, Osage County - SH-20
Contract ID: 220324 - #4 - \$407,278.36 - 2.41%
 - m) District IV, Payne County - SH-18
Contract ID: 230174 - #5 - \$158,286.00 - 0.86%
 - n) District III, Pontotoc County - SH-19
Contract ID: 200261 - #10 - \$17,250.28 - 0.10%
 - o) District III, Pottawatomie County - US-270
Contract ID: 240237 - #6 - \$5,768.40 - 0.02%
 - p) District VIII, Rogers County - I-44
Contract ID: 240166 - #5 - \$7,677,475.40 - 18.16%
 - q) District VIII, Rogers County - I-44
Contract ID: 240166 - #6 - \$64,458.06 - 0.15%
 - r) District VIII, Tulsa County - SH-97
Contract ID: 230141 - #14 - \$1,395,794.85 - 5.25%
 - s) District VIII, Tulsa County - US-75
Contract ID: 230305 - #12 - \$1,050,000.00 - 3.33%
 - t) District VI, Woodward County - US-183
Contract ID: 250096 - #1 - \$416,866.00 - 16.7%
- Total of Greater Than Change Orders: \$ 11,801,238.88**

ITEM TO BE PRESENTED BY DIRECTOR OF OPERATIONS – Mr. Davis

186. Claim for Additional Payment

- a) District II, McCurtain County - \$490,988.67
- b) District III, Pontotoc County - \$114,063.65
- c) District V, Dewey County - \$706,512.21

ITEM TO BE PRESENTED BY GENERAL COUNSEL – Ms. Penn

187. Proposed Administrative Agency Rules

- a) Okla. Admin. Code § 730:25-3-1. Prequalification
- b) Okla. Admin. Code § 730 Chap. 50. Size & Weight Permits

ITEM TO BE PRESENTED BY DIRECTOR OF FINANCE – Mr. Carter

188. FY 2026 Budget Revisions

189. Resolution Authorizing ODOT to Enter into a Lease Agreement with Oklahoma Capitol Improvement Authority (OCIA) for the Purpose of Bond Repayment

ITEM TO BE PRESENTED BY FINANCIAL SERVICES – Ms. Bryant

190. Proposed Bid Openings

- a) Final January 2026 Proposed Bid Opening
- b) Tentative February 2026 Proposed Bid Opening
- c) Tentative March 2026 Proposed Bid Opening

ITEMS TO BE PRESENTED BY THE OFFICE ENGINEER – Mr. Ngoka

191. Awards

- a) November 13, 2025 – Regular Bid Opening
- b) November 20, 2025 – Regular Bid Opening

ITEM TO BE PRESENTED BY THE DIRECTOR – Mr. Gatz

192. Director's Report – Information Only
No Commission action required

ITEM TO BE PRESENTED BY COMMISSION CHAIRMAN

193. Adjournment Motion

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. To request an accommodation, please contact the ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353. If you have any ADA or Title VI questions, email ODOT-ada-titlevi@odot.org.

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MINUTES OF THE TRANSPORTATION COMMISSION MEETING

November 3, 2025

MINUTES OF THE COMMISSION MEETING OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, HELD NOVEMBER 3, 2025, IN THE COMMISSION MEETING ROOM OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION, 200 NE 21ST STREET, OKLAHOMA CITY, OK 73105

Notice of the schedule of regular meetings of the Oklahoma Department of Transportation for the calendar year 2025 having been given in writing to the Oklahoma Secretary of State, and public notice and agenda having been posted in a prominent public view on the website of the Oklahoma Department of Transportation, www.ok.gov/odot, and on the glass doors on the north side of the ODOT Building twenty-four (24) hours prior to this meeting, excluding Saturdays, Sundays and legal holidays, in accordance with the Oklahoma Open Meeting Act, 25 O.S. Section 311.

ITEMS PRESENTED BY COMMISSION VICE-CHAIRMAN

CALL TO ORDER: Mr. Peterson called the meeting to order at 11:06 a.m.

The following items were presented and approved as written at the Transportation Commission meeting November 3, 2025.

<u>ROLL CALL:</u>	Present:	Bob Peterson	Chairman
		David Dyson	Vice-Chairman
		Michael Junk	Secretary
		Ronnie Boswell	Member
		Eric Stuteville	Member
		Don Freymiller	Member
		Paul Scott	Member
		Bobby Alexander	Member

Absent:	Lisa Billy	Member
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Presiding: Bob Peterson

Chairman Peterson thanked everyone for coming and recognized Representative Miller, Senator Jech, Paul Zachary with City of Tulsa, Mike Patterson, former Secretary of Transportation, and Bobby Stem, Executive Director of AOGC for their attendance.

ITEMS TO BE PRESENTED BY COMMISSION CHAIRMAN

Call to Order

Roll Call – Commission Secretary

ANNOUNCEMENTS AND PRESENTATIONS

Women in Transportation Ray LaHood Award Recipient, TJ Dill – Sarah Kellert

Perpetual Pavement Award Presentation, US-69 & I-40 – Larry Patrick

ITEM TO BE PRESENTED BY THE EXECUTIVE ASSISTANT TO THE COMMISSION

- 160.** Approval of the Minutes of the Transportation Commission Meeting of October 6, 2025

ACTION:	Dyson moved and Freymiller seconded that the Minutes be approved.
MOTION:	Carried by the following vote:
AYES:	Boswell, Stuteville, Freymiller, Dyson, Scott, Peterson
ABSTAIN:	Alexander, Junk
ABSENT:	Billy

CONSENT DOCKET TO BE PRESENTED BY COMMISSION CHAIRMAN

- 161. Changes in Traffic Control – Ms. Theisen**

District III, Lincoln County – City of Wellston, Intersection of SH-66 & SH-102

- 162. Speed Zone Revisions – Ms. Theisen**

- a) District VIII, Osage County – Along US-60 including the City of Pawhuska for 21.36 miles
- b) District VIII, Osage County – Along US-60 including the City of Pawhuska for 19.34 miles
- c) District VIII, Osage County – Along SH-11 including the City of Pawhuska for 14.09 miles

- 163. Modification of Federal Railroad Crossing Safety Funds, 23 USC § 130 – Mr. Schwennesen**

- a) District I, Muskogee County – Union Pacific Railroad - \$69,702.74
- b) District V, Kiowa County – Stillwater Central Railroad - \$11,552.30
- c) District VII, Stephens County – Union Pacific Railroad - \$104,018.24

- 164. Land Sales – Mr. Phillips**

District IV, Canadian County - \$8,051.00

- 165. Damage to State Property Settlement – Ms. Penn**

District IV, Oklahoma County - \$1,750.00

ACTION:	Scott moved and Alexander seconded that the Consent Docket be approved as presented.
MOTION:	Carried by the following vote:
AYES:	Boswell, Stuteville, Freymiller, Dyson, Alexander, Scott, Junk, Peterson
ABSTAIN:	
ABSENT:	Billy

END OF CONSENT DOCKET

ITEMS TO BE PRESENTED BY DIRECTOR OF DESIGN – Mr. Hernandez

166. Bridge Impact – Programming Item
District I, Okmulgee County - \$500,000.00

ACTION: Junk moved and Dyson seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Boswell, Stuteville, Freymiller, Dyson, Alexander, Scott, Junk, Peterson
ABSTAIN:
ABSENT: Billy

167. Modified Progressive Design Build (MPDB) Contracts, Roosevelt Bridge
District II, Marshall & Bryan Counties - \$6,000,000.00

ACTION: Stuteville moved and Boswell seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Boswell, Stuteville, Freymiller, Dyson, Alexander, Scott, Junk, Peterson
ABSTAIN:
ABSENT: Billy

168. Engineering Contracts

- a) Statewide – On-Demand Biological Assessment and Studies, Monitoring, and Surveys of Threatened and Endangered Species, Bald Eagle and Migratory Birds - \$1,250,000.00
CI-2543A — Blackbird Environmental, LLC
CI-2543B — Environmental Consultants of Habitats and Organisms, LLC
CI-2543C — Environmental Solutions & Innovations, Inc.
CI-2543D — HDR Engineering, Inc.
CI-2543E — Olsson, Inc.
- b) Statewide – On-Demand Geotechnical Investigations - \$2,000,000.00
CI-2546A — Red Rock Consulting, LLC
CI-2546B — Arrowhead Engineering Company, LLC
CI-2546C — Olsson, Inc.
CI-2546D — WSB, Inc.
CI-2546E — Building & Earth Sciences, Inc.
CI-2546F — Terracon Consultants, Inc.
CI-2546G — Standard Testing & Engineering, LLC
CI-2546H — Kleinfelder, Inc.
- c) All Districts – Statewide – On-Demand Engineering Services - \$15,000,000.00
CI-2547A — Benham Design, LLC
CI-2547B — Burgess and Niple, Inc.
CI-2547C — Freese and Nichols, Inc.
CI-2547D — Garver, LLC
CI-2547E — HNTB Corporation
CI-2547F — Poe & Associates, Inc.

ACTION: Dyson moved and Scott seconded that the Item be approved as presented.
MOTION: Carried by the following vote:
AYES: Boswell, Stuteville, Freymiller, Dyson, Alexander, Scott, Junk, Peterson
ABSTAIN:
ABSENT: Billy

169. Engineering Contract Supplements

- a) Statewide — On-Demand Engineering Services for Americans with Disabilities Act Improvements — Supplement 1 — \$3,000,000.00
CI-2515A — AtkinsRealis USA Inc.
CI-2515B — Cowan Group Engineering, LLC
CI-2515C — Halff Associates, Inc.
CI-2515D — Hudson Prince Engineering & Inspection, PLLC
CI-2515E — Kimley-Horn and Associates Inc.
CI-2515F — Parkhill, Smith & Cooper, Inc.
- b) District III, Hughes County - Preparation of Construction Plans - \$627,100.14
CI-2374B, Supplement 1 – MKEC Engineering Inc.

Public Access to total contracts by Consultant, type: Oklahoma.gov/odot, under Business Center or click: [8-Year CWP Contract Totals by Consultant SFY 2017-Present](#)

ACTION:	Scott moved and Stuteville seconded that the Item be approved as presented.
MOTION:	Carried by the following vote:
AYES:	Boswell, Stuteville, Freymiller, Dyson, Alexander, Scott, Junk, Peterson
ABSTAIN:	
ABSENT:	Billy

ITEMS TO BE PRESENTED BY CONSTRUCTION DIVISION ENGINEER - Mr. Leonard

170. Change Orders with Cumulative Total of \$150,000.00 or Less - Information Only

- a) District I, Adair County - County Road
Contract ID: 240286 - #1 - \$66,838.62 - 1.53%
- b) District V, Beckham County - I-40
Contract ID: 240249 - #2 - \$8,875.33 - 0.17%
- c) District V, Beckham County - I-40
Contract ID: 240249 - #3 - \$11,144.30 - 0.21%
- d) District II, Bryan County - County Road
Contract ID: 240216 - #2 - \$87,844.12 - 5.92%
- e) District IV, Canadian County - I-40
Contract ID: 220330 - #2 - \$71,122.78 - 1.70%
- f) District III, Cleveland County - SH-39
Contract ID: 220365 - #4 - \$11,880.00 - 0.08%
- g) District III, Coal County - SH-48
Contract ID: 240251 - #2 - \$18,518.40 - 0.31%
- h) District VII, Comanche County - US-277
Contract ID: 240194 - #5 - \$63,739.50 - 1.01%
- i) District VIII, Creek County - SH-48
Contract ID: 250009 - #2 - \$123,357.12 - 9.87%
- j) District V, Greer County - County Road
Contract ID: 250128 - #1 - \$15,943.76 - 2.85%
- k) District V, Jackson County - US-283
Contract ID: 220317 - #8 - \$54,211.03 - 0.53%

- l) District IV, Logan County - US-77
Contract ID: 210112 - #3 - \$16,524.83 - 0.07%
 - m) District I, Muskogee County - County Road
Contract ID: 210180 - #5 - \$2,075.79 - 0.17%
 - n) District VIII, Nowata County - SH-28
Contract ID: 250033 - #3 - \$78,778.05 - 7.60%
 - o) District VIII, Osage County - SH-20
Contract ID: 250133 - #3 - \$63,966.96 - 1.19%
 - p) District III, Pontotoc County - SH-1
Contract ID: 250060 - #1 - \$21,807.45 - 0.62%
 - q) District III, Pottawatomie County - SH-3E
Contract ID: 250090 - #1 - \$28,990.89 - 0.95%
 - r) District III, Seminole County - SH-3E
Contract ID: 250115 - #1 - \$14,380.00 - 0.66%
 - s) District VII, Stephens County - County Roads
Contract ID: 250117 - #1 - \$61,384.03 - 23.87%
 - t) District VI, Texas County - US-64
Contract ID: 250037 - #3 - \$29,842.50 - 5.32%
 - u) District VI, Texas County - US-64
Contract ID: 250037 - #4 - \$98,041.00 - 17.48%
 - v) District VIII, Tulsa County - City Street
Contract ID: 250048 - #1 - \$0.60 - 0.00%
 - w) District VI, Woods County – Multiple Locations
Contract ID: 250043 - #1 - \$9,787.14 - 0.09%
- Total of Less Than Change Orders: \$959,054.20**

171. Change Orders with Cumulative Total Greater than \$150,000.00 - Mr. Leonard

- a) District VII, Caddo County - US-62
Contract ID: 200273 - #8 - \$89,887.71 - 0.56%
- b) District V, Caddo County - I-40
Contract ID: 230045 - #5 - \$1,359,435.18 - 9.25%
- c) District IV, Canadian County - SH-4
Contract ID: 230002 - #11 - \$5,823.32 - 0.05%
- d) District I, Cherokee County - US-62
Contract ID: 220280 - #3 - \$29,414.51 - 0.51%
- e) District III, Cleveland County - City Street
Contract ID: 240198 - #3 - \$80,428.50 - 0.52%
- f) District II, Leflore County - US-59
Contract ID: 230191 - #2 - \$1,737.45 - 0.01%
- g) District II, Leflore County - SH-112
Contract ID: 250071 - #1 - \$338,675.18 - 1.91%
- h) District II, McCurtain County - SH-3
Contract ID: 230256 - #10 - \$39,633.60 - 0.23%

- i) District I, McIntosh County - US-69
Contract ID: 240032 - #3 - \$103,401.65 - 1.29%
 - j) District IV, Oklahoma County - I-40
Contract ID: 220297 - #13 - \$19,352.92 - 0.01%
 - k) District IV, Oklahoma County - I-35
Contract ID: 220228 - #23 - \$1,336,116.60 - 2.21%
 - l) District IV, Oklahoma County - I-35
Contract ID: 220228 - #28 - \$11,972.94 - 0.02%
 - m) District IV, Oklahoma County - I-35
Contract ID: 240177 - #2 - \$481,468.70 - 2.63%
 - n) District IV, Oklahoma County - SH-152
Contract ID: 240246 - #2 - \$29,364.15 - 0.16%
 - o) District IV, Oklahoma County - City Streets
Contract ID: 220323 - #9 - \$213,524.29 - 2.49%
 - p) District III, Pontotoc County - SH-3
Contract ID: 240087 - #5 - \$446,197.29 - 13.49%
 - q) District III, Pottawatomie County - I-40
Contract ID: 250035 - #5 - \$49,608.76 - 1.12%
 - r) District VIII, Rogers County - County Road
Contract ID: 230119 - #3 - \$490,439.65 - 2.20%
 - s) District VIII, Rogers County - SH-66 / SH-20 / SH-88
Contract ID: 250091 - #1 - \$152,250.00 - 2.96%
 - t) District III, Seminole County - US-270
Contract ID: 220268 - #9 - \$27,024.50 - 0.05%
 - u) District I, Sequoyah County - SH-101
Contract ID: 230138 - #5 - \$2,750.00 - 0.08%
 - v) District VIII, Tulsa County - Multiple Locations
Contract ID: 230333 - #1 - \$358,629.09 - 22.67%
- Total of Greater Than Change Orders: \$5,667,135.99**

ACTION: Dyson moved and Freymiller seconded that the Item be approved.
MOTION: Carried by the following vote:
AYES: Boswell, Stuteville, Freymiller, Dyson, Alexander, Scott, Junk, Peterson
ABSTAIN:
ABSENT: Billy

ITEM TO BE PRESENTED BY DIRECTOR OF OPERATIONS – Mr. Davis

172. Claim for Additional Payment

- a) District III, Cleveland County – C3 Construction Inc. - \$264,506.14
- b) District VIII, Tulsa County – Sherwood Construction Company - \$26,592,017.22

ACTION: Alexander moved and Scott seconded that the Item be approved.
MOTION: Carried by the following vote:
AYES: Boswell, Stuteville, Freymiller, Dyson, Alexander, Scott, Junk, Peterson
ABSTAIN:
ABSENT: Billy

ITEM TO BE PRESENTED BY FINANCIAL SERVICES – Ms. Bryant

173. Proposed Bid Openings

- a) Tentative January 2026 Proposed Bid Opening
- b) Tentative February 2026 Proposed Bid Opening

ACTION:	Stuteville moved and Boswell seconded that the Item be approved.
MOTION:	Carried by the following vote:
AYES:	Boswell, Stuteville, Freymiller, Dyson, Alexander, Scott, Junk, Peterson
ABSTAIN:	
ABSENT:	Billy

ITEMS TO BE PRESENTED BY THE OFFICE ENGINEER – Mr. Ngoka

174. Awards

- a) October 9, 2025 – Regular Bid Opening
- b) October 16, 2025 – Regular Bid Opening

ACTION:	Boswell moved and Freymiller seconded that the Item be approved.
MOTION:	Carried by the following vote:
AYES:	Boswell, Stuteville, Freymiller, Dyson, Alexander, Scott, Junk, Peterson
ABSTAIN:	
ABSENT:	Billy

ITEM TO BE PRESENTED BY THE DIRECTOR – Mr. Dill

175. Director's Report – Information Only

Director Gatz began his report by presenting an update on federal funding conditions, explaining that although the federal government shutdown continued without a new continuing resolution, the Department was still receiving prosecution and progress payments for active construction and engineering contracts. He noted the shutdown's main impact involves projects dependent on federal fiscal year 2026 formula funds, which had forced the Department to move several projects off the November letting. He stated the projects would be redistributed across the January, February, and March lettings once Congress acted, and he emphasized that the Department would continue managing its finances conservatively while monitoring federal developments.

Gatz reported on several interim legislative studies that ODOT tracked during the offseason. He highlighted a comprehensive study on freight transportation infrastructure led by Representative Nicole Miller, which examined rail, water, and surface modes and produced valuable findings for statewide economic development. He also discussed studies focused on workforce challenges and business innovation, and stressed the need for continued investment in training, education, and certification programs. He described his participation in an interim study on market-based pay, noting the Department had conducted compensation studies since 2005. He explained that past turnover rates had exceeded 33% but had since improved to roughly 12-13%, which he attributed to sustained efforts to invest in employee retention across the organization's many professional fields.

Director Gatz described recent findings from a work zone safety interim study sponsored by Senator Frix and supported by Bobby Stem and the AOGC. He noted that ODOT Chief Engineer TJ Dill and OTA's Chief Engineer Trenton January presented data showing high numbers of construction work zone crashes, largely caused by speeding and driver distraction, often resulting in collisions in traffic queues.

He stressed the importance of enhanced enforcement in partnership with the Oklahoma Highway Patrol and said the Department planned to continue advancing technological and educational tools to improve safety. He added that another interim study involving the Turnpike Authority was scheduled for the week and would be monitored closely.

He reported that significant progress has been made on the Roosevelt Bridge replacement project, which would use a modified progressive design-build method for the first time. The evaluation process has been thorough, and the next steps involved collaborating with contractor teams to develop a recommendation for presentation in the spring. Director Gatz also highlighted the Work Zone Safe teen driver program, noting that Oklahoma became the first state in November 2023 to require all teen drivers to complete the online Work Zone and Move Over Safe Course before applying for an intermediate license. A new impaired-driving module had recently been added, and he acknowledged speakers such as Representative Nicole Miller, Lieutenant Eric Foster, and Jeff Murrow, who emphasized the importance of reducing impaired-driving fatalities, which continue to exceed 400 deaths annually.

Gatz presented updates on upcoming safety-focused construction projects, including wrong-way driving countermeasures at approximately 90 sites throughout the Tulsa metropolitan area, expanding on similar efforts in Oklahoma City. He also described the approved realignment of SH-80 near Hulbert in Cherokee County, a \$9 million project supported by the U.S. Army Corps of Engineers and Fort Gibson Lake Manager Gary Mordell. Construction was expected to begin in early 2026 and finish by year's end.

He concluded with a safety reminder ahead of the holiday season, urging motorists to plan sober transportation and to continue practicing consistent seat-belt use, noting the high number of fatal crashes historically recorded during Thanksgiving. He also acknowledged that a new impaired-driving law had taken effect on November 1, increasing penalties for first-time offenses involving crashes, injuries, or young passengers.

No Commission action required.

ITEM TO BE PRESENTED BY COMMISSION CHAIRMAN

176. Adjournment Motion

ACTION:	Dyson moved and Scott seconded that the Item be approved.
MOTION:	Carried by the following vote:
AYES:	Boswell, Stuteville, Freymiller, Dyson, Alexander, Scott, Junk, Peterson
ABSTAIN:	
ABSENT:	Billy

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. To request an accommodation please contact the ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353. If you have any ADA or Title VI questions email ODOT-ada-titlevi@odot.org.

Bob Peterson - Chairman

David Dyson – Vice Chairman

178

**FOR COMMISSION MEETING PRESENTATION
December 1, 2025**

AGENDA ITEM NO: 178
SUBJECT: Safety Improvement Projects
LOCATION: District III, Cleveland County

Installation of School Zones and School Zone Related Equipment

The purchase of solar powered equipment for the installation of school zones and related equipment at the following location:

One location along SH-39 in the City of Lexington, Cleveland County in District III, to include rectangular rapid flashing beacons (RRFBs). Estimated Cost \$8,000.00

The equipment is estimated to cost \$8,000.00 and will be funded with 100% Federal Safety funds utilized by the Traffic Engineering Division on an annual basis for safety projects. The plans will be prepared by the Traffic Engineering Division and the installation will be completed by district maintenance forces.

Approval is recommended.

179

**FOR COMMISSION MEETING PRESENTATION
December 1, 2025**

AGENDA ITEM NO: 179

SUBJECT: Speed Zone Revision

a) District III – McClain County – Cities of Blanchard & Newcastle – US-62 (Control Section 62-44-02)

45 MPH Zone

Zoning & Posting Change – Portions Currently Zoned 55 & 45 MPH – Portions Currently Posted 45 & 55 MPH

Start: MM 0.00 – Grady & McClain County Line (Beginning of Control Section)

End: MM 0.68 – 0.44 miles southwest of SH-76 North (Main St)

Length: 0.68 Miles

35 MPH Zone Containing a 25 MPH School Zone

Zoning Change – Portions Currently Zoned 45, 35, & 25 MPH – Currently Posted 35 MPH

Start: MM 0.68 – 0.44 miles southwest of SH-76 North (Main St)

End: MM 1.69 – 0.28 miles northeast of Tyler Ave

Length: 1.01 Miles

25 MPH School Zone Contained within Previous 35 MPH Zone

Zoning Change – School Zone Currently Not Zoned – School Zone Currently Posted 25 MPH

Start: MM 1.23 – 0.18 miles west of Tyler Ave

End: MM 1.49 – 0.08 miles northeast of Tyler Ave

Length: 0.26 Miles

Effective only on regular school days,

From 7:30 AM to 8:15 AM, and

From 2:45 PM to 3:30 PM

45 MPH Zone

Zoning & Posting Change – Portions Currently Zoned 45 & 55 MPH – Portions Currently Posted 35 & 45 MPH

Start: MM 1.69 – 0.28 miles northeast of Tyler Ave

End: MM 1.89 – 0.33 miles southwest of NE 10th St

Length: 0.20 Miles

50 MPH Zone

Zoning & Posting Change – Currently Zoned 55 MPH – Currently Posted 55 MPH

Start: MM 1.89 – 0.33 miles southwest of NE 10th St

End: MM 2.53 – 0.31 miles northeast of NE 10th St

Length: 0.64 Miles

55 MPH Zone

Zoning & Posting Change – Currently Not Zoned – Currently Posted 65 MPH

Start: MM 2.53 – 0.31 miles northeast of NE 10th St

End: MM 2.83 – 0.61 miles northeast of NE 10th St

Length: 0.30 Miles

65 MPH Zone

Zoning Change – Portions Currently Not Zoned & 65 MPH – Currently Posted 65 MPH

Start: MM 2.83 – 0.61 miles northeast of NE 10th St

End: MM 9.54 – 0.42 miles south of SH-130 (Fox Ln)

Length: 6.71 Miles

Total Approximate Length Zoned: 9.54 Miles

b) District III – McClain County – City of Blanchard – SH-76 (Control Section 76-44-44)

65 MPH Zone

Zoning Change – Currently Not Zoned – Currently Posted 65 MPH

Start: MM 0.00 – SH-39 (Beginning of Control Section)

End: MM 6.03 – 0.37 miles southeast of US-62

Length: 6.03 Miles

55 MPH Zone

Zoning Change – Currently Not Zoned – Currently Posted 55 MPH

Start: MM 6.03 – 0.37 miles southeast of US-62

End: MM 6.16 – 0.24 miles southeast of US-62

Length: 0.13 Miles

45 MPH Zone

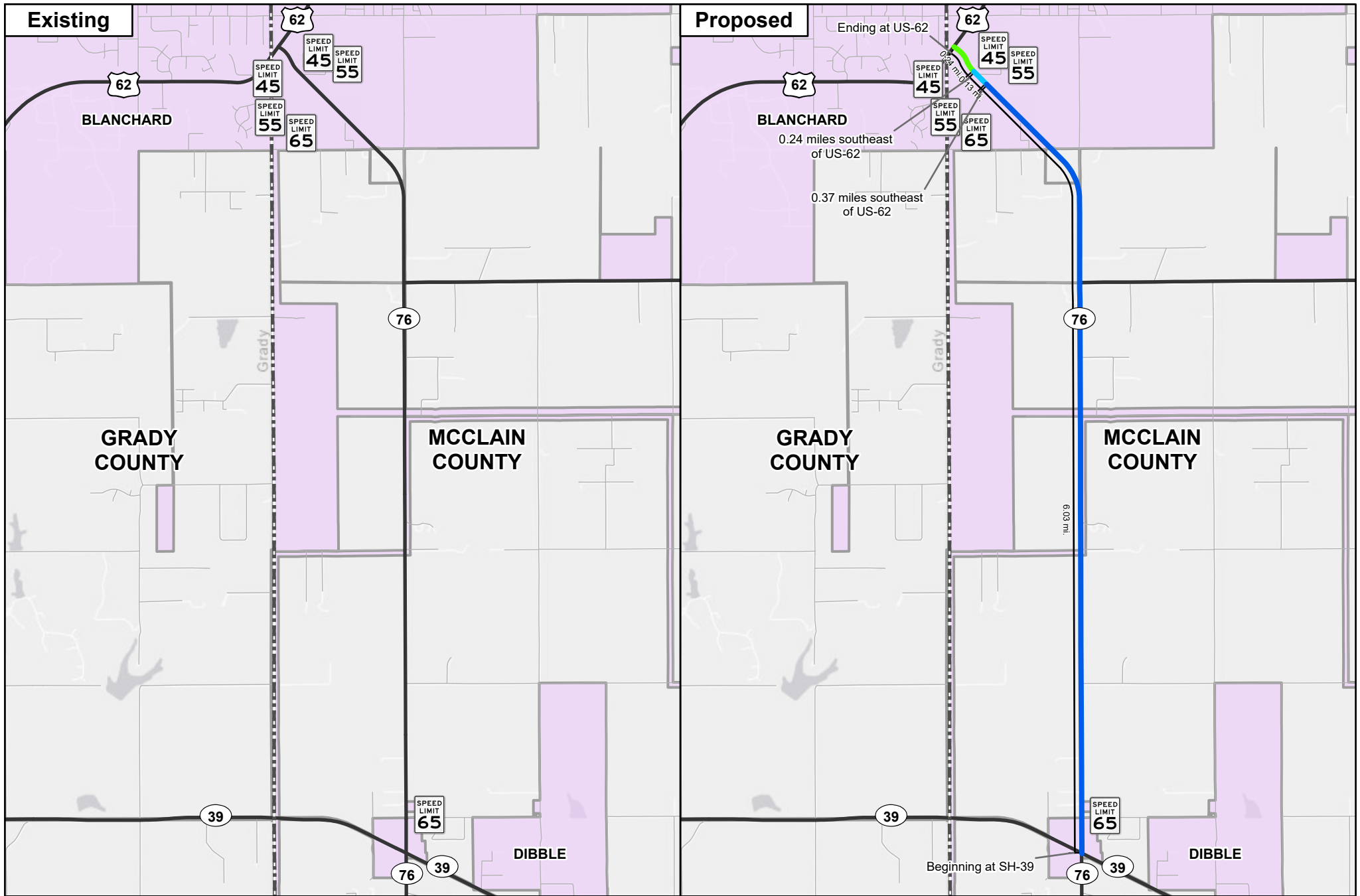
Zoning Change – Currently Not Zoned – Currently Posted 45 MPH

Start: MM 6.16 – 0.24 miles southeast of US-62

End: MM 6.40 – US-62 (End of Control Section)

Length: 0.24 Miles

Total Approximate Length Zoned: 6.40 Miles



01-14-000463-2025093

SH-76 Blanchard Speed Zone Revision

Legend

- Proposed 45 mph
- Proposed 55 mph
- Proposed 65 mph
- Highways
- Non-Highways
- Cities
- Counties



c) **District III – McClain County – Cities of Blanchard & Newcastle – SH-76 (Control Section 76-44-45)**

25 MPH Zone

Zoning & Posting Change – Portions Currently Zoned 25 & 35 MPH – Portions Currently Posted 25 & 35 MPH

Start: MM 0.00 – US-62 (Beginning of Control Section)

End: MM 0.15 – 0.15 miles north of US-62

Length: 0.15 Miles

35 MPH Zone

Zoning Change – Portions Currently Zoned 35 & 45 MPH – Currently Posted 35 MPH

Start: MM 0.15 – 0.15 miles north of US-62

End: MM 1.16 – 0.36 miles north of NE 10th St

Length: 1.01 Miles

45 MPH Zone

Zoning & Posting Change – Portions Currently Zoned 45 MPH & Not Zoned – Portions Currently Posted 45, 55, & 65 MPH

Start: MM 1.16 – 0.36 miles north of NE 10th St

End: MM 1.82 – 0.05 miles north of NE 25th St

Length: 0.66 Miles

55 MPH Zone Containing 40 MPH & 30 MPH School Zones

Zoning & Posting Change – Portions Currently Not Zoned & Zoned 55 MPH – Currently Posted 65 MPH

Start: MM 1.82 – 0.05 miles north of NE 25th St

End: MM 10.79 – SH-37 (End of Control Section)

Length: 8.97 Miles

40 MPH School Zone Contained within Previous 55 MPH Zone

No Change – School Zone Currently Zoned 40 MPH – School Zone Currently Posted 40 MPH

Start: MM 7.40 – 0.38 miles south of SH-130 (Fox Ln)

End: MM 7.48 – 0.30 miles south of SH-130 (Fox Ln)

Length: 0.08 Miles

Effective only on regular school days,

From 7:30 AM to 8:15 AM, and

From 2:30 PM to 3:30 PM

30 MPH School Zone Contained within Previous 55 MPH Zone

No Change – School Zone Currently Zoned 30 MPH – School Zone Currently Posted 30 MPH

Start: MM 7.48 – 0.30 miles south of SH-130 (Fox Ln)

End: MM 7.70 – 0.08 miles south of SH-130 (Fox Ln)

Length: 0.22 Miles

Effective only on regular school days,

From 7:30 AM to 8:15 AM, and

From 2:30 PM to 3:30 PM

40 MPH School Zone Contained within Previous 55 MPH Zone

No Change – School Zone Currently Zoned 40 MPH – School Zone Currently Posted 40 MPH

Start: MM 7.70 – 0.08 miles south of SH-130 (Fox Ln)

End: MM 7.77 – 0.01 miles south of SH-130 (Fox Ln)

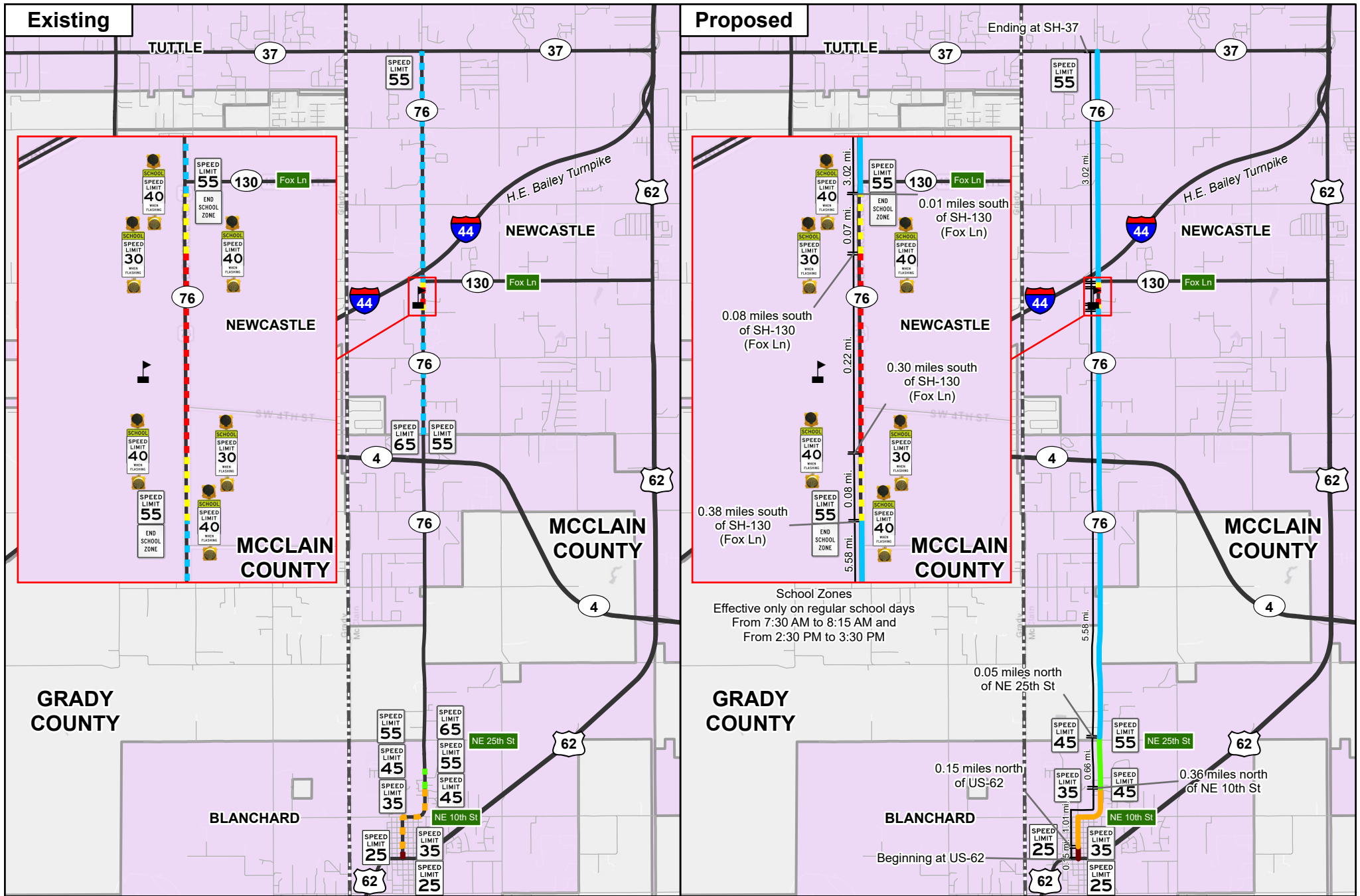
Length: 0.07 Miles

Effective only on regular school days,

From 7:30 AM to 8:15 AM, and

From 2:30 PM to 3:30 PM

Total Approximate Length Zoned: 10.79 Miles



SH-76 Blanchard/Newcastle Speed Zone Revision

d) District VII – Grady County – City of Blanchard – US-62 (Control Section 62-26-04)

65 MPH Zone

Zoning Change – Currently Zoned 55 MPH – Currently Posted 65 MPH

Start: MM 0.00 – SH-39 (Beginning of Control Section)

End: MM 8.37 – 0.18 miles southwest of Sara Rd

Length: 8.37 Miles

55 MPH Zone

Posting Change – Currently Zoned 55 MPH – Currently Posted 65 MPH

Start: MM 8.37 – 0.18 miles southwest of Sara Rd

End: MM 10.27 – 0.67 miles east of S Morgan Ave / Beavers Dam Rd

Length: 1.90 Miles

45 MPH Zone

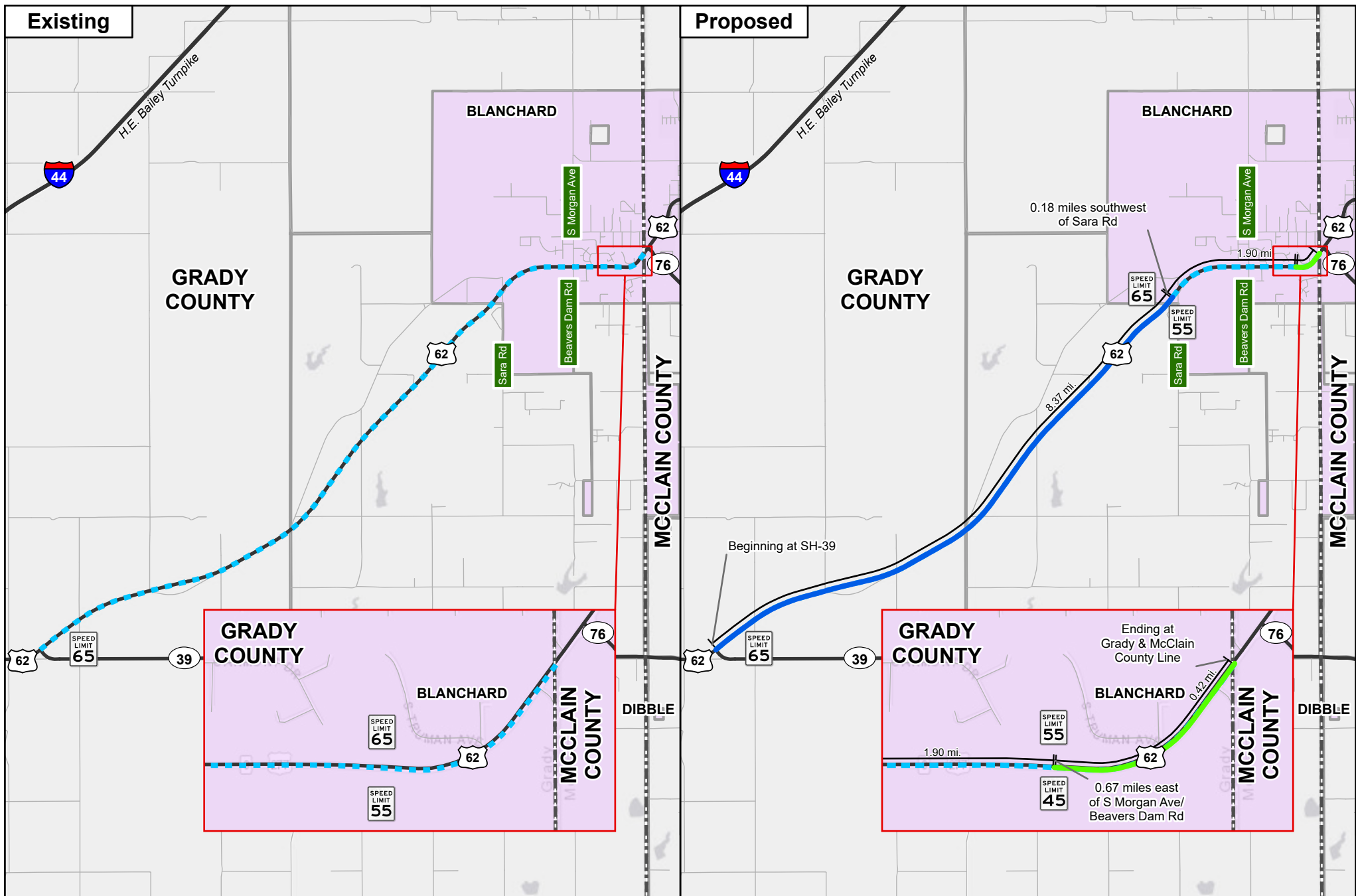
Zoning & Posting Change – Currently Zoned 55 MPH – Currently Posted 55 MPH

Start: MM 10.27 – 0.67 miles east of S Morgan Ave / Beavers Dam Rd

End: MM 10.69 – Grady & McClain Count Line (End of Control Section)

Length: 0.42 Miles

Total Approximate Length Zoned: 10.69 Miles



01-14-000466-2025093

US-62 Blanchard Speed Zone Revision



Engineering studies have been conducted at this location in accordance with current Department of Transportation Rules, Regulations, and Policies.

Approval is recommended.

180

**FOR COMMISSION MEETING PRESENTATION
December 1, 2025**

AGENDA ITEM NO.: 180

SUBJECT: Modification of Federal Railroad Crossing Safety Funds – 23 USC § 130

LOCATION: District V, Beckham County

Items below qualify for railroad safety improvements in Oklahoma pursuant to the Federal Highway Safety Act 23 USC § 130. These railroad crossing improvements could include signal installations, signal preemption improvements, surface installation, concrete median installation, crossing elimination by closure, lens upgrades, crossbucks, advance warning signs, pavement markings and clearing of sight obstructions at grade crossings.

a) District V, Beckham County – Farmrail Corporation - \$25,986.17

In Elk City, at the crossing of S. Pioneer Road and the Farmrail Corporation mainline, additional funding to cover material cost increase which was originally approved on April 5, 2021 and November 7, 2022. The additional authorization is being requested to cover the project overrun at a total of \$25,986.17. The funding will be 90% federal funds and 10% railroad funds. The revised total cost of the project is \$447,269.17.

PROJECT LIST										
MODIFICATION OF FEDERAL RAILROAD CROSSING SAFETY FUNDS – 23 USC § 130										
STATE OF OKLAHOMA RAILROAD MAINTENANCE REVOLVING FUNDS										
PART NO	COUNTY	C D	HIGHWAY/ ROADWAY	DESCRIPTION	DOT ID NUMBER	FEDERAL FUNDS	STATE FUNDS	RAILROAD COMPANY FUNDS	CITY/ COUNTY FUNDS	TOTAL FUNDS
a	Beckham	5	S. Pioneer Road	Farmrail Corporation	597461J	\$23,387.55	\$0.00	\$2,598.62	\$0.00	\$25,986.17
			Grand Totals			\$23,387.55	\$0.00	\$2,598.62	\$0.00	\$25,986.17

Approval is recommended.

181

FOR COMMISSION MEETING PRESENTATION
December 1, 2025

AGENDA ITEM NO.: 181

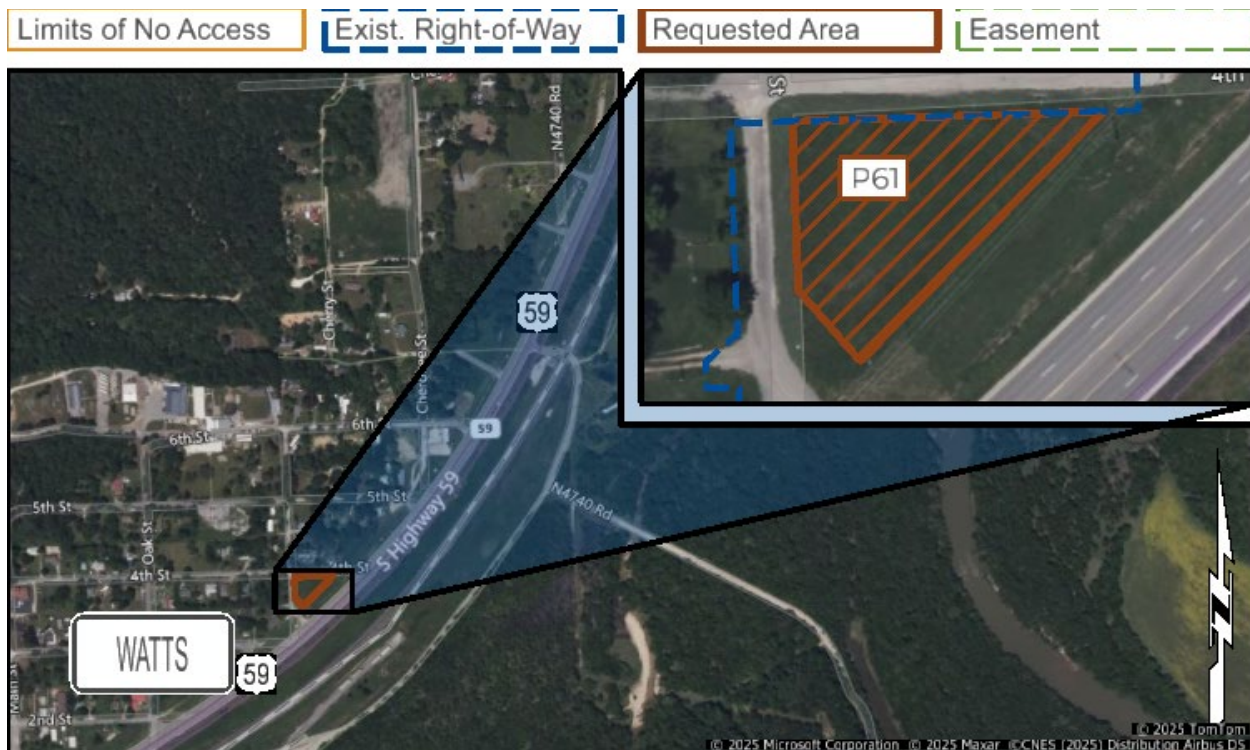
SUBJECT: Land Sale

LOCATION: District I, Adair County

a) In 2015, the Oklahoma Department of Transportation acquired in fee, 0.91 acres for the reconstruction of US-59 in Watts, OK on project 16928(18).

This office has received a request from John Ford, asking the Department to dispose of a portion of a Total Taking of Parcel 61; Part of Lots 4 & 5, Block 1, Cates Addition to the Town of Watts. Located along the west side of US-59, between 3rd & 4th Streets in Watts, OK, on the above-referenced project. The Department has determined that 0.33 acres (14,293.24 sq. ft.) of Parcel 61 is surplus to the needs of the Department.

Bid packets were prepared and sent out with the minimum bid based on the current fair market value of \$3,002.00 for the 0.33 acres (14,293.24 sq. ft.) of Right-of-Way. On November 13, 2025, the Department received and opened Two (2) bids. The Department accepted the high bid of \$4,026.00 for the 0.33 acres (14,293.24 sq. ft.) of Surplus Right-of-Way from Ali Hassan.



Approval is recommended.

FOR COMMISSION MEETING PRESENTATION
December 1, 2025

AGENDA ITEM NO.: 181

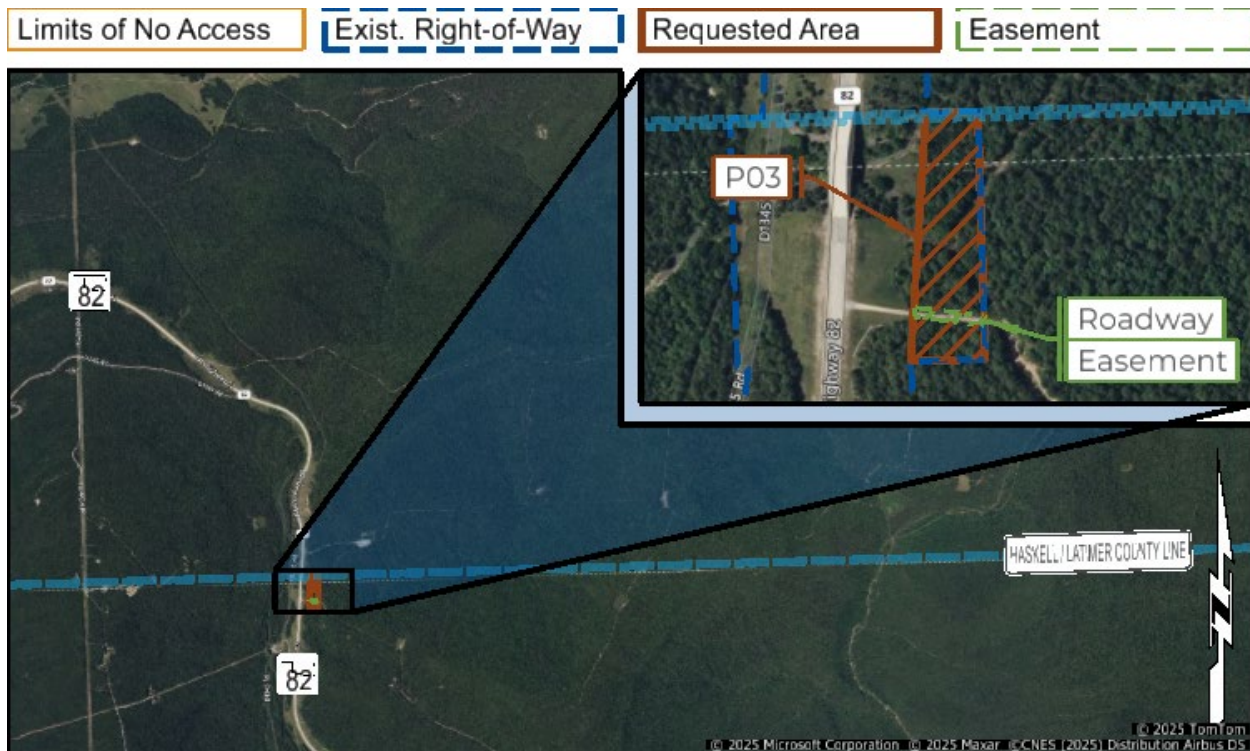
SUBJECT: Land Sale

LOCATION: District II, Latimer County

b) In 1994, the Oklahoma Department of Transportation acquired in fee, 9.75 acres for the construction of SH-82 in Latimer County on project 10019(07).

This office has received a request from Barbara McHam, asking the Department to dispose of a portion of a Total Taking of Parcel 3; Part of the W/2 NE/4 NE/4 NE/4, Section 28, T7N, R21E in Latimer County. Located along the east side of SH-82, at the intersection of SH-82 & the County Line between Haskell County & Latimer County at County Road E135 in Latimer County, OK, on the above-referenced project. The Department has determined that 2.53 acres (110,179.08 sq. ft.) of Parcel 3 is surplus to the needs of the Department.

Bid packets were prepared and sent out with the minimum bid based on the current fair market value of \$5,500.00 for the 2.53 acres (110,179.08 sq. ft.) of Right-of-Way. On November 13, 2025, the Department received and opened One (1) bid. The Department accepted the high bid of \$7,600.00 for the 2.53 acres (110,179.08 sq. ft.) of Surplus Right-of-Way from Blackfork Properties, LLC.



Approval is recommended.

Approval is recommended.

182

FOR COMMISSION MEETING PRESENTATION
December 1, 2025

AGENDA ITEM NO.: 182

SUBJECT: Damage to State Property Settlement

LOCATION: District VI, Harper County

On April 15, 2024, a motorist driving northbound on US Highway 283, in Laverne, Harper County, failed to stop at the intersection of U.S. 283 and U.S. 270, resulting in a fatal collision with a semi-truck. Due to the collision, the semi-truck exited the roadway and struck a traffic signal pole. As a result, ODOT suffered damage to its traffic signal pole in the amount of \$48,043.99. The motorist had \$50,000.00 in liability insurance coverage; however, due to the damage caused to the other vehicle involved, the insurance company has offered a pro-rata share of \$19,190.97 as settlement to ODOT. The Office of General Counsel has reviewed the cost to litigate and the likelihood of successful collection versus the time value of money and the preference by District VI to have the money in hand. It has been determined that accepting the insurance company's settlement offer is more cost-effective for ODOT. Therefore, it is requested that ODOT be permitted to settle this claim for the pro-rata share of \$19,190.97.

Approval is recommended.

183

**FOR COMMISSION MEETING PRESENTATION
December 1, 2025**

AGENDA ITEM NO.: 183

SUBJECT: Engineering Contract Supplements — On-Demand

LOCATION: Statewide

a) Statewide – On-Demand Bridge Inspection Services (On System) - Supplement 1

The Department previously selected six (6) consulting firms to provide contract services.

CI-2518A — Burgess & Niple, Inc.
CI-2518B — CEC Corporation
CI-2518C — Consor Engineers, LLC
CI-2518D — Garver LLC
CI-2518E — Guy Engineering Services Inc.
CI-2518F — Srinteg Corporation

The total aggregate increase for these contract supplements is \$3,000,000.00.

The aggregate not to exceed amount for these contracts is \$5,400,000.00.

b) Statewide – On-Demand Architectural Services and Preparation of Building Construction Plans - Supplement 1

The Department previously selected two (2) consulting firms to provide contract services.

CI-2536A — CEC Corporation
CI-2536B — C. H. Guernsey & Company

The total aggregate increase for these contract supplements is \$1,500,000.00

The aggregate not to exceed amount for these contracts is \$2,000,000.00

**FOR COMMISSION MEETING PRESENTATION
December 1, 2025**

AGENDA ITEM NO.: 183

SUBJECT: Engineering Contract Supplements — Project Specific

- c) Statewide - Balanced Mix Design Program Development and Implementation – Supplement 2 - \$750,000.00**

Location: Statewide

Description: JP 36599(04), Balanced Mix Design Program Development and Implementation

Contract Services: This supplement is for additional engineering services.

Contract Information: CI-2451 - Supplement 2 – EST, Inc. The total engineering contract cost including this supplement is \$1,750,000.00.

Project Status: This supplement will provide for additional training for 17 residencies and additional pilot projects related to the asphalt materials certification program.

d) District VIII, Creek County - \$170,000.00

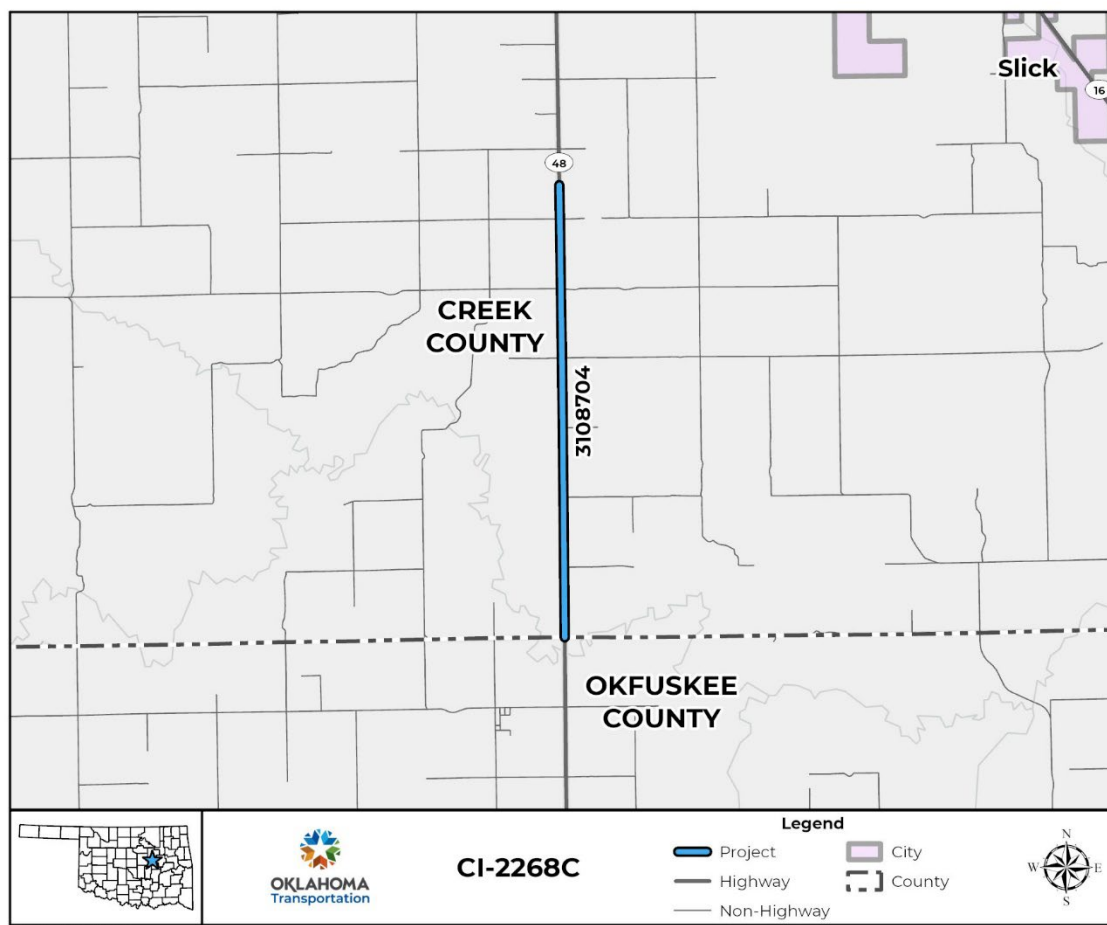
Location: SH-48: begin at Creek/Okfuskee County line and extend north 6.5 miles

Description: JP 31087(04), Widen & Resurface. Add shoulders to 2 lane.

Contract Services: This supplement is for additional engineering services.

Contract Information: CI-2268C - Supplement 2 - Tetra Tech Inc. The total engineering contract cost including this supplement is \$1,336,590.00.

Project Status: The Right of Way phase of the project is included in the 8-Year Construction Work Plan with a programmed date in FFY 2025. The total estimate for construction of the project is \$15,848,840.00.



e) District VIII, Creek County - \$140,928.00

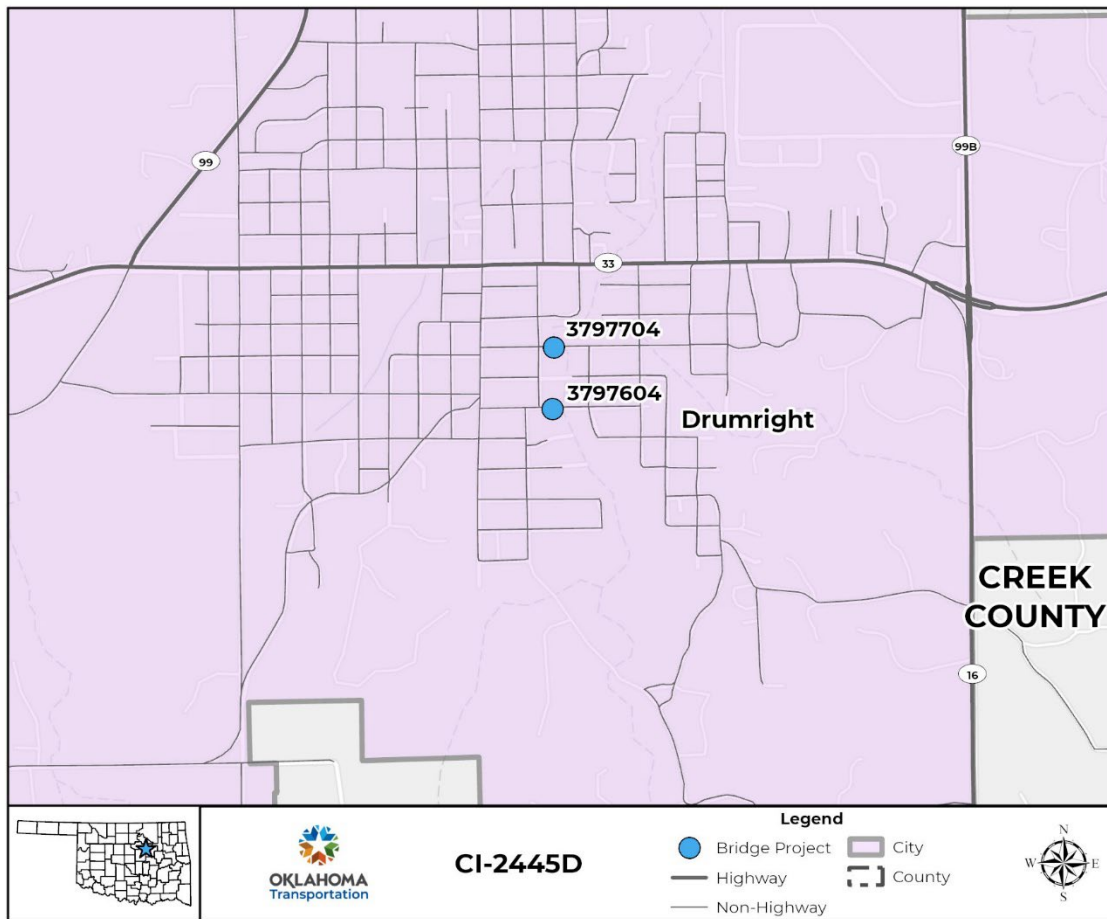
Location: City bridge in Drumright over Tiger Creek on East 1st Street, 0.3 miles south of SH-33/SH-99, NBI 23963 and city bridge in Drumright over Tiger Creek on East Wood Street, 0.2 miles south of SH-33/SH-99, NBI 23964

Description: JP 37976(04) and JP 37977(04), Bridge & Approaches. Replace bridges on existing alignment

Contract Services: This supplement is for additional engineering services.

Contract Information: CI-2445D - Supplement 3 - Jacobs Engineering Group Inc. The total engineering contract cost including this supplement is \$609,396.00.

Project Status: The project is part of the Bridge Formula Program approved by Commission on April 3, 2023 with a scheduled let date in FFY 2026. The total estimate for construction of the project is \$1,600,000.00.



f) District VIII, Ottawa County - \$55,000.00

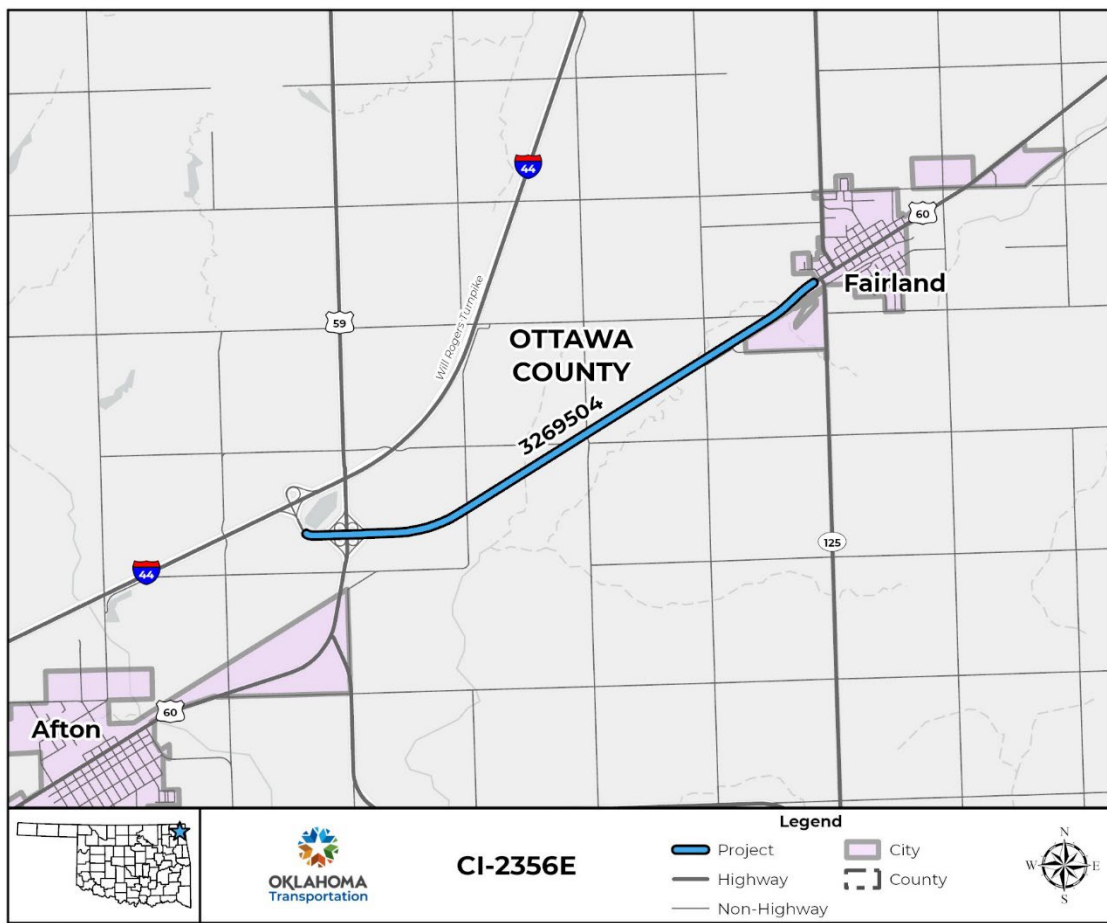
Location: US-60: from I-44 Will Rogers toll gate to SH-125

Description: JP 32695(04), Pavement Rehabilitation. Reconstruct/rehabilitate existing facility

Contract Services: This supplement is for additional engineering services.

Contract Information: CI-2356E - Supplement 1 – MacArthur Associated Consultants, LLC. The total engineering contract cost including this supplement is \$936,100.00.

Project Status: The Construction phase of the project is included in the 8-Year Construction Work Plan with a scheduled let date in FFY 2028. The total estimate for construction of the project is \$22,601,000.00.



Approval is recommended

184

Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

ITEM	COUNTY	PROJECT NUMBER	CONTRACT	JPN	CHANGE ORDER	UNDER/OVER RUN
184A	ADAIR	NHPP-201N(056)PM	240071	30570(04)	1	\$7,287.50
184B	BECKHAM	STP-205C(061)PM	220339	26999(04)	2	\$65,593.37
184C	BECKHAM	STP-205F(132)AD	250062	36201(04)	2	\$74,887.69
184D	BRYAN	TAP-207F(112)TP	240070	32983(04)	3	\$8,777.87
184E	CANADIAN	STP-209C(119)PM; STP-209C(120)PM	240156	27105(04)	1	\$99,249.15
184F	CIMARRON	NHPP-023N(004)FP	240116	31867(04)	3	\$6,962.93
184G	CLEVELAND	STP-214C(142)AG	240058	35956(04)	3	\$8,292.65
184H	COTTON	STP-217C(049)PM	220366	28804(04)	3	-\$121,763.88
184I	DELAWARE	HSIPG-299S(364)TR	240169	36462(04)	1	\$10,816.95
184J	LOVE	NHPPI-3500-(174)FP; NHPPI-3500-(175)FP	240127	31892(04)	4	\$7,801.78
184K	MCCLAIN	SSP-244C(114)PM; SSP-244C(115)PM	250028	35098(04)	2	\$63,257.05
184L	MCCLAIN	SSP-244C(114)PM; SSP-244C(115)PM	250028	35098(04)	3	\$3,606.19
184M	MCCLAIN	SSR-244B(121)SR	250059	35865(04)	3	\$32,000.00
184N	NOBLE	SSR-252C(122)SR	250030	35683(04)	2	\$28,928.72
184O	PAWNEE	STP-259C(076)CI	230304	30588(04)	5	\$1,023.97
184P	PITTSBURG	STP-261F(126)3B	250202	36987(04)	1	\$24,028.07
184Q	PONTOTOC	STP-262C(095)CI	240275	34490(04)	2	\$11,055.00
184R	PONTOTOC	NHPP-262N(092)PM	250060	35652(04)	2	\$0.00
184S	PONTOTOC	NHPP-262N(092)PM	250060	35652(04)	3	\$5,394.20
184T	SEMINOLE	SSR-012N(118)SR	250116	35653(04)	1	\$0.00
184U	TEXAS	SSP-270F(058)PM	250169	26975(12)	1	\$22,455.06
184V	TULSA	NHPP-014N(134)PM	250143	31084(04)	1	\$0.00
184W	WASHITA	STP-275C(083)PM	240149	27914(07)	4	\$40,207.80



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPP-201N(056)PM		DE APPROVAL:	31-Oct-25	AGENDA ITEM 184A
			CONTRACT ID:	240071	
CONTRACTOR:	Robinson Construction, LLC		JPN:	30570(04)	
			HIGHWAY:	US-59	
DESIGNER:	MKEC Engineering, Inc.		DISTRICT/ CO:	01 - ADAIR	
DESCRIPTION:	WIDEN, RESURFACE, AND BRIDGE US-59: FROM 0.3 MILES SOUTH OF THE SH-51 JUNCTION, EXTEND NORTH IN STILWELL. PROJECT LENGTH = 6.700 MILES				
CONTRACT AMT:	\$22,849,228.45	FUNDS AVAILABLE:	\$22,849,228.45	FUNDS PAID %:	21.9%
CHANGE ORDER:	1	ORIGINAL TIME USED:	61.5%	REVISED TIME USED:	61.5%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$7,287.50.

Engineering: This change provides payment for the installation of Class B chain link fence at one property as indicated in the plans in lieu of the Class A specified in the contract due to the incorrect pay item being included in the contract.

NEW ITEM(S)				\$28,162.50		
Fence-Style Clf (6'High, Class B)	375.00 LF	\$58.30/LF		\$ 21,862.50		
Gates-Style Clf (6'High X 18'Long)	2.00 EA	\$3,150.00/EA		\$ 6,300.00		
UNDERRUN OF ORIGINAL ITEM(S)				\$-20,875.00		
Fence-Style Clf (6'High, Class A)	-375.00 LF	\$41.80/LF		\$ -15,675.00		
Gates-Style Clf (6'High X 18'Long)	-2.00 EA	\$2,600.00/EA		\$ -5,200.00		
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$7,287.50	0.03%	\$7,287.50	0.03%	\$7,287.50	0.03%
TOTAL	\$7,287.50	0.03%	\$7,287.50	0.03%	\$7,287.50	0.03%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-205C(061)PM		DE APPROVAL:	03-Nov-25	AGENDA ITEM 184B
			CONTRACT ID:	220339	
CONTRACTOR:	SEWELL BROS., INC.		JPN:	26999(04)	
			HIGHWAY:	SH-34	
DESIGNER:	CP&Y, Inc.		DISTRICT/ CO:	05 - BECKHAM	
DESCRIPTION:	GRADE, DRAIN, SURFACE, AND BRIDGE SH-34: FROM 5.1 MILES SOUTH OF THE SH-55 JUNCTION, EXTEND NORTH NEAR CARTER. PROJECT LENGTH = 2.374 MILES				
CONTRACT AMT:	\$16,489,407.32	FUNDS AVAILABLE:	\$16,489,407.32	FUNDS PAID %:	98.4%
CHANGE ORDER:	2	ORIGINAL TIME USED:	76.4%	REVISED TIME USED:	76.4%

Change Order No. 2 approves an additional appropriation in the amount of \$65,593.37.

Site Requirement: This change provides payment for the pavement and bridge smoothness incentives earned by the contractor for the asphalt pavement, and concrete bridge deck and approach slabs as defined in the contract.

NEW ITEM(S)					\$65,593.37	
Pavement / Bridge Smoothness Adjustment					1.00 LS	\$ 65,593.37/LS
CHANGE ORDER ACTIONS						
CO No	(+ Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$8,293.15	0.05%	\$8,293.15	0.05%	\$8,293.15	0.05%
2	\$65,593.37	0.40%	\$65,593.37	0.40%	\$0.00	0.00%
TOTAL	\$73,886.52	0.45%	\$73,886.52	0.45%	\$8,293.15	0.05%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-205F(132)AD		DE APPROVAL:	24-Oct-25	AGENDA ITEM 184C
			CONTRACT ID:	250062	
CONTRACTOR:	Frontier Bridge, Inc.		JPN:	36201(04)	
			HIGHWAY:	SH-34 / SH-55	
DESIGNER:	Smith, Roberts, Baldischwiler, LLC		DISTRICT/ CO:	05 - BECKHAM	
DESCRIPTION:	PEDESTRIAN IMPROVEMENTS (SIDEWALKS) SH-34/SH-55: ON SH-34, FROM 0.09 MILES SOUTH THE SH-55 INTERSECTION EXTEND NORTH. ON SH-55, FROM THE SH-34 INTERSECTION, EXTEND EAST IN CARTER. PROJECT LENGTH = 0.469 MILES				
CONTRACT AMT:	\$401,667.97	FUNDS AVAILABLE:	\$402,896.77	FUNDS PAID %:	72.1%
CHANGE ORDER:	2	ORIGINAL TIME USED:	61.7%	REVISED TIME USED:	61.7%

Change Order No. 2 approves an additional appropriation in the amount of \$74,887.69.

Site Requirement: This change provides payment for the overrun of six existing pay items required to complete this project as specified due to various unforeseen site conditions encountered during construction.

OVERRUN OF ORIGINAL ITEM(S)				\$74,887.69
4" Concrete Sidewalk	160.00 SY	\$113.45/SY		\$ 18,152.00
6" Concrete Driveway	80.15 SY	\$94.10/SY		\$ 7,542.12
8" Concrete Driveway	141.31 SY	\$88.01/SY		\$ 12,436.69
Removal Of Asphalt Pavement	193.51 SY	\$15.75/SY		\$ 3,047.78
Removal Of Sidewalk	200.00 SY	\$16.80/SY		\$ 3,360.00
Solid Slab Sodding	2,890.39 SY	\$10.50/SY		\$ 30,349.10

CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$1,228.80	0.31%	\$1,228.80	0.31%	\$1,228.80	0.31%
2	\$74,887.69	18.64%	\$74,887.69	18.64%	\$0.00	0.00%
TOTAL	\$76,116.49	18.95%	\$76,116.49	18.95%	\$1,228.80	0.31%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	TAP-207F(112)TP		DE APPROVAL:	20-Oct-25	AGENDA ITEM 184D
			CONTRACT ID:	240070	
CONTRACTOR:	C3 Construction, Inc.		JPN:	32983(04)	
			HIGHWAY:	DURANT RAIL TO TRAIL	
DESIGNER:	Halff Associates		DISTRICT/ CO:	02 - BRYAN	
DESCRIPTION:	PEDESTRIAN IMPROVEMENTS (TRAIL CONSTRUCTION) DURANT RAIL TO TRAIL: FROM 1ST AVENUE, EXTEND NORTH IN THE CITY OF DURANT. PROJECT LENGTH = 0.485 MILES				
CONTRACT AMT:	\$1,375,563.58	FUNDS AVAILABLE:	\$1,375,563.58	FUNDS PAID %:	100.9%
CHANGE ORDER:	3	ORIGINAL TIME USED:	53.0%	REVISED TIME USED:	53.0%

Change Order No. 3 approves an additional appropriation in the amount of \$8,777.87.

Site Requirement: This change provides payment for the final estimate due to the overrun of the solid slab sodding pay item. Additional quantities of sod were required to provide adequate permanent erosion control throughout the project due to an underestimation of the contract amount.

The cost of this change is partially offset by the underrun of other items of work.

OVERRUN OF ORIGINAL ITEM(S)					\$31,174.42	
Solid Slab Sodding					6,124.64 SY	\$ 5.09/SY \$ 31,174.42
CHANGE ORDER ACTIONS						
CO No	(+ Over/(-) Under run		Appropriated	Percent	Supplemental Agreement	
	Amount (\$)	Percent			Amount(\$)	Percent
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$12,872.07	0.94%	\$12,872.07	0.94%	\$3,279.91	0.24%
3	\$8,777.87	0.64%	\$8,777.87	0.64%	\$6,270.64	0.46%
TOTAL	\$21,649.94	1.58%	\$21,649.94	1.58%	\$9,550.55	0.70%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-209C(119)PM; STP-209C(120)PM		DE APPROVAL:	28-Oct-25	AGENDA ITEM 184E
			CONTRACT ID:	240156	
CONTRACTOR:	Frontier Bridge, Inc.		JPN:	27105(04)	
			HIGHWAY:	US-270	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	04 - CANADIAN	
DESCRIPTION:	BRIDGE AND APPROACHES US-270: OVER UNNAMED CREEKS, 6.1 MILES AND 10.3 MILES EAST OF THE BLAINE COUNTY LINE NEAR GEARY AND CALUMET. PROJECT LENGTH = 0.539 MILES				
CONTRACT AMT:	\$3,570,000.00	FUNDS AVAILABLE:	\$3,570,000.00	FUNDS PAID %:	71.8%
CHANGE ORDER:	1	ORIGINAL TIME USED:	116.5%	REVISED TIME USED:	97.5%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$99,249.15.

Site Requirement: This change provides payment for the additional items required to revise the roadway typical section on the East project to include aggregate base and fabric in lieu of subgrade method B due to persistent moisture issues encountered in the existing subgrade material. This change extends the contract time thirty-nine days (eight days to complete the subgrade work, and thirty-one days due to site conditions and weather related delays not addressed in the time and diary reports).

NEW ITEM(S)				\$128,740.20		
Aggregate Base Type A - JP# 27105(04)				924.00 CY	\$ 85.80/CY	\$ 79,279.20
Traffic Bound Surface Course Type E - JP# 27105(04)				450.00 TON	\$ 56.05/TON	\$ 25,222.50
Geotextile Reinforcement - JP# 27105(04)				4,167.00 SY	\$ 5.50/SY	\$ 22,918.50
Construction Staking Level II (Additional) - JP# 27105(04)				1.00 LS	\$ 1,320.00/LS	\$ 1,320.00
UNDERRUN OF ORIGINAL ITEM(S)				\$ -29,491.05		
Subgrade, Method B - JP# 27105(04)				-6,315.00 SY	\$ 4.67/SY	\$ -29,491.05
CHANGE ORDER ACTIONS						
CO No	(+ Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$99,249.15	2.78%	\$99,249.15	2.78%	\$99,249.15	2.78%
TOTAL	\$99,249.15	2.78%	\$99,249.15	2.78%	\$99,249.15	2.78%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPP-023N(004)FP		DE APPROVAL:	27-Oct-25	AGENDA ITEM 184F
			CONTRACT ID:	240116	
CONTRACTOR:	J & R SAND COMPANY, INC.		JPN:	31867(04)	
			HIGHWAY:	US-56	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	06 - CIMARRON	
DESCRIPTION:	WIDEN, RESURFACE, AND BRIDGE US-56: FROM 4.7 MILES SOUTHWEST OF THE US-385 JUNCTION, EXTEND NORTHEAST IN BOISE CITY. PROJECT LENGTH = 7.979 MILES				
CONTRACT AMT:	\$20,876,881.47	FUNDS AVAILABLE:	\$20,876,881.47	FUNDS PAID %:	93.4%
CHANGE ORDER:	3	ORIGINAL TIME USED:	99.0%	REVISED TIME USED:	99.0%

Change Order No. 3 approves a supplemental agreement and an additional appropriation in the amount of \$6,962.93.

Site Requirement: This change provides payment for the additional work required to install extruded aluminum panel signs for special signs 16, 17, 20, and 21 due to concerns that the proposed sheet aluminum signs would not withstand the high winds in this area.

NEW ITEM(S)			\$6,962.93
Extruded Aluminum Panel Signs	52.50 SF	\$ 123.34/SF	\$ 6,475.35
Mobilization (Additional)	1.00 LS	\$ 487.58/LS	\$ 487.58

CHANGE ORDER ACTIONS						
CO No	(+ Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	-\$11.76	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$53,895.00	0.26%	\$53,895.00	0.26%	\$53,895.00	0.26%
3	\$6,962.93	0.03%	\$6,962.93	0.03%	\$6,962.93	0.03%
TOTAL	\$60,846.17	0.29%	\$60,857.93	0.29%	\$60,857.93	0.29%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-214C(142)AG		DE APPROVAL:	22-Oct-25	AGENDA ITEM 184G
			CONTRACT ID:	240058	
CONTRACTOR:	Ellsworth Construction, LLC		JPN:	35956(04)	
			HIGHWAY:	CITY STREET	
DESIGNER:	MacArthur Associated Consultants		DISTRICT/ CO:	03 - CLEVELAND	
DESCRIPTION:	GRADE, DRAIN, AND SURFACE CITY STREET (GRAY STREET): FROM UNIVERSITY BOULEVARD, EXTEND NORTHEAST TO PORTER AVENUE IN THE CITY OF NORMAN. PROJECT LENGTH = 0.591 MILES				
CONTRACT AMT:	\$6,213,557.43	FUNDS AVAILABLE:	\$6,213,557.43	FUNDS PAID %:	44.6%
CHANGE ORDER:	3	ORIGINAL TIME USED:	96.1%	REVISED TIME USED:	87.6%

Change Order No. 3 approves a supplemental agreement and an additional appropriation in the amount of \$8,292.65.

Site Requirement: This change provides payment for the additional work required to replace an existing inlet at the SW corner of Crawford Ave. due to discovering during construction that the existing structure is too deteriorated and too small to accommodate the proposed culverts.

NEW ITEM(S)				\$8,292.65	
Manhole (4' Dia.)				1.00 EA	\$ 8,292.65/EA
CHANGE ORDER ACTIONS					
CO No	(+ Over/(-) Under run		Appropriated		Supplemental Agreement
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)
1	\$1,900.00	0.03%	\$1,900.00	0.03%	\$1,900.00
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00
3	\$8,292.65	0.13%	\$8,292.65	0.13%	\$8,292.65
TOTAL	\$10,192.65	0.16%	\$10,192.65	0.16%	\$10,192.65



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-217C(049)PM		DE APPROVAL:	28-Oct-25	AGENDA ITEM 184H
			CONTRACT ID:	220366	
CONTRACTOR:	Frontier Bridge, Inc.		JPN:	28804(04)	
			HIGHWAY:	SH-5	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	07 - COTTON	
DESCRIPTION:	GRADE, DRAIN, SURFACE, AND BRIDGE SH-5: FROM 3.9 MILES SOUTHEAST OF THE SH-65 JUNCTION, EXTEND EAST NEAR TEMPLE. PROJECT LENGTH = 2.101 MILES				
CONTRACT AMT:	\$12,790,412.51	FUNDS AVAILABLE:	\$12,790,412.51	FUNDS PAID %:	97.9%
CHANGE ORDER:	3	ORIGINAL TIME USED:	68.7%	REVISED TIME USED:	66.5%

Change Order No. 3 approves a supplemental agreement resulting in an underrun to the contract in the amount of \$121,763.88.

Site Requirement: This change provides payment for the unrecoverable expenses and lost overhead incurred by the contractor due to the significant underrun of the solid slab sodding pay item.

NEW ITEM(S)			\$13,293.00	
Solid Slab Sodding (Lost Overhead)	53,172.00 SY	\$ 0.25/SY	\$ 13,293.00	
UNDERRUN OF ORIGINAL ITEM(S)			\$ -135,056.88	
Solid Slab Sodding	-53,172.00 SY	\$ 2.54/SY	\$ -135,056.88	

CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$40,374.84	0.32%	\$40,374.84	0.32%	\$17,775.74	0.14%
2	\$12,825.00	0.10%	\$12,825.00	0.10%	\$825.00	0.01%
3	-\$121,763.88	-0.95%	\$0.00	0.00%	\$0.00	0.00%
TOTAL	(\$68,564.04)	-0.53%	\$53,199.84	0.42%	\$18,600.74	0.15%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	HSIPG-299S(364)TR		DE APPROVAL:	06-Nov-25	AGENDA ITEM 184I
			CONTRACT ID:	240169	
CONTRACTOR:	Advanced Workzone Services, LLC		JPN:	36462(04)	
			HIGHWAY:	MULTIPLE LOCATIONS	
DESIGNER:	Freese & Nichols, Inc.		DISTRICT/ CO:	08 - DELAWARE	
DESCRIPTION:	SAFETY IMPROVEMENT (CURVE MITIGATION) AT MULTIPLE LOCATIONS IN DISTRICT II AND VIII. PROJECT LENGTH = 0.00 MILES				
CONTRACT AMT:	\$1,244,652.35	FUNDS AVAILABLE:	\$1,244,652.35	FUNDS PAID %:	98.6%
CHANGE ORDER:	1	ORIGINAL TIME USED:	86.4%	REVISED TIME USED:	86.4%

Change Order No. 1 approves an additional appropriation in the amount of \$10,816.95.

Site Requirement: This change provides payment for the final estimate due to the overrun of the 2-1/2" square tube post pay item. Additional quantities of this item were required to install the signs at the required height due to an underestimation of the contract amount.

The cost of this change is partially offset by the underrun of other items of work.

OVERRUN OF ORIGINAL ITEM(S)					\$27,937.50	
2-1/2" Square Tube Post			1,117.50 LF	\$ 25.00/LF	\$ 27,937.50	
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$10,816.95	0.87%	\$10,816.95	0.87%	\$0.00	0.00%
TOTAL	\$10,816.95	0.87%	\$10,816.95	0.87%	\$0.00	0.00%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPPI-3500-(174)FP; NHPPI-3500-(175)FP		DE APPROVAL:	30-Oct-25	AGENDA ITEM 184J
			CONTRACT ID:	240127	
CONTRACTOR:	Duit Construction Company, Inc.		JPN:	31892(04)	
			HIGHWAY:	I-35 / SH-153	
DESIGNER:	CEC Corporation		DISTRICT/ CO:	07 - LOVE	
DESCRIPTION:	INTERCHANGE, GRADE, DRAIN, SURFACE, AND BRIDGE I-35/SH-153: I-35, FROM 3.2 MILES NORTH OF THE TEXAS STATE LINE, EXTEND NORTH. SH-153: AT I-35, 5.3 MILES NORTH OF THE TEXAS STATE LINE. PROJECT LENGTH = 3.654 MILES				
CONTRACT AMT:	\$38,921,898.01	FUNDS AVAILABLE:	\$38,923,561.21	FUNDS PAID %:	68.3%
CHANGE ORDER:	4	ORIGINAL TIME USED:	92.2%	REVISED TIME USED:	92.2%

Change Order No. 4 approves a supplemental agreement and an additional appropriation in the amount of \$7,801.78.

Engineering: This change provides payment for the fencing pay items required to complete this project as specified due to these items being omitted from the contract.

NEW ITEM(S)				\$7,801.78		
Fence-Style Swf (5 Barbed Wire)		107.00 LF	\$29.33/LF	\$ 3,138.31		
Fence-Style Swf (6 Barbed Wire)		159.00 LF	\$29.33/LF	\$ 4,663.47		
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$1,663.20	0.00%	\$1,663.20	0.00%	\$1,663.20	0.00%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
4	\$7,801.78	0.02%	\$7,801.78	0.02%	\$7,801.78	0.02%
TOTAL	\$9,464.98	0.02%	\$9,464.98	0.02%	\$9,464.98	0.02%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	SSP-244C(114)PM; SSP-244C(115)PM		DE APPROVAL:	28-Oct-25	AGENDA ITEM 184K
			CONTRACT ID:	250028	
CONTRACTOR:	DUSTROL, INC.		JPN:	35098(04)	
			HIGHWAY:	SH-59	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	03 - MCCLAIN	
DESCRIPTION:	RESURFACE (ASPHALT) SH-59: FROM 5.8 MILES NORTHWEST OF THE SH-133 JUNCTION, EXTEND SOUTH THEN EAST NEAR BYARS. PROJECT LENGTH = 14.25 MILES				
CONTRACT AMT:	\$2,682,329.73	FUNDS AVAILABLE:	\$2,690,799.73	FUNDS PAID %:	72.5%
CHANGE ORDER:	2	ORIGINAL TIME USED:	56.7%	REVISED TIME USED:	56.7%

Change Order No. 2 approves a supplemental agreement and an additional appropriation in the amount of \$63,257.05.

Site Requirement: This change provides payment for the cold milling and asphalt surfacing pay items required to construct tie-ins to the existing bridge due to the asphalt recycling equipment not being able to get close enough to the bridge.

NEW ITEM(S)				\$63,257.05		
Cold Milling Pavement		667.00 SY	\$24.75/SY	\$ 16,508.25		
Superpave, Type S5(PG 64-22 OK)		160.00 TON	\$292.18/TON	\$ 46,748.80		
CHANGE ORDER ACTIONS						
CO No	(+ Over/(-) Under run		Appropriated Amount (\$)	Percent	Supplemental Agreement	
	Amount (\$)	Percent			Amount(\$)	Percent
1	\$8,470.00	0.32%	\$8,470.00	0.32%	\$0.00	0.00%
2	\$63,257.05	2.36%	\$63,257.05	2.36%	\$63,257.05	2.36%
3	\$3,606.19	0.13%	\$3,606.19	0.13%	\$3,606.19	0.13%
TOTAL	\$75,333.24	2.81%	\$75,333.24	2.81%	\$66,863.24	2.49%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	SSP-244C(114)PM; SSP-244C(115)PM		DE APPROVAL:	07-Nov-25	AGENDA ITEM 184L
			CONTRACT ID:	250028	
CONTRACTOR:	DUSTROL, INC.		JPN:	35098(04)	
			HIGHWAY:	SH-59	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	03 - MCCLAIN	
DESCRIPTION:	RESURFACE (ASPHALT) SH-59: FROM 5.8 MILES NORTHWEST OF THE SH-133 JUNCTION, EXTEND SOUTH THEN EAST NEAR BYARS. PROJECT LENGTH = 14.25 MILES				
CONTRACT AMT:	\$2,682,329.73	FUNDS AVAILABLE:	\$2,690,799.73	FUNDS PAID %:	72.5%
CHANGE ORDER:	3	ORIGINAL TIME USED:	68.3%	REVISED TIME USED:	68.3%

Change Order No. 3 approves a supplemental agreement and an additional appropriation in the amount of \$3,606.19.

Site Requirement: This change provides payment for the fog seal pay items required to seal the newly constructed hot-in-place recycled asphalt due to concerns with permeability. This change documents the underrun of several pay items due to the contract amount not being required to complete this project.

NEW ITEM(S)			\$166,400.00
Fog Seal	10,400.00 GAL	\$8.00/GAL	\$ 83,200.00
UNDERRUN OF ORIGINAL ITEM(S)			\$-162,793.82
(SP)Hot-In Place Asphalt Emulsion	-59.38 TON	\$800.00/TON	\$ -47,504.00
(SP)Hot-In-Place Recycled Asph. Concrete	-451.51 SY	\$5.75/SY	\$ -2,596.18
(SP)Hot-In-Place Recycled Asph. Concrete	-6,864.11 SY	\$5.75/SY	\$ -39,468.63
Traffic Bound Surface Course Type E	-250.00 TON	\$146.45/TON	\$ -36,612.50

CHANGE ORDER ACTIONS							
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement		
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent	
1	\$8,470.00	0.32%	\$8,470.00	0.32%	\$0.00	0.00%	
2	\$63,257.05	2.36%	\$63,257.05	2.36%	\$63,257.05	2.36%	
3	\$3,606.19	0.13%	\$3,606.19	0.13%	\$3,606.19	0.13%	
TOTAL	\$75,333.24	2.81%	\$75,333.24	2.81%	\$66,863.24	2.49%	



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	SSR-244B(121)SR		DE APPROVAL:	07-Nov-25	AGENDA ITEM 184M
			CONTRACT ID:	250059	
CONTRACTOR:	Silver Star Construction Company, Inc.		JPN:	35865(04)	
			HIGHWAY:	SH-39	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	03 - MCCLAIN	
DESCRIPTION:	RESURFACE (ASPHALT) SH-39: FROM 0.009 MILES WEST OF THE SH-76 INTERSECTION, EXTEND EAST NEAR BLANCHARD. PROJECT LENGTH = 5.37 MILES				
CONTRACT AMT:	\$1,746,222.75	FUNDS AVAILABLE:	\$1,746,222.75	FUNDS PAID %:	100.0%
CHANGE ORDER:	3	ORIGINAL TIME USED:	133.3%	REVISED TIME USED:	88.9%

Change Order No. 3 approves an additional appropriation in the amount of \$32,000.00.

Site Requirement: This change provides payment for the overrun of the cold milling pay item required to complete patching throughout this project due to the deteriorated condition of the existing pavement encountered during construction.

OVERRUN OF ORIGINAL ITEM(S)				\$32,000.00		
Cold Milling Pavement				8,000.00 SY	\$4.00/SY	\$ 32,000.00
CHANGE ORDER ACTIONS						
CO No	(+ Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$32,000.00	1.83%	\$32,000.00	1.83%	\$0.00	0.00%
TOTAL	\$32,000.00	1.83%	\$32,000.00	1.83%	\$0.00	0.00%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	SSR-252C(122)SR		DE APPROVAL:	07-Nov-25	AGENDA ITEM 184N
			CONTRACT ID:	250030	
CONTRACTOR:	Evans & Associates Construction Co., Inc.		JPN:	35683(04)	
			HIGHWAY:	US-77	
DESIGNER:	CEC Corporation		DISTRICT/ CO:	04 - NOBLE	
DESCRIPTION:	RESURFACE (ASPHALT) US-77: FROM 3.6 MILES SOUTH OF US-412, EXTEND NORTH NEAR PERRY. PROJECT LENGTH = 8.000 MILES				
CONTRACT AMT:	\$2,587,033.00	FUNDS AVAILABLE:	\$2,587,033.00	FUNDS PAID %:	100.0%
CHANGE ORDER:	2	ORIGINAL TIME USED:	58.3%	REVISED TIME USED:	58.3%

Change Order No. 2 approves an additional appropriation in the amount of \$28,928.72.

Site Requirement: This change provides payment for the overrun of the removal of asphalt pavement pay item required to complete patching throughout this project due to the deteriorated condition of the existing pavement encountered during construction.

OVERRUN OF ORIGINAL ITEM(S)					\$28,928.72	
Removal of Asphalt Pavement			3,616.09 SY	\$8.00/SY	\$ 28,928.72	
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$28,928.72	1.12%	\$28,928.72	1.12%	\$0.00	0.00%
TOTAL	\$28,928.72	1.12%	\$28,928.72	1.12%	\$0.00	0.00%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-259C(076)CI		DE APPROVAL:	24-Oct-25	AGENDA ITEM 1840
			CONTRACT ID:	230304	
CONTRACTOR:	PARADIGM CONSTRUCTION & ENGINEERING, INC		JPN:	30588(04)	
			HIGHWAY:	COUNTY ROAD	
DESIGNER:	Meshek & Associates, LLC		DISTRICT/ CO:	08 - PAWNEE	
DESCRIPTION:	BRIDGE AND APPROACHES COUNTY ROAD (E0390): OVER MUD CREEK, 2.6 MILES WEST OF THE SH-18 JUNCTION NEAR PAWNEE. PROJECT LENGTH = 0.065 MILES				
CONTRACT AMT:	\$956,543.12	FUNDS AVAILABLE:	\$956,543.12	FUNDS PAID %:	101.7%
CHANGE ORDER:	5	ORIGINAL TIME USED:	80.0%	REVISED TIME USED:	80.0%

Change Order No. 5 approves an additional appropriation in the amount of \$1,023.97.

Site Requirement: This change provides payment for the final estimate due to the overrun of the riprap with filter blanket pay item. Additional quantities of this item were required to ensure adequate permanent erosion control along the creek bank.

The cost of this change is partially offset by the underrun of other items of work.

OVERRUN OF ORIGINAL ITEM(S)					\$47,202.00	
Type I Plain Riprap with Filter Blanket			472.02 TON	\$ 100.00/TON	\$ 47,202.00	
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$7,590.00	0.79%	\$7,590.00	0.79%	\$7,590.00	0.79%
3	\$3,795.00	0.40%	\$3,795.00	0.40%	\$3,795.00	0.40%
4	\$4,400.00	0.46%	\$4,400.00	0.46%	\$4,400.00	0.46%
5	\$1,023.97	0.11%	\$1,023.97	0.11%	\$0.00	0.00%
TOTAL	\$16,808.97	1.76%	\$16,808.97	1.76%	\$15,785.00	1.65%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-261F(126)3B		DE APPROVAL:	04-Nov-25	AGENDA ITEM 184P
			CONTRACT ID:	250202	
CONTRACTOR:	B & B CONSTRUCTION SERVICE J.T., INC.		JPN:	36987(04)	
			HIGHWAY:	MULTIPLE LOCATIONS	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	02 - PITTSBURG	
DESCRIPTION:	JOINT SEAL/REPAIR US-69, US-270, SH-31, SH-63, SH-113: OVER US-69, US-270, BRUSHY CREEK, GARDNER CREEK, TI CREEK, WILD HORSE CREEK, LIMESTONE CREEK, AND BUCK CREEK AT MULTIPLE LOCATIONS IN DISTRICT II. PROJECT LENGTH = 0.00 MILES				
CONTRACT AMT:	\$260,477.02	FUNDS AVAILABLE:	\$260,477.02	FUNDS PAID %:	32.0%
CHANGE ORDER:	1	ORIGINAL TIME USED:	28.3%	REVISED TIME USED:	28.3%

Change Order No.1 approves a supplemental agreement and an additional appropriation in the amount of \$24,028.07.

Site Requirement: This change provides payment for the additional work required to repair the expansion joint on Bridge NBI 21695 on US-69 at the Pittsburg and Atoka county line due to the deteriorated condition of this element discovered during construction. The pay item and unit price for the elastomeric mortar and the rapid cure joint sealant were established in the original contract. This change extends the contract time seven days to complete this additional work.

NEW ITEM(S)				\$24,028.07		
Elastomeric Mortar		19.00 CF	\$920.25/CF	\$ 17,484.75		
Mobilization		1.00 LS	\$5,772.00/LS	\$ 5,772.00		
Rapid Cure Joint Sealant		44.00 LF	\$17.53/LF	\$ 771.32		
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated Amount (\$)	Percent	Supplemental Agreement	
	Amount (\$)	Percent			Amount(\$)	Percent
1	\$24,028.07	9.22%	\$24,028.07	9.22%	\$5,772.00	2.22%
TOTAL	\$24,028.07	9.22%	\$24,028.07	9.22%	\$5,772.00	2.22%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-262C(095)CI		DE APPROVAL:	07-Nov-25	AGENDA ITEM 184Q
			CONTRACT ID:	240275	
CONTRACTOR:	THE CUMMINS CONSTRUCTION CO., INC.		JPN:	34490(04)	
			HIGHWAY:	COUNTY ROAD	
DESIGNER:	EST, Inc.		DISTRICT/ CO:	03 - PONTOTOC	
DESCRIPTION:	RESURFACE (ASPHALT) COUNTY ROAD (FRANCIS RD/ 1475): FROM MEADORS AVENUE, EXTEND EAST TO EW-149.5 IN THE TOWN OF FRANCIS. PROJECT LENGTH = 4.02 MILES				
CONTRACT AMT:	\$1,868,331.90	FUNDS AVAILABLE:	\$1,868,331.90	FUNDS PAID %:	73.7%
CHANGE ORDER:	2	ORIGINAL TIME USED:	91.7%	REVISED TIME USED:	91.7%

Change Order No. 2 approves a supplemental agreement and an additional appropriation in the amount of \$11,055.00.

Engineering: This change provides payment for the additional work required to obtain permits and provide railroad flaggers to complete the resurfacing at the BNSF railroad crossing due to this work not being addressed in the contract.

NEW ITEM(S)					\$11,055.00	
Constr. Misc. (Railroad Permits & Flaggers)					1.00 LS	\$ 11,055.00
CHANGE ORDER ACTIONS						
CO No	(+ Over/(-) Under run		Appropriated	Percent	Supplemental Agreement	
	Amount (\$)	Percent			Amount(\$)	Percent
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$11,055.00	0.59%	\$11,055.00	0.59%	\$11,055.00	0.59%
TOTAL	\$11,055.00	0.59%	\$11,055.00	0.59%	\$11,055.00	0.59%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPP-262N(092)PM		DE APPROVAL:	14-Oct-25	AGENDA ITEM 184R
			CONTRACT ID:	250060	
CONTRACTOR:	Iowa Civil Contracting, Inc.		JPN:	35652(04)	
			HIGHWAY:	SH-1	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	03 - PONTOTOC	
DESCRIPTION:	PAVEMENT REHABILITATION (A.C. AND P.C.) SH-1: FROM THE INTERSECTION OF BROADWAY AVE, EXTEND EAST IN ADA. PROJECT LENGTH = 3.14 MILES				
CONTRACT AMT:	\$3,521,677.53	FUNDS AVAILABLE:	\$3,521,677.53	FUNDS PAID %:	5.5%
CHANGE ORDER:	2	ORIGINAL TIME USED:	17.6%	REVISED TIME USED:	17.6%

Change Order No. 2 approves a supplemental agreement resulting in no additional cost to the contract.

Site Requirement: This change provides for the utilization of TBSC Type E for temporary access during construction in lieu of the TBSC Type A specified due to a request made by the contractor.

NEW ITEM(S)				\$2,686.50		
Traffic Bound Surface Course Type E		50.00 TON	\$53.73/TON	\$ 2,686.50		
UNDERRUN OF ORIGINAL ITEM(S)				\$-2,686.50		
Traffic Bound Surface Course Type A		-50.00 TON	\$53.73/TON	\$ -2,686.50		
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$21,807.45	0.62%	\$21,807.45	0.62%	\$21,807.45	0.62%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$5,394.20	0.15%	\$5,394.20	0.15%	\$5,394.20	0.15%
TOTAL	\$27,201.65	0.77%	\$27,201.65	0.77%	\$27,201.65	0.77%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPP-262N(092)PM		DE APPROVAL:	28-Oct-25	AGENDA ITEM 184S
			CONTRACT ID:	250060	
CONTRACTOR:	Iowa Civil Contracting, Inc.		JPN:	35652(04)	
			HIGHWAY:	SH-1	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	03 - PONTOTOC	
DESCRIPTION:	PAVEMENT REHABILITATION (A.C. AND P.C.) SH-1: FROM THE INTERSECTION OF BROADWAY AVE, EXTEND EAST IN ADA. PROJECT LENGTH = 3.14 MILES				
CONTRACT AMT:	\$3,521,677.53	FUNDS AVAILABLE:	\$3,543,484.98	FUNDS PAID %:	12.6%
CHANGE ORDER:	3	ORIGINAL TIME USED:	26.7%	REVISED TIME USED:	26.7%

Change Order No. 3 approves a supplemental agreement and an additional appropriation in the amount of \$5,394.20.

Site Requirement: This change provides payment for the CLSM backfill material required to fill isolated voids under the existing concrete pavement discovered during construction.

NEW ITEM(S)				\$5,394.20		
Clsm Backfill		20.00 CY		\$269.71/CY		\$ 5,394.20
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$21,807.45	0.62%	\$21,807.45	0.62%	\$21,807.45	0.62%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$5,394.20	0.15%	\$5,394.20	0.15%	\$5,394.20	0.15%
TOTAL	\$27,201.65	0.77%	\$27,201.65	0.77%	\$27,201.65	0.77%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	SSR-012N(118)SR		DE APPROVAL:	22-Oct-25	AGENDA ITEM 184T
			CONTRACT ID:	250116	
CONTRACTOR:	Silver Star Construction Company, Inc.		JPN:	35653(04)	
			HIGHWAY:	SH-99	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	03 - SEMINOLE	
DESCRIPTION:	RESURFACE (ASPHALT) SH-99: FROM 2.04 MILES NORTH OF US-270 (SH-9), EXTEND NORTH NEAR SEMINOLE. PROJECT LENGTH = 8.52 MILES				
CONTRACT AMT:	\$3,148,062.22	FUNDS AVAILABLE:	\$3,148,062.22	FUNDS PAID %:	67.0%
CHANGE ORDER:	1	ORIGINAL TIME USED:	16.2%	REVISED TIME USED:	16.2%

Change Order No. 1 approves a supplemental agreement resulting in no additional cost to the contract.

Site Requirement: This change provides for the utilization of plural component (multi-polymer) striping for permanent delineation throughout this project in lieu of the plastic striping specified due to a request made by the contractor.

NEW ITEM(S)				\$188,422.74			
(Sp) Traffic Stripe(Plural-Comp)(Arrows)	67.00 EA	\$210.00/EA		\$ 14,070.00			
(Sp) Traffic Stripe(Plural-Component)(12	4,050.00 LF	\$1.80/LF		\$ 7,290.00			
(Sp) Traffic Stripe(Plural-Component)(6"	214,183.00 LF	\$0.78/LF		\$ 167,062.74			
UNDERRUN OF ORIGINAL ITEM(S)				\$-188,422.74			
(Sp) Traffic Stripe(Plastic)(12" Wide)	-4,050.00 LF	\$1.80/LF		\$ -7,290.00			
(Sp) Traffic Stripe(Plastic)(6" Wide)	-214,183.00 LF	\$0.78/LF		\$ -167,062.74			
(Sp) Traffic Stripe(Plastic)(Arrows)	-67.00 EA	\$210.00/EA		\$ -14,070.00			
CHANGE ORDER ACTIONS							
CO No	(+ Over/(-) Under run		Appropriated		Supplemental Agreement		
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent	
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	
TOTAL	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	SSP-270F(058)PM	DE APPROVAL:	17-Oct-25	AGENDA ITEM
CONTRACTOR:	LOGOS CONSTRUCTION CO., LLC	CONTRACT ID:	250169	184U
DESIGNER:	Oklahoma Department of Transportation	JPN:	26975(12)	
DESCRIPTION:	BRIDGE WATER PROOF SEAL US-64/US-287/SH-95/SH-171: AT MULTIPLE LOCATIONS IN DISTRICT VI. PROJECT LENGTH = 0.00 MILES	HIGHWAY:	MULTIPLE LOCATIONS	
CONTRACT AMT:	\$204,049.49	DISTRICT/ CO:	06 - TEXAS	
CHANGE ORDER:	1	FUNDS AVAILABLE:	\$204,049.49	FUNDS PAID %: 0.0%
		ORIGINAL TIME USED:	0.0%	REVISED TIME USED: 0.0%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$22,455.06.

Scope: This change provides payment for the additional work required to seal the deck on the SH-94 bridge over Beaver River (Br. I) due to a request made by Bridge Division. The pay items and unit prices for the repair items were established in the original contract. This change extends the contract time four days to complete this additional work.

NEW ITEM(S)				\$19,766.81
Sealer Crack Preparation	1,546.00 LF	\$6.00/LF		\$ 9,276.00
Sealer Resin	12.50 GAL	\$35.00/GAL		\$ 437.50
Water Repellent (Performance Tested)	1,733.33 SY	\$5.80/SY		\$ 10,053.31
OVERRUN OF ORIGINAL ITEM(S)				\$2,688.25
(SP) Traffic Stripe (Plural-Component)(6" Wide)	878.00 LF	\$2.50/LF		\$ 2,195.00
Channelizer Cones	200.00 SD	\$0.65/SD		\$ 130.00
Construction Signs 0.00 SF To 6.25 SF	30.00 SD	\$1.00/SD		\$ 30.00
Construction Signs 16.00 SF To 32.99 SF	45.00 SD	\$3.00/SD		\$ 135.00
Construction Signs 6.26 SF To 15.99 SF	10.00 SD	\$2.00/SD		\$ 20.00
Drums	55.00 SD	\$0.65/SD		\$ 35.75
Flagger	4.00 SD	\$20.00/SD		\$ 80.00
Warning Lights(Type B)	70.00 SD	\$0.50/SD		\$ 35.00
Warning Lights(Type D)	55.00 SD	\$0.50/SD		\$ 27.50
CHANGE ORDER ACTIONS				
CO No	(+) Over/(-) Under run	Appropriated	Supplemental Agreement	
	Amount (\$) Percent	Amount (\$) Percent	Amount(\$) Percent	
1	\$22,455.06 11.00%	\$22,455.06 11.00%	\$0.00 0.00%	
TOTAL	\$22,455.06 11.00%	\$22,455.06 11.00%	\$0.00 0.00%	



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPP-014N(134)PM		DE APPROVAL:	14-Oct-25	AGENDA ITEM 184V
			CONTRACT ID:	250143	
CONTRACTOR:	BECCO CONTRACTORS, INC.		JPN:	31084(04)	
			HIGHWAY:	US-75	
DESIGNER:	Jacobs Engineering Group, Inc.		DISTRICT/ CO:	08 - TULSA	
DESCRIPTION:	BRIDGE REHABILITATION US-75: OVER BIRD CREEK OVERFLOW, 3.4 MILES NORTH OF THE SH-11 INTERSECTION NEAR TULSA. PROJECT LENGTH = 0.328 MILES				
CONTRACT AMT:	\$4,197,000.00	FUNDS AVAILABLE:	\$4,197,000.00	FUNDS PAID %:	17.0%
CHANGE ORDER:	1	ORIGINAL TIME USED:	5.8%	REVISED TIME USED:	5.8%

Change Order No. 1 approves a supplemental agreement resulting in no additional cost to the contract.

Site Requirement: This change provides for the utilization of aggregate base (recycled concrete aggregate) for construction of the temporary crossovers in lieu of the stabilized subgrade indicated in the plans due to the small areas involved. This change alters the method of measurement for the unclassified excavation and unclassified borrow pay items from measured to plan quantity.

NEW ITEM(S)			\$19,260.00
Aggr. Base Ty. A(Aggr.Base / Recycled Conc. Aggregate)	481.50 CY	\$40.00/CY	\$ 19,260.00
UNDERRUN OF ORIGINAL ITEM(S)			\$-19,260.00
Stabilized Subgrade	-2,140.00 SY	\$9.00/SY	\$ -19,260.00

CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
TOTAL	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%



Change Orders with Cumulative Total of \$150,000 or Less (Information Only)

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-275C(083)PM		DE APPROVAL:	21-Oct-25	AGENDA ITEM 184W
				CONTRACT ID:	
CONTRACTOR:	Caswell Contracting, Inc.		JPN:	27914(07)	
			HIGHWAY:	SH-152	
DESIGNER:	Dewberry Engineers, Inc.		DISTRICT/ CO:	05 - WASHITA	
DESCRIPTION:	WIDEN AND RESURFACE SH-152: FROM 0.15 MILES EAST OF THE SH-44 INTERSECTION, EXTEND EAST NEAR DILL CITY. PROJECT LENGTH = 4.03 MILES				
CONTRACT AMT:	\$10,417,230.30	FUNDS AVAILABLE:	\$10,417,230.30	FUNDS PAID %:	17.6%
CHANGE ORDER:	4	ORIGINAL TIME USED:	46.7%	REVISED TIME USED:	46.7%

Change Order No. 4 approves a supplemental agreement and an additional appropriation in the amount of \$40,207.80.

Site Requirement: This change provides payment for the relocation of portable longitudinal barrier and portable traffic signal system pay items required to eliminate the detours for structure S-04, S-19, and S-21 and build these structures one side at a time due to deciding during construction that this will pose no threat to the traveling public, and will result in a savings of time and money.

NEW ITEM(S)				\$40,207.80		
(SP) Portable Traffic Signal System		60.00 SD	\$ 498.43/SD		\$ 29,905.80	
Relocation of Portable Longitudinal Barrier		600.00 LF	\$ 17.17/LF		\$ 10,302.00	
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent			Amount(\$)	Percent
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$15,720.40	0.15%	\$15,720.40	0.15%	\$15,720.40	0.15%
3	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
4	\$40,207.80	0.39%	\$40,207.80	0.39%	\$40,207.80	0.39%
TOTAL	\$55,928.20	0.54%	\$55,928.20	0.54%	\$55,928.20	0.54%

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Change Orders with Cumulative Total Greater than \$150,000

ITEM	COUNTY	PROJECT NUMBER	CONTRACT	JPN	CHANGE ORDER	UNDER/OVER RUN
185A	CANADIAN	SSP-4000(238)PM; TAP-209E(128)AG	250100	38438(04)	6	\$24,061.53
185B	CHEROKEE	NHPP-211N(062)PM	220280	32105(04)	6	\$66,922.50
185C	CHOCTAW	NHPP-014N(120)FP; NHPP-014N(125)PM	230222	34811(04)	2	\$148,750.00
185D	COMANCHE	STP-116B(059)MS	240026	19144(04)	8	\$53,295.67
185E	CUSTER	NHPPI-4000-(152)PM	220195	31060(04)	8	\$14,825.72
185F	GARFIELD	STP-224B(056)PM	190279	26374(04)	2	\$109,900.00
185G	JACKSON	STP-133B(084)PM	220317	24379(04)	9	\$114,089.76
185H	MCCLAIN	SBR-244C(112)SB	240256	36360(04)	4	\$151,176.48
185I	OKLAHOMA	STP-155A(196)AG	210031	17827(04)	13	\$152,527.46
185J	OKLAHOMA	NHPPI-3500-(132)FP	220228	29844(04)	29	\$31,367.39
185K	OKLAHOMA	STP-255N(691)AG	250165	38090(04)	1	\$158,011.02
185L	OSAGE	STP-157C(122)PM	220324	24268(04)	4	\$407,278.36
185M	PAYNE	STP-260C(086)PM	230174	28968(04)	5	\$158,286.00
185N	PONTOTOC	STP-162B(187)SS	200261	21841(07)	10	\$17,250.28
185O	POTTAWATOMIE	NHPP-263N(107)FP	240237	31872(04)	6	\$5,768.40
185P	ROGERS	NHPPI-4400-(125)FP	240166	35493(04)	5	\$7,677,475.40
185Q	ROGERS	NHPPI-4400-(125)FP	240166	35493(04)	6	\$64,458.06
185R	TULSA	STP-172B(461)PM	230141	26505(04)	14	\$1,395,794.85
185S	TULSA	NHPP-014N(131)PM	230305	35120(08)	12	\$1,050,000.00
185T	WOODWARD	NHPP-017N(312)3P	250096	38283(04)	1	\$416,866.00
20						\$12,218,104.88

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	SSP-4000(238)PM; TAP-209E(128)AG		DE APPROVAL:	20-Oct-25	AGENDA ITEM 185A
			CONTRACT ID:	250100	
CONTRACTOR:	Redlands Contracting, LLC		JPN:	38438(04)	
			HIGHWAY:	CITY STREET	
DESIGNER:	TRIAD DESIGN GROUP		DISTRICT/ CO:	04 - CANADIAN	
DESCRIPTION:	GRADE, DRAIN, SURFACE, AND PEDESTRIAN IMPROVEMENTS CITY STREET (GARTH BROOKS BLVD): UNDER I-40, 1.5 MILES SOUTH OF SH-66 IN THE CITY OF YUKON. PROJECT LENGTH = 0.341 MILES				
CONTRACT AMT:	\$4,770,787.25	FUNDS AVAILABLE:	\$5,295,645.45	FUNDS PAID %:	45.9%
CHANGE ORDER:	6	ORIGINAL TIME USED:	32.1%	REVISED TIME USED:	32.1%

Request approval of Change Order No. 6 for a supplemental agreement and an additional appropriation in the amount of \$24,061.53.

Site Requirement: This change provides payment for the additional mobilization required to suspend work and normalize traffic on Garth Brooks Blvd., North and South of the I-40 interchange, during the upcoming holiday season; and for the unrecoverable expenses and lost overhead incurred by the contractor during this time of suspension. This change extends the contract time five days to normalize traffic prior to the work stoppage, and to re-establish the traffic control when work resumes. The remainder of the standby compensation is in excess of the statutory limit of the contract and will require authorization as a special agenda item and will be documented on a subsequent change order.

NEW ITEM(S)				\$24,061.53
Mobilization (Traffic Control for Holiday Shutdown)		1.00 LS	\$12,540.00/LS	\$ 12,540.00
Standby Compensation (Holiday Shutdown)		1.00 LS	\$11,521.53/LS	\$ 11,521.53

CHANGE ORDER ACTIONS						
CO No	(+ Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$370,440.00	7.76%	\$370,440.00	7.76%	\$370,440.00	7.76%
3	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
4	\$80,641.00	1.69%	\$80,641.00	1.69%	\$8,800.00	0.18%
5	\$73,777.20	1.55%	\$73,777.20	1.55%	\$73,777.20	1.55%
6	\$24,061.53	0.50%	\$24,061.53	0.50%	\$24,061.53	0.50%
TOTAL	\$548,919.73	11.50%	\$548,919.73	11.50%	\$477,078.73	9.99%

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPP-211N(062)PM		DE APPROVAL:	07-Nov-25	AGENDA ITEM 185B
			CONTRACT ID:	220280	
CONTRACTOR:	BECCO CONTRACTORS, INC.		JPN:	32105(04)	
			HIGHWAY:	US-62	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	01 - CHEROKEE	
DESCRIPTION:	INTERSECTION MODIFICATION US-62: FROM 0.2 MILES SOUTH OF THE SH-82 JUNCTION, EXTEND NORTH NEAR TAHLEQUAH. PROJECT LENGTH = 1.429 MILES				
CONTRACT AMT:	\$5,797,000.00	FUNDS AVAILABLE:	\$6,056,957.01	FUNDS PAID %:	94.1%
CHANGE ORDER:	6	ORIGINAL TIME USED:	122.0%	REVISED TIME USED:	115.8%

Request approval of Change Order No. 6 for an additional appropriation in the amount of \$66,922.50.

Site Requirement: This change provides payment for the final estimate due to an administrative error made on Change Order No. 3, the original final quantity change order, which requires compensation for an additional quantity of asphalt base course.

OVERRUN OF ORIGINAL ITEM(S)					\$66,922.50	
Superpave, Type S3(PG 64-22 OK)			535.38 TON	\$ 125.00/TON	\$ 66,922.50	
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$2,942.50	0.05%	\$2,942.50	0.05%	\$2,942.50	0.05%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$29,414.51	0.51%	\$29,414.51	0.51%	\$0.00	0.00%
4	\$227,600.00	3.93%	\$227,600.00	3.93%	\$227,600.00	3.93%
5	-\$59,561.03	-1.03%	\$0.00	0.00%	\$0.00	0.00%
6	\$66,922.50	1.15%	\$66,922.50	1.15%	\$0.00	0.00%
TOTAL	\$267,318.48	4.61%	\$326,879.51	5.64%	\$230,542.50	3.98%

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPP-014N(120)FP; NHPP-014N(125)PM		DE APPROVAL:	24-Oct-25	AGENDA ITEM 185C
			CONTRACT ID:	230222	
CONTRACTOR:	Iowa Civil Contracting, Inc.		JPN:	34811(04)	
			HIGHWAY:	US-271	
DESIGNER:	TRIAD DESIGN GROUP		DISTRICT/ CO:	02 - CHOCTAW	
DESCRIPTION:	PAVEMENT REHABILITATION (A.C. AND P.C.) US-271: FROM THE TEXAS STATE LINE, EXTEND NORTH NEAR HUGO. PROJECT LENGTH = 8.440 MILES				
CONTRACT AMT:	\$18,777,949.86	FUNDS AVAILABLE:	\$18,854,949.86	FUNDS PAID %:	90.5%
CHANGE ORDER:	2	ORIGINAL TIME USED:	90.1%	REVISED TIME USED:	90.1%

Request approval of Change Order No. 2 for an additional appropriation in the amount of \$148,750.00.

Site Requirement: This change provides payment for the overrun of the asphalt surfacing pay items required to overlay the Northbound lanes of the bridge over the Red River, as well as overlaying two loops at the US-271 / OK-70 Bypass that was not in the contract, and for patching the shoulders that were damaged during construction.

OVERRUN OF ORIGINAL ITEM(S)				\$148,750.00
Superpave, Type S4(PG 64-22 OK) - JP# 34811(04)	300.00 TON	\$ 148.75/TON		\$ 44,625.00
Superpave, Type S4(PG 64-22 OK) - JP# 34812(04)	700.00 TON	\$ 148.75/TON		\$ 104,125.00

CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run Amount (\$)	Percent	Appropriated Amount (\$)	Percent	Supplemental Agreement Amount(\$)	Percent
1	\$77,000.00	0.41%	\$77,000.00	0.41%	\$0.00	0.00%
2	\$148,750.00	0.79%	\$148,750.00	0.79%	\$0.00	0.00%
TOTAL	\$225,750.00	1.20%	\$225,750.00	1.20%	\$0.00	0.00%

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-116B(059)MS	DE APPROVAL:	16-Oct-25	AGENDA ITEM
CONTRACTOR:	Duit Construction Company, Inc.	CONTRACT ID:	240026	185D
DESIGNER:	Dewberry Engineers, Inc.	JPN:	19144(04)	
DESCRIPTION:	GRADE, DRAIN, AND SURFACE CITY STREET (WEST GORE BOULEVARD): FROM 82ND STREET, EXTEND EAST TO 67TH STREET IN THE CITY OF LAWTON. PROJECT LENGTH = 1.027 MILES			
		HIGHWAY:	CITY STREET	
		DISTRICT/ CO:	07 - COMANCHE	
CONTRACT AMT:	\$13,654,934.34	FUNDS AVAILABLE:	\$13,654,934.34	FUNDS PAID %: 100.1%
CHANGE ORDER:	8	ORIGINAL TIME USED:	97.8%	REVISED TIME USED: 97.8%

Request approval of Change Order No. 8 for a supplemental agreement and an additional appropriation in the amount of \$53,295.67.

Site Requirement: This change provides payment for the additional work required to adjust five existing fire hydrants to match the newly constructed roadway and sidewalk profile due to this work being necessary to ensure proper functioning of these hydrants; and for the earthwork and Class C concrete pay items required to ensure proper drainage and to repair areas of erosion discovered after the project was complete. This change documents the underrun of the rock filter dam pay item due to this item not being required to provide temporary erosion control during construction.

NEW ITEM(S)				\$128,695.67
Class C Concrete (Ditch Liner)	49.22 CY	\$ 1,164.62/CY		\$ 57,322.60
Fire Hydrant Reset	5.00 EA	\$ 1,452.41/EA		\$ 7,262.05
Earthwork (Grading)	1.00 LS	\$ 58,947.06/LS		\$ 58,947.06
Class C Concrete (Flume)	6.00 CY	\$ 860.66/CY		\$ 5,163.96
UNDERRUN OF ORIGINAL ITEM(S)				\$ -75,400.00
Temporary Rock Filter Dam Type 4	-377.00 CY	\$ 200.00/CY		\$ -75,400.00

CHANGE ORDER ACTIONS						
CO No	(+ Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$21,397.50	0.16%	\$21,397.50	0.16%	\$21,397.50	0.16%
2	\$17,095.03	0.13%	\$17,095.03	0.13%	\$17,095.03	0.13%
3	\$11,865.90	0.09%	\$11,865.90	0.09%	\$11,865.90	0.09%
4	\$47,212.81	0.35%	\$47,212.81	0.35%	\$47,212.81	0.35%
5	\$4,121.28	0.03%	\$4,121.28	0.03%	\$4,121.28	0.03%
6	\$2,152.35	0.02%	\$2,152.35	0.02%	\$2,152.35	0.02%
7	\$7,421.60	0.05%	\$7,421.60	0.05%	\$7,421.60	0.05%
8	\$53,295.67	0.39%	\$53,295.67	0.39%	\$53,295.67	0.39%
TOTAL	\$164,562.14	1.22%	\$164,562.14	1.22%	\$164,562.14	1.22%

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPPI-4000-(152)PM	DE APPROVAL:	05-Nov-25	AGENDA ITEM
CONTRACTOR:	Frontier Bridge, Inc.	CONTRACT ID:	220195	185E
DESIGNER:	H. W. Lochner, Inc.	JPN:	31060(04)	
DESCRIPTION:	BRIDGE AND APPROACHES CITY STREET (AIRPORT ROAD): OVER I-40, 5.0 MILES NORTH OF THE WASHITA COUNTY LINE IN WEATHERFORD. PROJECT LENGTH = 0.681 MILE			
		HIGHWAY:	CITY STREET	
		DISTRICT/ CO:	05 - CUSTER	
CONTRACT AMT:	\$18,968,669.71	FUNDS AVAILABLE:	\$19,204,422.99	FUNDS PAID %: 99.9%
CHANGE ORDER:	8	ORIGINAL TIME USED:	173.3%	REVISED TIME USED: 71.6%

Request approval of Change Order No. 8 for a supplemental agreement and an additional appropriation in the amount of \$14,825.72.

Site Requirement: This change provides payment for the additional work required to mount two light poles on the top of the pier cap for Bridge A as specified due to the mounting details being inadvertently omitted from the plans. This change provides for receiving a roadway luminaire into the City of Weatherford warehouse stock due to discovering during construction that one of the proposed light poles is in conflict with the existing power lines. Funding for the warehouse stock pay item will be non-participating in nature. This change eliminates the bridge smoothness requirement from the contract. This change alters the method of measurement for the bored and trenched conduit, structural concrete, reinforcing steel, and the electrical conductor pay items from plan quantity to measured.

NEW ITEM(S)			\$23,404.22
Constr. Misc. (Pier Cap Mounts for Light Poles)	1.00 LS	\$ 15,539.22/LS	\$ 15,539.22
Matl. Taken Into Whse. Stock (Light Pole, Base & Luminaire)	1.00 LS	\$ 7,865.00/LS	\$ 7,865.00
UNDERRUN OF ORIGINAL ITEM(S)			\$ -8,578.50
40' MTG & 10' HLMA (G. STL.)	-1.00 EA	\$ 5,827.50/EA	\$ -5,827.50
Roadway Luminaire	-1.00 EA	\$ 1,648.50/EA	\$ -1,648.50
Breakaway Base (Des. B)	-1.00 EA	\$ 1,102.50/EA	\$ -1,102.50

CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$77,709.89	0.41%	\$77,709.89	0.41%	\$77,709.89	0.41%
2	\$10,132.20	0.05%	\$10,132.20	0.05%	\$10,132.20	0.05%
3	\$79,351.22	0.42%	\$79,351.22	0.42%	\$79,351.22	0.42%
4	\$3,795.61	0.02%	\$3,795.61	0.02%	\$3,795.61	0.02%
5	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
6	\$64,764.36	0.34%	\$64,764.36	0.34%	\$51,423.76	0.27%
7	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
8	\$14,825.72	0.08%	\$14,825.72	0.08%	\$14,825.72	0.08%
TOTAL	\$250,579.00	1.32%	\$250,579.00	1.32%	\$237,238.40	1.25%

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-224B(056)PM	DE APPROVAL:	30-Oct-25	AGENDA ITEM
CONTRACTOR:	Duit Construction Company, Inc.	CONTRACT ID:	190279	185F
DESIGNER:	Oklahoma Department of Transportation	JPN:	26374(04)	
DESCRIPTION:	PAVEMENT REHABILITATION (P.C. CONCRETE) US-60/US-81: FROM 1.09 MILES NORTH OF THE US-412 JUNCTION, EXTEND NORTH IN ENID. PROJECT LENGTH = 4.315 MILES	HIGHWAY:	US-60 / US-81	
CONTRACT AMT:	\$9,034,783.29	DISTRICT/ CO:	04 - GARFIELD	
CHANGE ORDER:	2	FUNDS AVAILABLE:	\$9,034,783.29	FUNDS PAID %: 132.1%
		ORIGINAL TIME USED:	137.9%	REVISED TIME USED: 116.1%

Request approval of Change Order No. 2 for an additional appropriation in the amount of \$109,900.00.

Site Requirement: This change provides payment for the overrun of the solid slab sodding pay item required to provide adequate permanent erosion control throughout the project due to more area being disturbed than anticipated.

OVERRUN OF ORIGINAL ITEM(S)					\$109,900.00	
Solid Slab Sodding		35,000.00 SY		\$ 3.14/SY	\$ 109,900.00	
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$2,897,159.50	32.07%	\$2,897,159.50	32.07%	\$0.00	0.00%
2	\$109,900.00	1.22%	\$109,900.00	1.22%	\$0.00	0.00%
TOTAL	\$3,007,059.50	33.29%	\$3,007,059.50	33.29%	\$0.00	0.00%

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-133B(084)PM	DE APPROVAL:	31-Oct-25	AGENDA ITEM 185G
		CONTRACT ID:	220317	
CONTRACTOR:	CORNELL CONSTRUCTION COMPANY, INC.	JPN:	24379(04)	
		HIGHWAY:	US-283	
DESIGNER:	Benham Design, LLC	DISTRICT/ CO:	05 - JACKSON	
DESCRIPTION:	WIDEN, RESURFACE, AND BRIDGE US-283: FROM 0.5 MILES NORTH OF THE TEXAS STATE LINE, EXTEND NORTH. PROJECT LENGTH = 4.175 MILES			
CONTRACT AMT:	\$10,159,766.18	FUNDS AVAILABLE:	\$10,159,766.18	FUNDS PAID %: 98.6%
CHANGE ORDER:	9	ORIGINAL TIME USED:	139.7%	REVISED TIME USED: 106.1%

Request approval of Change Order No. 9 for a supplemental agreement and an additional appropriation in the amount of \$114,089.76.

Engineering: This change provides payment for the additional work required to extend the height of the backwall on the reinforced concrete L-shaped ditch liner due to the plans being based on outdated grading information, and to replace the fence at this location due to a discrepancy in the right-of-way agreement. This change extends the contract time seventy days to complete this additional work.

NEW ITEM(S)						\$114,089.76	
Constr. Misc. (Wall Extension, Fence, Sod, & Underdrain)						1.00 LS	\$ 114,089.76/LS
CHANGE ORDER ACTIONS							
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement		
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent	
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	
3	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	
4	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	
5	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	
6	\$2,651.00	0.03%	\$2,651.00	0.03%	\$2,651.00	0.03%	
7	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	
8	\$54,211.03	0.53%	\$54,211.03	0.53%	\$0.00	0.00%	
9	\$114,089.76	1.12%	\$114,089.76	1.12%	\$114,089.76	1.12%	
TOTAL	\$170,951.79	1.68%	\$170,951.79	1.68%	\$116,740.76	1.15%	

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	SBR-244C(112)SB	DE APPROVAL:	07-Nov-25	AGENDA ITEM
CONTRACTOR:	K & R BUILDERS, INC.	CONTRACT ID:	240256	185H
DESIGNER:	Consor Engineers, LLC	JPN:	36360(04)	
DESCRIPTION:	BRIDGE REHABILITATION SH-24: OVER FINN CREEK, 1.0 MILE WEST OF THE SH-74 JUNCTION NEAR MAYSVILLE. PROJECT LENGTH = 0.178 MILES			
		HIGHWAY:	SH-24	
		DISTRICT/ CO:	03 - MCCLAIN	
CONTRACT AMT:	\$1,171,577.17	FUNDS AVAILABLE:	\$1,171,577.17	FUNDS PAID %: 110.8%
CHANGE ORDER:	4	ORIGINAL TIME USED:	42.5%	REVISED TIME USED: 42.5%

Request approval of Change Order No. 4 for a supplemental agreement and an additional appropriation in the amount of \$151,176.48.

Site Requirement: This change provides payment for the additional work required to make repairs to the newly completed roadway due to subgrade issues that arose after the contractor had completed the project; and for the overrun of the solid slab sod pay item required to provide permanent erosion control throughout the project due to an underestimation of the contract amount.

NEW ITEM(S)				\$5,000.00		
Mobilization (Additional)		1.00 LS	\$5,000.00/LS	\$ 5,000.00		
OVERRUN OF ORIGINAL ITEM(S)				\$146,176.48		
Cold Milling Pavement		1,845.12 SY	\$11.50/SY	\$ 21,218.88		
Solid Slab Sodding		4,500.00 SY	\$10.00/SY	\$ 45,000.00		
Superpave, Type S4(PG 64-22 OK)		448.57 TON	\$178.25/TON	\$ 79,957.60		
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$126,000.00	10.75%	\$126,000.00	10.75%	\$0.00	0.00%
4	\$151,176.48	12.90%	\$151,176.48	12.90%	\$5,000.00	0.43%
TOTAL	\$277,176.48	23.65%	\$277,176.48	23.65%	\$5,000.00	0.43%

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-155A(196)AG	DE APPROVAL:	04-Nov-25	AGENDA ITEM
CONTRACTOR:	SCHWARZ PAVING CO., INC.	CONTRACT ID:	210031	185I
DESIGNER:	SMITH, ROBERTS, BALDSCHWILER, LLC	JPN:	17827(04)	
DESCRIPTION:	GRADE, DRAIN, WIDEN, RESURFACE, AND TRAFFIC SIGNALS CITY STREET (MACARTHUR BOULEVARD): FROM NW 34TH STREET, EXTEND NORTH IN THE CITY OF WARR ACRES. PROJECT LENGTH = 0.927 MILES			
		HIGHWAY:	CITY STREET	
		DISTRICT/ CO:	04 - OKLAHOMA	
CONTRACT AMT:	\$6,207,409.00	FUNDS AVAILABLE:	\$6,207,409.00	FUNDS PAID %: 102.6%
CHANGE ORDER:	13	ORIGINAL TIME USED:	152.1%	REVISED TIME USED: 95.8%

Request approval of Change Order No. 13 for an additional appropriation in the amount of \$152,527.46.

Site Requirement: This change provides payment for the final estimate due to the overrun of several temporary traffic control pay items. Additional quantities of these items were required to provide adequate direction to the traveling public during construction due to the extended duration of this project resulting from utility related delays and additional work.

The cost of this change is partially offset by the underrun of other items of work.

OVERRUN OF ORIGINAL ITEM(S)				\$162,019.16	
Channelizer Cones	68,552.00 SD	\$ 0.58/SD		\$ 39,760.16	
Construction Signs 6.26 SF to 15.99 SF	25,230.00 SD	\$ 2.00/SD		\$ 50,460.00	
Construction Signs 16.00 SF to 32.99 SF	23,933.00 SD	\$ 3.00/SD		\$ 71,799.00	

CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$18,793.89	0.30%	\$18,793.89	0.30%	\$18,793.89	0.30%
2	\$13,144.40	0.21%	\$13,144.40	0.21%	\$13,144.40	0.21%
3	\$11,425.19	0.18%	\$11,425.19	0.18%	\$11,425.19	0.18%
4	\$17,232.22	0.28%	\$17,232.22	0.28%	\$17,232.22	0.28%
5	\$34,276.80	0.55%	\$34,276.80	0.55%	\$34,276.80	0.55%
6	\$7,945.00	0.13%	\$7,945.00	0.13%	\$7,945.00	0.13%
7	\$16,754.71	0.27%	\$16,754.71	0.27%	\$16,754.71	0.27%
8	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
9	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
10	\$149,554.96	2.41%	\$149,554.96	2.41%	\$0.00	0.00%
11	\$11,183.90	0.18%	\$11,183.90	0.18%	\$11,183.90	0.18%
12	\$31,128.00	0.50%	\$31,128.00	0.50%	\$28,728.00	0.46%
13	\$152,527.46	2.46%	\$152,527.46	2.46%	\$0.00	0.00%
TOTAL	\$463,966.53	7.47%	\$463,966.53	7.47%	\$159,484.11	2.56%

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPPI-3500-(132)FP		DE APPROVAL:	20-Oct-25	AGENDA ITEM 185J
			CONTRACT ID:	220228	
CONTRACTOR:	MANHATTAN ROAD & BRIDGE COMPANY, LLC		JPN:	29844(04)	
			HIGHWAY:	I-35	
DESIGNER:	Olsson Associates		DISTRICT/ CO:	04 - OKLAHOMA	
DESCRIPTION:	BRIDGE AND APPROACHES I-35: OVER 63RD STREET, AT THE I-44 INTERCHANGE IN THE CITY OF OKLAHOMA CITY. PROJECT LENGTH = 1.872 MILES				
CONTRACT AMT:	\$60,356,411.00	FUNDS AVAILABLE:	\$60,356,411.00	FUNDS PAID %:	111.0%
CHANGE ORDER:	29	ORIGINAL TIME USED:	117.6%	REVISED TIME USED:	57.0%

Request approval of Change Order No. 29 for a supplemental agreement and an additional appropriation in the amount of \$31,367.39.

Site Requirement: This change provides payment for the handrailing pay item required to install rail on MSE Wall D to address safety concerns at this location; and for the additional work required to make repairs to the existing pavement on Ramp D due to the deteriorated condition.

NEW ITEM(S)				\$31,367.39		
Constr. Misc. (Pavement Repair)(Ramp D)		1.00 LS	\$ 16,323.21/LS	\$ 16,323.21		
Handrailing (MSE Wall D)		23.67 LF	\$ 635.58/LF	\$ 15,044.18		
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run Amount (\$)	Percent	Appropriated Amount (\$)	Percent	Supplemental Agreement Amount(\$)	Percent
1	-\$21.37	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	-\$139,215.00	-0.23%	\$0.00	0.00%	\$0.00	0.00%
3	-\$66,834.86	-0.11%	\$0.00	0.00%	\$0.00	0.00%
4	\$511,023.20	0.85%	\$511,023.20	0.85%	\$511,023.20	0.85%
5	\$64,310.05	0.11%	\$64,310.05	0.11%	\$64,310.05	0.11%
6	\$190,567.16	0.32%	\$190,567.16	0.32%	\$171,426.66	0.28%
7	\$686,563.22	1.14%	\$686,563.22	1.14%	\$686,563.22	1.14%
8	\$524,875.61	0.87%	\$524,875.61	0.87%	\$69,820.71	0.12%
9	\$861,846.36	1.43%	\$861,846.36	1.43%	\$834,828.16	1.38%
10	\$234,914.94	0.39%	\$234,914.94	0.39%	\$0.00	0.00%
11	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
12	\$108,948.84	0.18%	\$108,948.84	0.18%	\$108,948.84	0.18%
13	\$328,140.00	0.54%	\$328,140.00	0.54%	\$0.00	0.00%
14	\$2,005,630.09	3.32%	\$2,005,630.09	3.32%	\$2,005,630.09	3.32%
15	\$20,419.26	0.03%	\$20,419.26	0.03%	\$20,419.26	0.03%
16	\$15,099.04	0.03%	\$15,099.04	0.03%	\$15,099.04	0.03%
17	\$12,641.48	0.02%	\$12,641.48	0.02%	\$12,641.48	0.02%
18	\$53,774.27	0.09%	\$53,774.27	0.09%	\$24,275.12	0.04%
19	\$17,920.00	0.03%	\$17,920.00	0.03%	\$17,920.00	0.03%
20	\$41,465.64	0.07%	\$41,465.64	0.07%	\$15,712.92	0.03%
21	\$334,086.84	0.55%	\$334,086.84	0.55%	\$161,427.54	0.27%
22	\$14,275.87	0.02%	\$14,275.87	0.02%	\$14,275.87	0.02%
23	\$1,336,116.60	2.21%	\$1,336,116.60	2.21%	\$0.00	0.00%
24	\$24,934.15	0.04%	\$24,934.15	0.04%	\$24,934.15	0.04%
25	\$8,678.89	0.01%	\$8,678.89	0.01%	\$8,678.89	0.01%

PROJECT NO:	NHPPI-3500-(132)FP	DE APPROVAL:	20-Oct-25	AGENDA ITEM 185J
		CONTRACT ID:	220228	
CONTRACTOR:	MANHATTAN ROAD & BRIDGE COMPANY, LLC	JPN:	29844(04)	
		HIGHWAY:	I-35	

CHANGE ORDER ACTIONS						
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CO No	(+ Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
26	\$427.35	0.00%	\$427.35	0.00%	\$427.35	0.00%
27	\$600,000.00	0.99%	\$600,000.00	0.99%	\$0.00	0.00%
28	\$11,972.94	0.02%	\$11,972.94	0.02%	\$5,447.94	0.01%
29	\$31,367.39	0.05%	\$31,367.39	0.05%	\$31,367.39	0.05%
TOTAL	\$7,833,927.96	12.97%	\$8,039,999.19	13.31%	\$4,805,177.88	7.96%

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-255N(691)AG	DE APPROVAL:	20-Oct-25	AGENDA ITEM
CONTRACTOR:	Built Right Construction, LLC	CONTRACT ID:	250165	185K
DESIGNER:	Poe & Associates, Inc.	JPN:	38090(04)	
DESCRIPTION:	INTERSECTION MODIFICATION CITY STREET (DANFORTH ROAD): AT THE INTERSECTION OF KELLY AVENUE IN THE CITY OF EDMOND. PROJECT LENGTH = 0.915 MILES			
		HIGHWAY:	CITY STREET	
		DISTRICT/ CO:	04 - OKLAHOMA	
CONTRACT AMT:	\$9,891,778.96	FUNDS AVAILABLE:	\$9,891,778.96	FUNDS PAID %: 14.7%
CHANGE ORDER:	1	ORIGINAL TIME USED:	31.0%	REVISED TIME USED: 31.0%

Request approval of Change Order No. 1 for a supplemental agreement and an additional appropriation in the amount of \$158,011.02.

Site Requirement: This change provides payment for the addition of new items and overrun of existing items required to ensure the safety of the traveling public and the contractor personnel during construction, as well as reducing traffic congestion within the project limits. This change documents the underrun of several pay items due to the contract amount not being required. This change alters the method of measurement for items 0440, 0450, 0460, 0470, 0480, and 0490 from measured to revised plan quantity.

NEW ITEM(S)			\$104,301.22
(SP) Traffic Stripe (Paint)(4" Wide)	73,000.00 LF	\$0.88/LF	\$ 64,386.00
Channelizer Cones	25,200.00 SD	\$0.42/SD	\$ 10,584.00
Pavement Marking Removal (Arrows)	4.00 EA	\$99.75/EA	\$ 399.00
Pavement Marking Removal (Words)	2.00 EA	\$133.61/EA	\$ 267.22
Tube Channelizers	26,250.00 SD	\$1.09/SD	\$ 28,665.00
OVERRUN OF ORIGINAL ITEM(S)			\$69,615.07
Pavement Mrkng. Removal (Traf.Strp)	65,940.00 LF	\$1.00/LF	\$ 65,940.00
Removal of Asphalt Pavement	299.26 SY	\$11.00/SY	\$ 3,291.86
Removal of Concrete Driveway	45.65 SY	\$7.00/SY	\$ 319.55
Removal of Concrete Pavement	10.61 SY	\$6.00/SY	\$ 63.66
UNDERRUN OF ORIGINAL ITEM(S)			\$-15,905.27
(SP) Traffic Stripe (Plastic)(24" Wide)	-219.00 LF	\$17.00/LF	\$ -3,723.00
(SP) Traffic Stripe (Plastic)(Tape)(4" Wide)	-500.00 LF	\$10.00/LF	\$ -5,000.00
Drums	-38,318.00 SD	\$0.02/SD	\$ -766.36
Removal of Asphalt Driveway	-672.23 SY	\$7.00/SY	\$ -4,705.61
Removal of Curb and Gutter	-58.00 LF	\$6.00/LF	\$ -348.00
Removal of Sidewalk	-272.46 SY	\$5.00/SY	\$ -1,362.30

CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run Amount (\$)	Percent	Appropriated Amount (\$)	Percent	Supplemental Agreement Amount(\$)	Percent
1	\$158,011.02	1.60%	\$158,011.02	1.60%	\$104,301.22	1.05%
TOTAL	\$158,011.02	1.60%	\$158,011.02	1.60%	\$104,301.22	1.05%

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-157C(122)PM	DE APPROVAL:	06-Nov-25	AGENDA ITEM
CONTRACTOR:	APAC-CENTRAL, INC.	CONTRACT ID:	220324	185L
DESIGNER:	Craig & Keithline, Inc.	JPN:	24268(04)	
DESCRIPTION:	WIDEN AND RESURFACE SH-20: FROM THE SH-99 JUNCTION, EXTEND SOUTHEAST IN HOMINY. PROJECT LENGTH = 4.988 MILES			
		HIGHWAY:	SH-20	
		DISTRICT/ CO:	08 - OSAGE	
CONTRACT AMT:	\$16,900,000.00	FUNDS AVAILABLE:	\$16,900,000.00	FUNDS PAID %: 97.4%
CHANGE ORDER:	4	ORIGINAL TIME USED:	191.7%	REVISED TIME USED: 98.6%

Request approval of Change Order No. 4 for a supplemental agreement and an additional appropriation in the amount of \$407,278.36.

Site Requirement: This change provides payment for the rock excavation pay item required to complete this project as specified due to encountering rock during construction. This change documents the underrun of the unclassified excavation pay item due to encountering rock. This change establishes the method of measurement for the rock excavation as plan quantity.

NEW ITEM(S)				\$511,885.84		
Rock Excavation (Roadway)		9,868.63 CY	\$ 51.87/CY	\$ 511,885.84		
UNDERRUN OF ORIGINAL ITEM(S)				\$ -104,607.48		
Unclassified Excavation		-9,868.63 CY	\$ 10.60/CY	\$ -104,607.48		
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$114,064.06	0.67%	\$114,064.06	0.67%	\$114,064.06	0.67%
2	\$186,436.68	1.10%	\$186,436.68	1.10%	\$186,436.68	1.10%
3	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
4	\$407,278.36	2.41%	\$407,278.36	2.41%	\$407,278.36	2.41%
TOTAL	\$707,779.10	4.18%	\$707,779.10	4.18%	\$707,779.10	4.18%

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-260C(086)PM		DE APPROVAL:	16-Sep-25	AGENDA ITEM 185M
			CONTRACT ID:	230174	
CONTRACTOR:	Duit Construction Company, Inc.		JPN:	28968(04)	
			HIGHWAY:	SH-18	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	04 - PAYNE	
DESCRIPTION:	WIDEN AND RESURFACE SH-18: FROM 2.0 MILES NORTH OF THE SH-33 JUNCTION, EXTEND NORTH NEAR CUSHING. PROJECT LENGTH = 6.212 MILES				
CONTRACT AMT:	\$18,491,898.84	FUNDS AVAILABLE:	\$18,491,898.84	FUNDS PAID %:	100.9%
CHANGE ORDER:	5	ORIGINAL TIME USED:	139.1%	REVISED TIME USED:	88.8%

Request approval of Change Order No. 5 for a supplemental agreement and an additional appropriation in the amount of \$158,286.00.

Site Requirement: This change provides payment for the additional work required to relocate a 3-inch water line discovered during construction due to being in conflict with the proposed earthwork operations.

NEW ITEM(S)				\$158,286.00		
Waterline Relocation		1.00 LS	\$ 158,286.00/LS	\$ 158,286.00		
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$130,891.40	0.71%	\$130,891.40	0.71%	\$130,891.40	0.71%
3	\$305,549.74	1.65%	\$305,549.74	1.65%	\$305,549.74	1.65%
4	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
5	\$158,286.00	0.86%	\$158,286.00	0.86%	\$158,286.00	0.86%
TOTAL	\$594,727.14	3.22%	\$594,727.14	3.22%	\$594,727.14	3.22%

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-162B(187)SS	DE APPROVAL:	21-Oct-25	AGENDA ITEM
CONTRACTOR:	THE CUMMINS CONSTRUCTION CO., INC.	CONTRACT ID:	200261	185N
DESIGNER:	Oklahoma Department of Transportation	JPN:	21841(07)	
DESCRIPTION:	WIDEN AND RESURFACE SH-19: FROM 4.3 MILES EAST OF THE GARVIN COUNTY LINE, EXTEND EAST NEAR STRATFORD. PROJECT LENGTH = 5.641 MILES	HIGHWAY:	SH-19	
CONTRACT AMT:	\$16,884,256.87	DISTRICT/ CO:	03 - PONTOTOC	
CHANGE ORDER:	10	FUNDS AVAILABLE:	\$16,884,256.87	FUNDS PAID %: 106.2%
		ORIGINAL TIME USED:	127.3%	REVISED TIME USED: 100.0%

Request approval of Change Order No. 10 for a supplemental agreement and an additional appropriation in the amount of \$17,250.28.

Site Requirement: This change provides payment for the additional grading work required to correct issues at three locations which were identified after the contractor had mobilized off the project.

NEW ITEM(S)				\$17,250.28		
Construction Miscellaneous (Additional Grading)			1.00 LS	\$ 17,250.28/LS	\$ 17,250.28	
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$31,500.00	0.19%	\$31,500.00	0.19%	\$10,800.00	0.06%
2	\$6,300.00	0.04%	\$6,300.00	0.04%	\$6,300.00	0.04%
3	\$11,390.00	0.07%	\$11,390.00	0.07%	\$11,390.00	0.07%
4	\$11,250.00	0.07%	\$11,250.00	0.07%	\$11,250.00	0.07%
5	\$71,995.68	0.43%	\$71,995.68	0.43%	\$0.00	0.00%
6	\$576,463.41	3.41%	\$576,463.41	3.41%	\$440,551.26	2.61%
7	\$29,000.00	0.17%	\$29,000.00	0.17%	\$29,000.00	0.17%
8	\$275,000.00	1.63%	\$275,000.00	1.63%	\$0.00	0.00%
9	\$3,610.04	0.02%	\$3,610.04	0.02%	\$3,610.04	0.02%
10	\$17,250.28	0.10%	\$17,250.28	0.10%	\$17,250.28	0.10%
TOTAL	\$1,033,759.41	6.13%	\$1,033,759.41	6.13%	\$530,151.58	3.14%

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPP-263N(107)FP		DE APPROVAL:	07-Nov-25	AGENDA ITEM 1850
			CONTRACT ID:	240237	
CONTRACTOR:	Duit Construction Company, Inc.		JPN:	31872(04)	
			HIGHWAY:	US-270	
DESIGNER:	CEC Corporation		DISTRICT/ CO:	03 - POTTAWATOMIE	
DESCRIPTION:	GRADE, DRAIN AND SURFACE US-270: FROM 1.8 MILES SOUTH OF I-40, EXTEND SOUTHEAST IN SHAWNEE. PROJECT LENGTH = 2.108 MILES				
CONTRACT AMT:	\$26,522,316.21	FUNDS AVAILABLE:	\$26,667,396.26	FUNDS PAID %:	38.4%
CHANGE ORDER:	6	ORIGINAL TIME USED:	47.4%	REVISED TIME USED:	46.7%

Request approval of Change Order No. 6 for a supplemental agreement and an additional appropriation in the amount of \$5,768.40.

Engineering: This change provides payment for the arch culvert pay item required to extend an existing structure at Acme Road due to this work being omitted from the contract. This change extends the contract time one day to complete this additional work.

NEW ITEM(S)					\$5,768.40	
35" X 24" Corr. Galv. Steel Pipe Arch			20.00 LF	\$288.42/LF	\$ 5,768.40	
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$19,694.70	0.07%	\$19,694.70	0.07%	\$19,694.70	0.07%
2	\$55,440.00	0.21%	\$55,440.00	0.21%	\$0.00	0.00%
3	\$13,685.10	0.05%	\$13,685.10	0.05%	\$13,685.10	0.05%
4	-\$2,806.08	-0.01%	\$0.00	0.00%	\$0.00	0.00%
5	\$59,066.33	0.22%	\$59,066.33	0.22%	\$59,066.33	0.22%
6	\$5,768.40	0.02%	\$5,768.40	0.02%	\$5,768.40	0.02%
TOTAL	\$150,848.45	0.56%	\$153,654.53	0.57%	\$98,214.53	0.36%

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPPI-4400-(125)FP		DE APPROVAL:	06-Nov-25	AGENDA ITEM 185P
			CONTRACT ID:	240166	
CONTRACTOR:	SHERWOOD CONSTRUCTION CO., INC.		JPN:	35493(04)	
			HIGHWAY:	I-44	
DESIGNER:	Benham Design, LLC		DISTRICT/ CO:	08 - ROGERS	
DESCRIPTION:	INTERCHANGE I-44: AT THE US-412/SH-66 INTERCHANGE IN CATOOSA. PROJECT LENGTH = 0.803 MILES				
CONTRACT AMT:	\$42,286,538.73	FUNDS AVAILABLE:	\$44,338,904.80	FUNDS PAID %:	57.9%
CHANGE ORDER:	5	ORIGINAL TIME USED:	56.5%	REVISED TIME USED:	45.2%

Request approval of Change Order No. 5 for a supplemental agreement and an additional appropriation in the amount of \$7,677,475.40.

Site Requirement: This change provides payment for the overrun of the rock excavation pay item required to complete this project as specified due to encountering rock at a higher elevation than indicated in the plans. This change documents the underrun of the unclassified excavation pay item due to the overrun of the rock excavation. This change establishes the method of measurement for these two items as the cumulative total of the quantities authorized by this change order and prorated accordingly based on final measurement of the rock.

OVERRUN OF ORIGINAL ITEM(S)				\$8,346,150.00		
Rock Excavation		166,923.00 CY	\$50.00/CY	\$ 8,346,150.00		
UNDERRUN OF ORIGINAL ITEM(S)				\$-668,674.60		
Unclassified Excavation		-70,386.80 CY	\$9.50/CY	\$ -668,674.60		
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$16,500.00	0.04%	\$16,500.00	0.04%	\$16,500.00	0.04%
2	\$1,976,054.43	4.67%	\$1,976,054.43	4.67%	\$1,013,819.28	2.40%
3	\$58,512.62	0.14%	\$58,512.62	0.14%	\$34,293.44	0.08%
4	\$1,299.03	0.00%	\$1,299.03	0.00%	\$1,299.03	0.00%
5	\$7,677,475.40	18.16%	\$7,677,475.40	18.16%	\$0.00	0.00%
6	\$64,458.06	0.15%	\$64,458.06	0.15%	\$64,458.06	0.15%
TOTAL	\$9,794,299.54	23.16%	\$9,794,299.54	23.16%	\$1,130,369.81	2.67%

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPPI-4400-(125)FP	DE APPROVAL:	06-Nov-25	AGENDA ITEM
CONTRACTOR:	SHERWOOD CONSTRUCTION CO., INC.	CONTRACT ID:	240166	185Q
DESIGNER:	Benham Design, LLC	JPN:	35493(04)	
DESCRIPTION:	INTERCHANGE I-44: AT THE US-412/SH-66 INTERCHANGE IN CATOOSA. PROJECT LENGTH = 0.803 MILES	HIGHWAY:	I-44	
CONTRACT AMT:	\$42,286,538.73	DISTRICT/ CO:	08 - ROGERS	
CHANGE ORDER:	6	FUNDS AVAILABLE:	\$44,338,904.80	FUNDS PAID %: 57.9%
		ORIGINAL TIME USED:	56.5%	REVISED TIME USED: 45.2%

Request approval of Change Order No. 6 for a supplemental agreement and an additional appropriation in the amount of \$64,458.06.

Site Requirement: This change provides payment for the additional work required to remove and replace guardrail and cable barrier in the I-44 median to accommodate construction of the East crossover. This change extends the contract time and the milestone time two days due to excessive rains in accordance with Executive Order 2025-11.

NEW ITEM(S)				\$64,458.06		
Beam Guardrail W-Beam Single		400.00 LF	\$33.00/LF	\$ 13,200.00		
Class AA Concrete		29.00 CY	\$825.00/CY	\$ 23,925.00		
End Anchors		1.00 EA	\$12,634.06/EA	\$ 12,634.06		
Guardrail Anchor Unit (Type D-BF)		1.00 EA	\$3,300.00/EA	\$ 3,300.00		
Guardrail Delineators (Type 2, Code 1)		8.00 EA	\$22.00/EA	\$ 176.00		
Guardrail End Treatment (GET)		1.00 EA	\$3,850.00/EA	\$ 3,850.00		
Installation of Cable Barrier System		150.00 LF	\$11.01/LF	\$ 1,651.50		
Mobilization		1.00 LS	\$2,750.00/LS	\$ 2,750.00		
Removal of Cable Barrier		150.00 LF	\$19.81/LF	\$ 2,971.50		
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$16,500.00	0.04%	\$16,500.00	0.04%	\$16,500.00	0.04%
2	\$1,976,054.43	4.67%	\$1,976,054.43	4.67%	\$1,013,819.28	2.40%
3	\$58,512.62	0.14%	\$58,512.62	0.14%	\$34,293.44	0.08%
4	\$1,299.03	0.00%	\$1,299.03	0.00%	\$1,299.03	0.00%
5	\$7,677,475.40	18.16%	\$7,677,475.40	18.16%	\$0.00	0.00%
6	\$64,458.06	0.15%	\$64,458.06	0.15%	\$64,458.06	0.15%
TOTAL	\$9,794,299.54	23.16%	\$9,794,299.54	23.16%	\$1,130,369.81	2.67%

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	STP-172B(461)PM		DE APPROVAL:	06-Nov-25	AGENDA ITEM 185R
			CONTRACT ID:	230141	
CONTRACTOR:	SHERWOOD CONSTRUCTION CO., INC.		JPN:	26505(04)	
			HIGHWAY:	SH-97	
DESIGNER:	Craig & Keithline, Inc.		DISTRICT/ CO:	08 - TULSA	
DESCRIPTION:	GRADE, DRAIN, AND SURFACE SH-97: FROM 0.17 MILES SOUTH OF MORROW ROAD, EXTEND NORTH IN SAND SPRINGS. PROJECT LENGTH = 0.52 MILE				
CONTRACT AMT:	\$26,592,017.22	FUNDS AVAILABLE:	\$26,592,017.22	FUNDS PAID %:	110.2%
CHANGE ORDER:	14	ORIGINAL TIME USED:	126.7%	REVISED TIME USED:	91.1%

Request approval of Change Order No. 14 for a supplemental agreement and an additional appropriation in the amount of \$1,395,794.85.

Site Requirement: This change provides payment for the overrun of several pay items required to complete this project due to various unforeseen conditions encountered during construction. This change imposes a unit price reduction for the asphalt surfacing pay item due to the significant overrun of this item. The unit price for the temporary traffic signals was established in the original contract.

NEW ITEM(S)			\$108,151.59			
(PL) Traffic Items (Temporary Traffic Signals)	6.00 EA	\$ 20,774.98/EA	\$ 124,649.88			
Superpave, Type S4 (PG 76-28 OK)(Unit Price Reduction)	992.08 TON	\$ -16.63/TON	\$ -16,498.29			
OVERRUN OF ORIGINAL ITEM(S)			\$1,308,418.24			
24" Ductile Iron Pipe	210.00 LF	\$ 944.32/LF	\$ 198,307.20			
Warning Lights (Type A)	46,250.00 SD	\$ 1.26/SD	\$ 58,275.00			
Superpave, Type S4 (PG 76-28 OK)	1,104.33 TON	\$ 166.29/TON	\$ 183,639.04			
P.C... Concrete for Pavement	860.33 CY	\$ 240.97/CY	\$ 207,313.72			
Full Depth P.C.C. Patch (Placement)	430.00 SY	\$ 183.05/SY	\$ 78,711.50			
Drums	12,000.00 SD	\$ 0.25/SD	\$ 3,000.00			
Dowel Jointed P.C.C. Pavt. (Placement)	4,315.00 SY	\$ 40.17/SY	\$ 173,333.55			
Deliver Portable Longitudinal Barrier	545.00 LF	\$ 57.50/LF	\$ 31,337.50			
Construction Signs 6.26 SF to 15.99 SF	31,200.00 SD	\$ 2.52/SD	\$ 78,624.00			
Construction Signs 16.00 SF to 32.99 SF	14,500.00 SD	\$ 5.04/SD	\$ 73,080.00			
Construction Signs 0.00 SF to 6.25 SF	8,750.00 SD	\$ 0.63/SD	\$ 5,512.50			
Construction Barricades (Type III)	10,122.00 SD	\$ 1.26/SD	\$ 12,753.72			
Const. Zone Impact Atten.	1,565.00 SD	\$ 25.18/SD	\$ 39,406.70			
Cold Milling Pavement	15,166.47 SY	\$ 3.31/SY	\$ 50,201.02			
Channelizer Cones	87,000.00 SD	\$ 0.25/SD	\$ 21,750.00			
Bore & Jack 42" Casing	40.00 LF	\$ 2,329.32/LF	\$ 93,172.80			
UNDERRUN OF ORIGINAL ITEM(S)			\$ -20,774.98			
(SP) Temp. Traff. Signal Span Wire Equip	-1.00 LSUM	\$ 20,774.98/LSUM	\$ -20,774.98			
CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run Amount (\$)	Percent	Appropriated Amount (\$)	Percent	Supplemental Agreement Amount(\$)	Percent
1	\$114,283.40	0.43%	\$114,283.40	0.43%	\$114,283.40	0.43%
2	\$16,748.80	0.06%	\$16,748.80	0.06%	\$16,748.80	0.06%
3	\$54,890.00	0.21%	\$54,890.00	0.21%	\$54,890.00	0.21%
4	\$175,798.23	0.66%	\$175,798.23	0.66%	\$175,798.23	0.66%
5	\$82,197.18	0.31%	\$82,197.18	0.31%	\$82,197.18	0.31%
6	\$83,133.54	0.31%	\$83,133.54	0.31%	\$83,133.54	0.31%

PROJECT NO:	STP-172B(461)PM	DE APPROVAL:	06-Nov-25	AGENDA ITEM 185R
		CONTRACT ID:	230141	
CONTRACTOR:	SHERWOOD CONSTRUCTION CO., INC.	JPN:	26505(04)	
		HIGHWAY:	SH-97	

CHANGE ORDER ACTIONS						
CO No	(+ Over/(-) Under run		Appropriated Amount (\$)	Percent	Supplemental Agreement	
	Amount (\$)	Percent			Amount(\$)	Percent
7	\$492,780.65	1.85%	\$492,780.65	1.85%	\$492,780.65	1.85%
8	\$565,597.76	2.13%	\$565,597.76	2.13%	\$565,597.76	2.13%
9	\$144,094.51	0.54%	\$144,094.51	0.54%	\$144,094.51	0.54%
10	\$116,726.60	0.44%	\$116,726.60	0.44%	\$116,726.60	0.44%
11	-\$226,635.20	-0.85%	\$0.00	0.00%	\$0.00	0.00%
12	\$22,620.20	0.09%	\$22,620.20	0.09%	\$22,620.20	0.09%
13	\$2,064,762.68	7.76%	\$2,064,762.68	7.76%	\$0.00	0.00%
14	\$1,395,794.85	5.25%	\$1,395,794.85	5.25%	\$0.00	0.00%
TOTAL	\$5,102,793.20	19.19%	\$5,329,428.40	20.04%	\$1,868,870.87	7.03%

Change Orders with Cumulative Total Greater than \$150,000

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPP-014N(131)PM	DE APPROVAL:	07-Nov-25	AGENDA ITEM
CONTRACTOR:	SHERWOOD CONSTRUCTION CO., INC.	CONTRACT ID:	230305	185S
DESIGNER:	Poe & Associates, Inc.	JPN:	35120(08)	
DESCRIPTION:	GRADE, DRAIN, SURFACE, AND BRIDGE US-75: FROM 0.5 MILES NORTH OF THE SH-67 JUNCTION, EXTEND NORTH IN GLENPOOL. PROJECT LENGTH = 0.947 MILES	HIGHWAY:	US-75	
CONTRACT AMT:	\$31,488,431.69	DISTRICT/ CO:	08 - TULSA	
CHANGE ORDER:	12	FUNDS AVAILABLE:	\$31,488,431.69	FUNDS PAID %: 100.0%
		ORIGINAL TIME USED:	109.8%	REVISED TIME USED: 56.8%

Request approval of Change Order No. 12 for an additional appropriation in the amount of \$1,050,000.00.

Site Requirement: This change provides payment for the early completion incentive earned by the contractor for achieving substantial completion on this project prior to the 'B' Time allowed in the contract.

NEW ITEM(S)				\$1,050,000.00		
Incentive for Early Completion (Time B Bid)			30.00 DAY	\$ 35,000.00/DAY	\$ 1,050,000.00	
CHANGE ORDER ACTIONS						
CO No	(+ Over/(-) Under run		Appropriated		Supplemental Agreement	
	Amount (\$)	Percent	Amount (\$)	Percent	Amount(\$)	Percent
1	\$21,060.05	0.07%	\$21,060.05	0.07%	\$21,060.05	0.07%
2	\$168,212.53	0.53%	\$168,212.53	0.53%	\$101,286.81	0.32%
3	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
4	\$119,746.48	0.38%	\$119,746.48	0.38%	\$119,746.48	0.38%
5	\$81,576.93	0.26%	\$81,576.93	0.26%	\$16,119.23	0.05%
6	\$14,394.47	0.05%	\$14,394.47	0.05%	\$14,394.47	0.05%
7	\$135,631.60	0.43%	\$135,631.60	0.43%	\$31,020.00	0.10%
8	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
9	\$115,248.38	0.37%	\$115,248.38	0.37%	\$33,448.08	0.11%
10	\$36,625.40	0.12%	\$36,625.40	0.12%	\$36,625.40	0.12%
11	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
12	\$1,050,000.00	3.33%	\$1,050,000.00	3.33%	\$0.00	0.00%
TOTAL	\$1,742,495.84	5.54%	\$1,742,495.84	5.54%	\$373,700.52	1.20%

Commission Meeting on Monday, December 1, 2025

PROJECT NO:	NHPP-017N(312)3P		DE APPROVAL:	04-Nov-25	AGENDA ITEM 185T
			CONTRACT ID:	250096	
CONTRACTOR:	J&R Constructors Group		JPN:	38283(04)	
			HIGHWAY:	US-183	
DESIGNER:	Oklahoma Department of Transportation		DISTRICT/ CO:	06 - WOODWARD	
DESCRIPTION:	RESURFACE (ASPHALT) US-183: FROM THE INTERSECTION OF SH-50, EXTEND NORTHWEST NEAR WOODWARD. PROJECT LENGTH = 8.00 MILES				
CONTRACT AMT:	\$3,860,220.00	FUNDS AVAILABLE:	\$3,860,220.00	FUNDS PAID %:	16.7%
CHANGE ORDER:	1	ORIGINAL TIME USED:	42.2%	REVISED TIME USED:	42.2%

Request approval of Change Order No. 1 for a supplemental agreement and an additional appropriation in the amount of \$416,866.00.

Site Requirement: This change provides payment for the overrun of the various pay items required to extend this project to a more logical terminus; and for the fog seal pay item required to seal the existing shoulders. This change extends the contract time six days to complete this additional work.

NEW ITEM(S)			\$6,300.00
Fog Seal	2,100.00 GAL	\$3.00/GAL	\$ 6,300.00
OVERRUN OF ORIGINAL ITEM(S)			\$410,566.00
(Sp) Polymer Mod. Cationic Rapid Set - 1	6,382.00 GAL	\$3.00/GAL	\$ 19,146.00
(Sp) Traffic Stripe (Plural-Component)(6" Wide)	20,880.00 LF	\$0.72/LF	\$ 15,033.60
Cold Milling Pavement	25,528.00 SY	\$1.30/SY	\$ 33,186.40
Superpave, Type S4(Pg 70-28 Ok)	2,860.00 TON	\$120.00/TON	\$ 343,200.00

CHANGE ORDER ACTIONS						
CO No	(+) Over/(-) Under run Amount (\$)	Percent	Appropriated Amount (\$)	Percent	Supplemental Agreement Amount(\$)	Percent
1	\$416,866.00	10.80%	\$416,866.00	10.80%	\$6,300.00	0.16%
TOTAL	\$416,866.00	10.80%	\$416,866.00	10.80%	\$6,300.00	0.16%

STATEMENT OF OVERRUNS AND UNDERRUNS
ON PROJECTS APPROVED BY THE CONSTRUCTION DIVISION
FOR FINAL PAYMENT THE MONTH OF OCTOBER, 2025

Project	County Name	Contract Amount	Amount Paid	Overrun	Underrun	Percent Overrun	Explanation of Overrun or 10% or more Underrun
BRO-230F(064)CB	HARPER	\$97,450.00	\$97,450.00	\$0.00	\$0.00	0.00%	
BRO-262F(096)CB	PONTOTOC	\$141,570.00	\$140,047.00		(\$1,523.00)		
CIRB-233B(050)RB	JACKSON	\$408,286.66	\$396,713.52		(\$11,573.14)		
NHPP-223N(014)FP	ELLIS	\$9,772,212.89	\$9,751,768.24		(\$20,444.65)		
SBR-240C(121)SB	LEFLORE	\$1,873,769.82	\$1,844,236.49		(\$29,533.33)		
SSP-264F(105)PM	PITTSBURG	\$528,159.55	\$572,916.57	\$44,757.02		8.47%	Overrun sealer crack preparation and traffic control
SSP-277F(063)PM	WOODWARD	\$263,576.18	\$351,347.82	\$87,771.64		33.30%	Overrun traffic control
SSR-267C(115)SR	SEMINOLE	\$643,674.98	\$641,901.25		(\$1,773.73)		
STP-047B(111)SS	MAJOR	\$14,362,735.98	\$13,442,777.27		(\$919,958.71)		
STP-204C(042)CI	BEAVER	\$6,624,690.28	\$6,037,256.80		(\$587,433.48)		
STP-220D(093)CI	CUSTER	\$1,401,349.68	\$1,331,585.92		(\$69,763.76)		
STP-233C(052)PM	JACKSON	\$4,532,345.15	\$4,623,582.74	\$91,237.59		2.01%	Incentive for early completion and smoothness bonus
STP-249C(079)CI	MAYES	\$2,644,621.50	\$2,583,672.88		(\$60,948.62)		
STP-263D(099)CI	POTTAWATOMIE	\$965,670.44	\$1,044,910.43	\$79,239.99		8.21%	Overrun sodding and traffic control
STP-272D(041)CI	WASHINGTON	\$1,178,224.53	\$1,149,615.06		(\$28,609.47)		
STPG-214E(167)AG	CLEVELAND	\$203,130.00	\$201,163.00		(\$1,967.00)		
STPG-214E(168)AG	CLEVELAND	\$343,247.00	\$340,912.00		(\$2,335.00)		
Grand Total		\$45,984,714.64	\$44,551,856.99	\$303,006.24	(\$1,735,863.89)		

186

**FOR COMMISSION MEETING PRESENTATION
December 1, 2025**

AGENDA ITEM NO: 186

SUBJECT: Claim for Additional Payment

LOCATION: Multiple Locations

a) District II, McCurtain County – Frontier Bridge, Inc.

This contract, on County Road D4615 over the Little River near Idabel, was awarded by the Oklahoma Transportation Commission on December 7, 2020, for a total contract amount of \$3,196,114.99. Original contract time was 240 calendar days.

Due to conditions beyond the control of the contractor, additional time and effort were needed to complete the drilled shaft work on this project. A series of high-flow events caused several delays to the project timeline, including one in which a drilled shaft under construction was damaged and could not be salvaged, and had to be removed and redesigned before continuing substructure work. This period of planning and design, as well as procuring materials and re-mobilizing to the project, took approximately 147 days. The contractor was able to perform limited activities in other areas, but full production was unachievable during this time period.

Through negotiation, it is agreed that the contractor was impacted a total of 116 days because of these delays and is entitled to a total of 53 days of standby time for equipment that could not be fully utilized during these time periods. The total negotiated amount for the settlement of this claim, to include lost overhead standby time, remobilization, and all other associated costs, is \$490,988.67. Because this amount exceeded the statutory limit of 10% on new items on contracts in excess of one million dollars, Commission approval is required.

The Department acknowledges the entitlement to this claim and recommends approval of an additional \$490,988.67 to properly compensate the contractor.

b) District III, Pontotoc County – Overland Corp

This contract, on County Road 3450 south of SH-19 near Vanoss, was awarded by the Oklahoma Transportation Commission on December 4, 2023. Original contract time was 100 calendar days.

A portion of the work in the contract included repairing areas of failed subgrade with 12" of compacted Aggregate Base before overlaying the entire roadway surface with asphalt. As work started, it became apparent that the subgrade failures were deeper than anticipated due to saturation under the existing surface. ODOT, in working with the contractor, recommended that the repair depth be increased to 24" and a layer of geotextile reinforcement be placed in each patch location. Also, S4 Asphalt was to be substituted in place of the S5 Asphalt to provide greater overall stability.

Although the S4 Asphalt was a substitute for the S5 Asphalt, it is still considered a new pay item. This, along with the other items, required to properly prepare the roadway surface for the overlay, caused the value of new items to exceed the statutory limit of 10% on contracts of greater than one million dollars.

The Department acknowledges the entitlement to this claim and recommends approval for an additional \$114,063.65 to compensate the contractor for the work performed.

c) District V, Dewey County – C3 Construction, Inc.

This contract, on US-60 over Cottonwood and Kizer Creeks near Vici, was awarded by the Oklahoma Transportation Commission on July 1, 2024, for a total contract amount of \$6,242,052.93. The original contract time was 200 days.

During construction of the planned drilled shaft foundations, conventional drilling operations were unsuccessful as the material being drilled was found to be unstable, leading to voids in the walls due to the collapsing soils. An attempt was made to substitute permanent casing in lieu of the planned temporary casing. One shaft was completed successfully, but two subsequent shafts were not. ODOT recommended that the work be halted until a more viable solution could be identified.

Through coordination with ODOT Bridge Division, the decision was made to install pile foundations in place of the drilled shaft foundations at both bridge locations. This work was completed successfully, allowing construction of the bridges to move forward.

Through provided documentation and ultimately negotiation, ODOT and the contractor agree that impacts were realized to both the project schedule and financially due to the delays caused by this issue. The net increase in cost is \$1,378,898.53. Savings from unused items bring this total down to \$706,512.21. Because this amount exceeds the statutory limit of 10% on new items on projects over a million dollars, Commission approval is necessary.

The Department acknowledges the entitlement to this claim by the contractor and recommends approval for an additional \$706,512.21

Approval is recommended.

187

FOR COMMISSION MEETING PRESENTATION
December 1, 2025

AGENDA ITEM NO.: 187

SUBJECT: Proposed Agency Rules

LOCATION: Statewide

a) Okla. Admin. Code § 730:25-3-1. Prequalification

The Open Records Act, referenced in the proposed rules, was amended. The proposed rule change updates the statutory reference in 730:25-3-1(a) to comply with the current statute.

b) Okla. Admin. Code § 730, Ch. 50. Size and Weight Permits

The proposed rules or changes correct citations, update addresses for field offices, correct website information, and update phone numbers for consistency and accuracy throughout the chapter. The duplicate references to “unitized equipment” and “special mobilized machinery” were removed. Additionally, references to Turnpikes that are now designated as Interstates were updated. The proposed changes reduce the dual-lane configuration minimum from 16’ to 14’ and increase the length from 80’ to 90’ for escort requirements to be consistent with neighboring states, thereby allowing for more travel through Oklahoma. The surrender of a permit was updated from “any commissioned law enforcement officer” to “law enforcement officer of the Department of Public Safety” for accuracy.

Approval is recommended.

Notices of Rulemaking Intent

REQUESTS FOR COMMENTS FROM BUSINESS ENTITIES:

N/A

COPIES OF PROPOSED RULES:

Copies of the proposed rules may be obtained for review by the public between 8:00 a.m. and 4:30 p.m., Monday through Friday, (excluding legal holidays) by contacting Andrea Unruh, Deputy General Counsel, at the offices of the Oklahoma Public Employees Retirement System, at aunruh@opers.ok.gov, (405) 858-6788, or on the OPERS website at www.opers.ok.gov.

RULE IMPACT STATEMENT:

A rule impact statement will be prepared as required by 75 O.S. Section 303(D), and will be available on and after September 30, 2025, on the OPERS website at www.opers.ok.gov or by contacting Andrea Unruh at (405) 858- 6788 or aunruh@opers.ok.gov

CONTACT PERSON:

Andrea Unruh, Deputy General Counsel (405) 858- 6788

[OAR Docket #25-666; filed 8-22-25]

TITLE 730. DEPARTMENT OF TRANSPORTATION CHAPTER 25. HIGHWAY CONTRACTORS

[OAR Docket #25-683]

RULEMAKING ACTION:

Notice of proposed PERMANENT rulemaking

PROPOSED RULES:

Subchapter 3. Contractor Prequalification and Proposals [AMENDED]
730:25-3-1. Prequalification [AMENDED]

SUMMARY:

The proposed changes update the citation to reflect an accurate reference to the Oklahoma Statutes.

AUTHORITY:

69 O.S. §§ 30, 301, 304; 75 O.S. §§ 302, 309 et seq.; Oklahoma Transportation Commission

COMMENT PERIOD:

Persons wishing to present their comments or view in writing may do so before 5:00 p.m. on October 15, 2025, to Sydney Collins, ODOT Assistant General Counsel and Administrative Procedures Rulemaking Liaison, 200 N.E. 21st, Oklahoma City, OK 73105 or at sbcollins@odot.org.

PUBLIC HEARING:

A public hearing has not been scheduled; however, pursuant to 75 O.S., Section 303(B)(9), "persons may demand a hearing" by contacting Sydney Collins, ODOT Assistant General Counsel and Administrative Procedures Rulemaking Liaison, at (405) 521-2631 or sbcollins@odot.org no later than 5:00 p.m. on October 15, 2025.

REQUESTS FOR COMMENTS FROM BUSINESS ENTITIES:

N/A

COPIES OF PROPOSED RULES:

Copies of the proposed rules may be obtained from the website of the Oklahoma Department of Transportation, or a request for a copy of the rules can be sent to Sydney Collins, Assistant General Counsel, 200 N.E. 21st Street, Oklahoma City, OK 73105, sbcollins@odot.org.

RULE IMPACT STATEMENT:

Pursuant to 75 O.S., §303(D), a rule impact statement is being prepared and will be available after September 30, 2025, at the above address.

CONTACT PERSON:

Sydney Collins, (405) 521-2631 or sbcollins@odot.org

[OAR Docket #25-683; filed 8-25-25]

TITLE 730. DEPARTMENT OF TRANSPORTATION CHAPTER 50. SIZE AND WEIGHT PERMITS

Notices of Rulemaking Intent

[OAR Docket #25-682]

RULEMAKING ACTION:

Notice of proposed PERMANENT rulemaking

PROPOSED RULES:

Subchapter 1. General Provisions [AMENDED]

730:50-1-1. Purpose [AMENDED]

730:50-1-2. Applicability; adoption by reference [AMENDED]

730:50-1-3. Permit parameters [AMENDED]

Subchapter 3. Size and Weight Permit Definitions, Application Process and Liabilities [AMENDED]

730:50-3-1. When a permit is required [AMENDED]

730:50-3-2. A permit is a legal document, permit types [AMENDED]

730:50-3-3. Requesting, obtaining, and paying for a permit [AMENDED]

730:50-3-4. Establishing a monthly billing account [AMENDED]

Subchapter 5. Size and Weight Permit Load [AMENDED]

730:50-5-1. Conditions and restrictions [AMENDED]

730:50-5-2. Method of placing permit in suspension where conditions exist beyond the control of the ~~permittee~~permit holder [AMENDED]

730:50-5-3. General conditions and restrictions on permits [AMENDED]

730:50-5-4. Overweight permits; specific conditions and restrictions [AMENDED]

730:50-5-6. Oversize permits; specific conditions and restrictions [AMENDED]

730:50-5-7. Unitized equipment [AMENDED]

730:50-5-8. Special mobilized machinery, rubber-tired truck cranes and rubber-tired construction vehicles [AMENDED]

730:50-5-9. Special combination vehicles - permits [AMENDED]

730:50-5-12. Movements of oversize and/or overweight vehicles during a life-threatening emergency [AMENDED]

730:50-5-13. Annual Envelope Vehicle Permit [AMENDED]

730:50-5-16. Requirements for escort vehicles and escort vehicle operators [AMENDED]

730:50-5-17. Certification of operators of escort vehicles for hire [AMENDED]

730:50-5-18. Oversize vehicles and loads [AMENDED]

730:50-5-19. Manufactured homes and industrialized housing [AMENDED]

730:50-5-20. Portable buildings [AMENDED]

730:50-5-21. Industrialized housing, houses, and buildings [AMENDED]

730:50-5-23. Unitized equipment [REVOKED]

730:50-5-24. Special mobilized machinery [REVOKED]

Subchapter 7. Special Combination Vehicles [AMENDED]

730:50-7-1. General provisions [AMENDED]

730:50-7-2. Issuance of permits [AMENDED]

730:50-7-3. Denial, modification, suspension, and revocation of permits [AMENDED]

730:50-7-4. Equipment requirements [AMENDED]

730:50-7-5. Operation of special combination vehicles [AMENDED]

730:50-7-7. Weight [AMENDED]

SUMMARY:

The proposed changes clean up citations to provide accurate references, remove turnpikes that are now designated as interstates, update contact information, remove duplicated references and rules, update the authority for surrendering a permit to DPS for accuracy, and adjust dual lane configuration and length to be consistent with Texas, Kansas, and neighboring states to allow for travel through Oklahoma.

AUTHORITY:

69 O.S. §§ 301, 303, 304; 75 O.S. §§ 302, 309, et seq.; 47 O.S. 14-101, et seq.; Oklahoma Transportation Commission

COMMENT PERIOD:

Persons wishing to present their comments or view in writing may do so before 5:00 p.m. on October 15, 2025, to Sydney Collins, ODOT Assistant General Counsel and Administrative Procedures Rulemaking Liaison, 200 N.E. 21st, Oklahoma City, OK 73105, or at sbcollins@odot.org.

PUBLIC HEARING:

Notices of Rulemaking Intent

A public hearing has not been scheduled; however, pursuant to 75 O.S., Section 303(B)(9), "persons may demand a hearing" by contacting Sydney Collins, ODOT Assistant General Counsel and Administrative Procedures Rulemaking Liaison, at (405) 521-2631 or sbcollins@odot.org no later than 5:00 p.m. on October 15, 2025.

REQUESTS FOR COMMENTS FROM BUSINESS ENTITIES:

N/A

COPIES OF PROPOSED RULES:

Copies of the proposed rules may be obtained from the website of the Oklahoma Department of Transportation, or a request for a copy of the rules can be sent to Sydney Collins, Assistant General Counsel, 200 N.E. 21st Street, Oklahoma City, OK 73105, sbcollins@odot.org.

RULE IMPACT STATEMENT:

Pursuant to 75 O.S., §303(D), a rule impact statement is being prepared and will be available after September 30, 2025, at the above address.

CONTACT PERSON:

Sydney Collins, (405) 521-2631 or sbcollins@odot.org

[OAR Docket #25-682; filed 8-25-25]

RULE IMPACT STATEMENT

Pursuant to the Administrative Procedures Act, Section 303(D) of Title 75 of the Oklahoma Statutes, the Oklahoma Department of Transportation (“ODOT”) hereby submits the following Rule Impact Statement for the amendment of PERMANENT rules contained in **OAC Title 730:25-3-1 – Prequalification.**

Brief Description of the Purpose of the Proposed Rules:

The Open Records Act contained in Title 51 of the Oklahoma Statutes was amended. The proposed rule change updates the statutory reference in 730:25-3-1(a) to comply with current statute.

Description of the classes of persons who most likely will bear the costs of the proposed rule and any information on cost impacts received by the Agency from any private or public entities:

No classes of persons will likely bear the costs of the proposed rules changes because the proposed rule change updates the accuracy of the already existing rule.

Description of the classes of persons who will benefit from the proposed rule:

The reader or researcher will likely benefit from the updated referenced statutory citation.

Description of the probable economic impact of the proposed rule upon affected classes of persons or political subdivisions, including a listing for all fee changes and, whenever possible, separate justification for each fee change:

The proposed rule will not affect any political subdivisions and contains no fee changes. The intended purpose of the rule is to bring it into compliance with current and/or revised statutory language.

A determination of whether implementation of the proposed rule will have an economic impact on any political subdivision or require their cooperation in implementing or enforcing the rule:

The proposed rule change was reviewed, and a determination was made that the proposed rule changes being implemented do not have any fiscal economic impact.

A determination of whether implementation of the proposed rule may have an adverse economic effect on small businesses as provided by the Oklahoma Small Business Regulatory Flexibility Act:

The proposed rule change was reviewed, and a determination was made that the proposed rule change being implemented does not have any fiscal economic impact on small businesses as provided by the Oklahoma Small Business Regulatory Flexibility Act.

A determination of the effect of the proposed rule on the public health, safety, and environment, and, if the proposed rule is designed to reduce significant risks to the public health, safety, and environment, an explanation of the nature of the risk and to what extent the proposed rule will reduce the risk:

The proposed rule change was reviewed, and a determination was made that the proposed rule will not affect public health, safety, and the environment.

A determination of any detrimental effect on public health, safety, and the environment if the proposed rules are not implemented:

The proposed rule change was reviewed, and a determination was made that if not implemented, the proposed rule would have a detrimental effect on public health, safety, and the environment because the statutory reference would be out of compliance with current law.

Date the rule impact statement was prepared and the date modified:

Prepared: September 30, 2025

Modified: N/A

Prepared by:

Sydney Collins, Assistant General Counsel for ODOT
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105
Phone: (405) 521-2685
sbcollins@odot.org

CHAPTER 25. HIGHWAY CONTRACTORS

SUBCHAPTER 3. CONTRACTOR PREQUALIFICATION AND PROPOSALS

730:25-3-1. Prequalification

(a) The purpose of contractor qualification is to make an initial determination if a contractor has adequate financial resources, integrity, experience, and proven performance to maintain progress on Oklahoma Department of Transportation projects and to make timely payments to sub-contractors and material suppliers. Prequalification is the method of qualification which has been adopted by the Oklahoma Transportation Commission and the Department pursuant to the Public Competitive Bidding Act at Title 61 OS § 118. Prequalification provides a method by which the Department may review a contractor's financial resources and technical expertise before a contractor is allowed to bid on projects which have not been exempted from the prequalification requirement. Prequalification is not a license, but is rather a procedure used by the Department to evaluate prospective bidders' ability to perform. Prospective bidders must ensure that their prequalification application is accurate and complete in all aspects, and fully discloses all information requested in the application form. Prospective bidders will be allowed to submit one application in a twelve month period. The Department may request additional information for clarification of a prospective bidder's application. The owners and officers who comprise a company will be the determinative factor as to the existence of prior prequalification applications not an alteration or change of an organization name. The prequalification application and all financial information submitted to the Department by a contractor for the purpose of prequalification shall be held in confidence by the Department and shall not be an open record pursuant to the Oklahoma Open Records Act at Title 51 OS §24A.3(1)(d)(5)(1)(h).

(b) Except as provided in this subchapter, only prequalified contractors will be permitted to bid on construction and maintenance contracts to be awarded by the Commission on the recommendation of the Department. When projects do not encompass highway construction maintenance, the Department may waive prequalification when it is in the best interest of the State and to increase competition on individual projects of a special nature including, but not limited to:

- (1) Right-of-Way Clearance
- (2) Landscaping
- (3) Wetland creation
- (4) Repair or maintenance of railroad facilities
- (5) Environmental cleanup or mitigation
- (6) Transportation enhancement projects

(c) A prospective bidder may obtain a "sample" copy of the bidding documents for use in preparing bid computations after official advertisement of a project, but must submit an application for prequalification not less than twenty-one days prior to the announced bid opening date to the Office Engineer Division and obtain a Certificate of Qualification in order to submit a bid proposal to the Department. The submitted application for prequalification will be considered by a prequalification committee composed of the Office Engineer, along with representatives from the Comptroller Division, the Construction Division, Director of Operations, and the General Counsel's Office. Contractors prequalified by the committee may be approved for the classes of work specified by the applicant on the prequalification application, dependent on personnel, equipment, capital and experience in highway construction.

(d) A prospective bidder must submit as part of their Prequalification Application, an Audited Financial Statement in which a Certified Public Accountant has expressed an opinion. The prospective bidder's fiscal year end Audited Financial Statement shall not be dated more than 180 days prior to the date of receipt by the Department of the Prequalification Application. Based upon these statements and other materials submitted or subsequently requested by the Department, the Department may, at its discretion, grant the prospective bidder a conditional prequalification. The Department shall impose such additional requirements on a conditionally prequalified contractor as the Department deems necessary and in the best interests of the public. If a prospective bidder cannot provide a current Audited Financial Statement with their Prequalification Application, then the prospective bidder may provide their most recent Audited Financial Statement. If a conditional prequalification is granted, it is valid only for the remainder of the prospective bidder's fiscal year in which the conditional prequalification is granted, plus an additional period not to exceed 180 days.

(e) No prospective bidder will be qualified unless the prospective bidder's Prequalification Application and the Department's review of that Application determines that the prospective bidder possesses working capital, equipment, experience and personnel sufficient in the judgment of the Department, to indicate that the prospective bidder can satisfactorily perform its contract and meet all obligations incurred therein. The Audited Financial Statement must show all liabilities (current, deferred and contingent). The prospective bidder will not be qualified for more than two and one-half times its current working capital as computed by the Department, based on an evaluation of the contractor's Audited Financial Statement. When a conditionally prequalified contractor receives a notice of project completion on a project, that notice may be submitted to the Department for removal of that project from its bidding limit.

(f) If the prospective bidder submits cash value of life insurance as an asset, the applicant will support the submission with a letter from the insurance company, showing that the prospective bidder absolutely controls the cash value and that there are no legal encumbrances, preexisting loans or any other impediment which would prevent or interfere with the access of the prospective bidder to that cash value.

(g) When a partnership is being considered, an Audited Financial Statement of the partnership, which will include all the assets and liabilities of each member, will be required.

- (h) Prospective bidders will furnish an itemized list of all Secondary Cash Resource items such as marketable securities, stocks and bonds.
- (i) Prospective bidders will sign, under oath, all forms submitted to the Department.
- (j) The Department will make such investigation of the information submitted as it deems necessary.
- (k) The Department will qualify, or refuse to qualify, any prospective bidder for paving, grade and drain, bridge or other Department construction work in accordance with such prospective bidder's experience and financial condition.
- (l) Prospective bidders who are conditionally prequalified will not be permitted to bid on individual projects that, in aggregate, exceed maximum bidding limits. Proposals may be "taken out" without limitation as to aggregate total. Should a conditionally prequalified contractor be low bidder on contracts totaling, in aggregate, more than the amount for which the contractor is conditionally prequalified, the Commission reserves the right to:
 - (1) Reject any or all of the contractor's bids and re-advertise for new bids as required in the best interests of the state; or,
 - (2) Award contract(s) on which the conditionally prequalified contractor would otherwise be the low bidder to the second lowest bidder; or
 - (3) Waive the maximum bidding limit and award all or any of such contracts to the conditionally prequalified contractor if the Department, in the exercise of sound discretion, shall determine that the contractor has the apparent ability to successfully perform the contract(s) and it is in the best interest of the Department for the award to be made.
- (m) Any prospective bidder not satisfied with a rejection of its application for prequalification may appeal to the Department's Executive Director or the Executive Director's designated representative by giving notice of the applicant's objection by certified mail addressed to the Executive Director. The applicant's objection must be mailed within fourteen (14) calendar days after the date such prospective bidder received written notice of the Department's action. The Executive Director, or his designee, shall review the prequalification file and make an independent determination concerning the applicant's prequalification.
- (n) Upon being conditionally prequalified a minimum of one (1) year from the date of the initial prequalification, and satisfactory final completion of either:
 - (1) A minimum of three (3) projects and not less than Five Million Dollars (\$5,000,000) of Department projects requiring prequalification as a prime contractor, or
 - (2) A single project in excess of Ten Million Dollars (\$10,000,000.00) as a prime contractor, the prequalification committee will consider upgrading the contractor's status from conditionally prequalified to fully prequalified. If found fully qualified, the Contractor's Certificate of Qualification will be reissued to allow the contractor to bid on and be awarded projects to the extent of their bonding capacity as a fully prequalified contractor. A conditionally prequalified contractor that completes a project as a joint venture with a fully prequalified contractor shall receive credit for its proportional share of the project and contract amount, limited to its bidding capacity.
- (o) A conditionally prequalified contractor's certificate shall expire after a two year term at the completion of the contractor's fiscal years following issue of the contractor's Certificate of Qualification. After the expiration date of the contractor's Certificate of Qualification, the contractor shall have a period of 180 days to submit audited financial statements, or a financial review of the contractor's business operations. During this 180-day period the contractor shall remain prequalified under its current Certificate of Qualification. If a conditionally prequalified contractor does not submit audited financial statements or a financial review of its operations within the 180-day period following the expiration date of the contractor's Certificate of Qualification, the Department shall limit the potential bidder's bidding capacity to an amount not to exceed the company's working capital as determined by the contractor's most recent audited financial statement or financial review until such time that the contractor can provide the Department with a current audited financial statement or financial review.
- (p) When a previously fully prequalified contractor re-applies for prequalification within two years of the expiration of their prequalification, upon approval the Department may, at its sole discretion, reinstate the contractor to fully prequalified status, provided that:
 - (1) the contractor was in good standing with the Department at the time that the contractor's prequalification expired,
 - (2) the contractor submits current audited financial statements that indicate financial resources equal to or greater than its last financial statements submitted to the Department, and
 - (3) it is demonstrated that such reinstatement of the contractor to fully prequalified status is in the best interests of the Department.
- (q) The Department will consider a contractor to be in good standing if:
 - (1) The contractor was demonstrating satisfactory performance on contracts which the contractor was awarded by the Department;
 - (2) The contractor had settled all debts and obligations owed to the Department;
 - (3) The contractor had made all necessary payments to subcontractors in accordance with its subcontract agreements;
 - (4) The contractor had made all necessary payments to suppliers for materials to be used on Department contracts;
 - (5) The contractor had settled all claims against the contractor;
 - (6) The contractor was not in the process of being suspended or debarred by the Department, or any other government entity, and the action and/or decision was later upheld;
 - (7) The contractor was not party to any criminal suit against the contractor in which the contractor was later convicted.
- (r) The Department may request a fully prequalified contractor's audited financial statement or financial review at any time for the purpose of evaluating the contractor's working capital. If the contractor fails or refuses to provide the requested document(s) to the Department within 30 days of its request, the Department may reimpose a bidding limit upon the contractor of an amount not to

exceed two and one-half times its working capital as computed by the Department, based on an evaluation of the contractor's most recent audited financial statement on file with the Department. The Department shall impose such additional requirements on a fully prequalified contractor as the Department deems necessary and for the best interest of the public.

(s) The contractor's audited financial statement or financial review of its operations must demonstrate that the contractor has a positive amount of working capital that is sufficient to satisfactorily perform its contract in the judgment of the Department. The Department will renew the contractor's Certificate of Qualification if the contractor's working capital is sufficient in the judgment of the Department. If the Department's review determines that the contractor has insufficient or negative working capital, the contractor's bidding capacity will be limited to the company's working capital as determined by the contractor's most recent audited financial statement or financial review until such time that the contractor can demonstrate to the Department that either:

(1)The contractor has sufficient working capital, or

(2)The contractor, in the judgment of the Department, has a viable financial recovery strategy to develop positive working capital which can be determined from the contractor's next year-end audited financial statement. The contractor's anticipation of obtaining future construction contracts with the Department will not be considered as part of the contractor's financial recovery strategy.

(t) If the Department determines the contractor's working capital is sufficient or the contractor's recovery strategy is approved, the contractor will have one and one-half years from the contractor's expiration date to demonstrate the company's positive working capital. If the contractor cannot demonstrate the company's positive working capital within the one and one-half year period, the contractor's prequalification status will cease and the contractor will not be eligible to submit bid proposals to the Department at that date.

Notices of Rulemaking Intent

REQUESTS FOR COMMENTS FROM BUSINESS ENTITIES:

N/A

COPIES OF PROPOSED RULES:

Copies of the proposed rules may be obtained for review by the public between 8:00 a.m. and 4:30 p.m., Monday through Friday, (excluding legal holidays) by contacting Andrea Unruh, Deputy General Counsel, at the offices of the Oklahoma Public Employees Retirement System, at aunruh@opers.ok.gov, (405) 858-6788, or on the OPERS website at www.opers.ok.gov.

RULE IMPACT STATEMENT:

A rule impact statement will be prepared as required by 75 O.S. Section 303(D), and will be available on and after September 30, 2025, on the OPERS website at www.opers.ok.gov or by contacting Andrea Unruh at (405) 858- 6788 or aunruh@opers.ok.gov

CONTACT PERSON:

Andrea Unruh, Deputy General Counsel (405) 858- 6788

[OAR Docket #25-666; filed 8-22-25]

TITLE 730. DEPARTMENT OF TRANSPORTATION CHAPTER 25. HIGHWAY CONTRACTORS

[OAR Docket #25-683]

RULEMAKING ACTION:

Notice of proposed PERMANENT rulemaking

PROPOSED RULES:

Subchapter 3. Contractor Prequalification and Proposals [AMENDED]
730:25-3-1. Prequalification [AMENDED]

SUMMARY:

The proposed changes update the citation to reflect an accurate reference to the Oklahoma Statutes.

AUTHORITY:

69 O.S. §§ 30, 301, 304; 75 O.S. §§ 302, 309 et seq.; Oklahoma Transportation Commission

COMMENT PERIOD:

Persons wishing to present their comments or view in writing may do so before 5:00 p.m. on October 15, 2025, to Sydney Collins, ODOT Assistant General Counsel and Administrative Procedures Rulemaking Liaison, 200 N.E. 21st, Oklahoma City, OK 73105 or at sbcollins@odot.org.

PUBLIC HEARING:

A public hearing has not been scheduled; however, pursuant to 75 O.S., Section 303(B)(9), "persons may demand a hearing" by contacting Sydney Collins, ODOT Assistant General Counsel and Administrative Procedures Rulemaking Liaison, at (405) 521-2631 or sbcollins@odot.org no later than 5:00 p.m. on October 15, 2025.

REQUESTS FOR COMMENTS FROM BUSINESS ENTITIES:

N/A

COPIES OF PROPOSED RULES:

Copies of the proposed rules may be obtained from the website of the Oklahoma Department of Transportation, or a request for a copy of the rules can be sent to Sydney Collins, Assistant General Counsel, 200 N.E. 21st Street, Oklahoma City, OK 73105, sbcollins@odot.org.

RULE IMPACT STATEMENT:

Pursuant to 75 O.S., §303(D), a rule impact statement is being prepared and will be available after September 30, 2025, at the above address.

CONTACT PERSON:

Sydney Collins, (405) 521-2631 or sbcollins@odot.org

[OAR Docket #25-683; filed 8-25-25]

TITLE 730. DEPARTMENT OF TRANSPORTATION CHAPTER 50. SIZE AND WEIGHT PERMITS

Notices of Rulemaking Intent

[OAR Docket #25-682]

RULEMAKING ACTION:

Notice of proposed PERMANENT rulemaking

PROPOSED RULES:

Subchapter 1. General Provisions [AMENDED]

730:50-1-1. Purpose [AMENDED]

730:50-1-2. Applicability; adoption by reference [AMENDED]

730:50-1-3. Permit parameters [AMENDED]

Subchapter 3. Size and Weight Permit Definitions, Application Process and Liabilities [AMENDED]

730:50-3-1. When a permit is required [AMENDED]

730:50-3-2. A permit is a legal document, permit types [AMENDED]

730:50-3-3. Requesting, obtaining, and paying for a permit [AMENDED]

730:50-3-4. Establishing a monthly billing account [AMENDED]

Subchapter 5. Size and Weight Permit Load [AMENDED]

730:50-5-1. Conditions and restrictions [AMENDED]

730:50-5-2. Method of placing permit in suspension where conditions exist beyond the control of the ~~permittee~~permit holder [AMENDED]

730:50-5-3. General conditions and restrictions on permits [AMENDED]

730:50-5-4. Overweight permits; specific conditions and restrictions [AMENDED]

730:50-5-6. Oversize permits; specific conditions and restrictions [AMENDED]

730:50-5-7. Unitized equipment [AMENDED]

730:50-5-8. Special mobilized machinery, rubber-tired truck cranes and rubber-tired construction vehicles [AMENDED]

730:50-5-9. Special combination vehicles - permits [AMENDED]

730:50-5-12. Movements of oversize and/or overweight vehicles during a life-threatening emergency [AMENDED]

730:50-5-13. Annual Envelope Vehicle Permit [AMENDED]

730:50-5-16. Requirements for escort vehicles and escort vehicle operators [AMENDED]

730:50-5-17. Certification of operators of escort vehicles for hire [AMENDED]

730:50-5-18. Oversize vehicles and loads [AMENDED]

730:50-5-19. Manufactured homes and industrialized housing [AMENDED]

730:50-5-20. Portable buildings [AMENDED]

730:50-5-21. Industrialized housing, houses, and buildings [AMENDED]

730:50-5-23. Unitized equipment [REVOKED]

730:50-5-24. Special mobilized machinery [REVOKED]

Subchapter 7. Special Combination Vehicles [AMENDED]

730:50-7-1. General provisions [AMENDED]

730:50-7-2. Issuance of permits [AMENDED]

730:50-7-3. Denial, modification, suspension, and revocation of permits [AMENDED]

730:50-7-4. Equipment requirements [AMENDED]

730:50-7-5. Operation of special combination vehicles [AMENDED]

730:50-7-7. Weight [AMENDED]

SUMMARY:

The proposed changes clean up citations to provide accurate references, remove turnpikes that are now designated as interstates, update contact information, remove duplicated references and rules, update the authority for surrendering a permit to DPS for accuracy, and adjust dual lane configuration and length to be consistent with Texas, Kansas, and neighboring states to allow for travel through Oklahoma.

AUTHORITY:

69 O.S. §§ 301, 303, 304; 75 O.S. §§ 302, 309, et seq.; 47 O.S. 14-101, et seq.; Oklahoma Transportation Commission

COMMENT PERIOD:

Persons wishing to present their comments or view in writing may do so before 5:00 p.m. on October 15, 2025, to Sydney Collins, ODOT Assistant General Counsel and Administrative Procedures Rulemaking Liaison, 200 N.E. 21st, Oklahoma City, OK 73105, or at sbcollins@odot.org.

PUBLIC HEARING:

Notices of Rulemaking Intent

A public hearing has not been scheduled; however, pursuant to 75 O.S., Section 303(B)(9), "persons may demand a hearing" by contacting Sydney Collins, ODOT Assistant General Counsel and Administrative Procedures Rulemaking Liaison, at (405) 521-2631 or sbcollins@odot.org no later than 5:00 p.m. on October 15, 2025.

REQUESTS FOR COMMENTS FROM BUSINESS ENTITIES:

N/A

COPIES OF PROPOSED RULES:

Copies of the proposed rules may be obtained from the website of the Oklahoma Department of Transportation, or a request for a copy of the rules can be sent to Sydney Collins, Assistant General Counsel, 200 N.E. 21st Street, Oklahoma City, OK 73105, sbcollins@odot.org.

RULE IMPACT STATEMENT:

Pursuant to 75 O.S., §303(D), a rule impact statement is being prepared and will be available after September 30, 2025, at the above address.

CONTACT PERSON:

Sydney Collins, (405) 521-2631 or sbcollins@odot.org

[OAR Docket #25-682; filed 8-25-25]

RULE IMPACT STATEMENT

Pursuant to the Administrative Procedures Act, Section 303(D) of Title 75 of the Oklahoma Statutes, the Oklahoma Department of Transportation (“ODOT”) hereby submits the following Rule Impact Statement for the amendment of PERMANENT rules contained in **OAC Title 730: Ch. 50 – Size and Weight Permits**.

Brief Description of the Purpose of the Proposed Rules:

The proposed rules or changes will correct citations, update addresses for field offices, correct website information, and update phone numbers for consistency and accuracy throughout the chapter. The duplicate references to “unitized equipment” and “special mobilized machinery” were removed. Additionally, references to Turnpikes that are now designated as Interstates were updated. The proposed changes reduce the dual-lane configuration minimum from 16’ to 14’ and increase the length from 80’ to 90’ for escort requirements to be consistent with neighboring states thereby allowing for more travel through Oklahoma. The surrender of a Permit was updated from “any commissioned law enforcement officer” to “law enforcement officer of the Department of Public Safety” for accuracy.

Description of the classes of persons who most likely will bear the costs of the proposed rule and any information on cost impacts received by the Agency from any private or public entities:

The proposed rule changes include no fee changes; therefore, no classes of persons will bear any costs.

Description of the classes of persons who will benefit from the proposed rule:

The proposed rule changes will allow for more travel of oversize and overweight vehicles through Oklahoma, thereby increasing revenue in the State. They will remove the requirement for escort vehicles to accompany loads traveling through the Panhandle, which currently imposes a burden on the trucking companies and escort businesses.

Description of the probable economic impact of the proposed rule upon affected classes of persons or political subdivisions, including a listing for all fee changes and, whenever possible, a separate justification for each fee change:

The proposed rule changes are anticipated to increase travel through Oklahoma, boost tax revenue, and support businesses located along the permitted routes. The changes will not impact any political subdivisions and contain no fee changes.

A determination of whether implementation of the proposed rule will have an economic impact on any political subdivision or require their cooperation in implementing or enforcing the rule:

The proposed rules will not have an economic impact on any political subdivision because it is the responsibility of the State to enforce them. Implementation of the rules will only require cooperation by State agencies.

A determination of whether implementation of the proposed rule may have an adverse economic effect on small businesses, as provided by the Oklahoma Small Business Regulatory Flexibility Act:

The proposed rule changes were reviewed, and a determination was made that the implementation of the proposed rules will have no adverse economic effect on small businesses as provided by the Oklahoma Small Business Regulatory Flexibility Act.

A determination of the effect of the proposed rule on the public health, safety, and environment, and, if the proposed rule is designed to reduce significant risks to the public health, safety, and environment, an explanation of the nature of the risk and to what extent the proposed rule will reduce the risk:

The proposed rule changes were reviewed, and a determination was made that the proposed rules will have a positive effect on public safety by dispersing traffic from higher-congested highways to less-traveled highways. The changes will have no effect on public health or the environment.

A determination of any detrimental effect on public health, safety, and the environment if the proposed rules are not implemented:

The proposed rule changes were reviewed, and a determination was made that the proposed rules will have no detrimental effect on public health, safety, and the environment if they are implemented.

Date the rule impact statement was prepared and the date modified:

Prepared: September 30, 2025

Modified: N/A

Prepared by:

Sydney Collins, Assistant General Counsel
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105
Phone: (405) 521-2685
sbcollins@odot.org

CHAPTER 50. SIZE AND WEIGHT PERMITS

SUBCHAPTER 1. GENERAL PROVISIONS

730:50-1-1. Purpose

- (a) The Department of Transportation issues permits for oversize, overweight vehicles. The purpose of this chapter is to set forth the guidelines and procedures for obtaining size and weight permits. Through the process of granting oversize and overweight vehicle permits, it is the intent of the Oklahoma Transportation Department to ensure, to the greatest extent possible, that the traveling public is protected from potential traffic hazards and the public interest and investment in ~~state-owned~~ state-owned transportation facilities are protected through meaningful control of vehicle sizes and weights exceeding statutory limitations while providing adequate eligibility to permit, where in the public interest, the non-routine movements of oversize and/or overweight vehicles.
- (b) For purposes of this chapter, the term "oversize, overweight" shall mean oversize or overweight or both oversize and overweight.

730:50-1-2. Applicability; adoption by reference

- (a) Permits authorizing the movement of oversize, overweight vehicles upon all ~~public-roads~~ public roads and highways within the State of Oklahoma are issued in harmony with the Size, Weight and Load laws contained in ~~Title 47, Oklahoma Statutes, Chapter 14, 47 O.S. Ch. 14~~ and the rules in this Chapter.
- (b) This Chapter shall apply to all public roads and highways of this state which are subject to the permit provisions of the Oklahoma Statutes, and which direct the Executive Director of the Department of Transportation in the issuance of such permits. The provisions of this Chapter pertain to all routes of the State Highway System including, without limitation, the Dwight D. Eisenhower National System of Interstate and Defense Highways and all toll facilities (turnpikes) carrying an Interstate Highway, US Highway or State Highway designation, and such other roads, streets, or public ways as the Executive Director of the Department of Transportation shall deem appropriate.

730:50-1-3. Permit parameters

A permit, when issued by the Executive Director of the Department of Transportation in accordance with the laws of the State of Oklahoma and provisions of this Chapter, shall; subject to the conditions and restrictions of the law and these rules, constitute the limited written permission of the State of Oklahoma for the movement of a specific vehicle ~~and/or~~ and/or load, ~~or both~~ within the State which exceeds any size or weight limitations of ~~Title 47 O.S. 2021, Chapter Ch. 14~~ and any lawful amendments thereto, or, with regard to the Dwight D. Eisenhower National System of Interstate and Defense Highways, exceeds any of the provisions of ~~Title 23 U.S.C., Section § 127~~ or associated federal regulations.

SUBCHAPTER 3. SIZE AND WEIGHT PERMIT DEFINITIONS, APPLICATION PROCESS AND LIABILITIES

730:50-3-1. When a permit is required

A permit is required when a vehicle or load which exceeds legal size or weight limits, or both, is to be moved upon the roads and highways of this state. [47 O.S. §14-101 ~~et seq.~~ et seq.]

730:50-3-2. A permit is a legal document, permit types

(a) **Permit defined.** A permit is a legal document authorizing the permittee to move a vehicle or load, which is oversize, overweight, or both, upon the public roads and highways of this state when the route constitutes the safest practical routing. A permit, subject to the conditions and restrictions of the law and these rules, constitutes the limited written permission of the State of Oklahoma for the movement of a specific vehicle, ~~and/or~~ and/or load, ~~or both~~ which exceeds any size or weight limitations of ~~Title 47 O.S. 2021, Chapter Ch. 14~~ and any lawful amendments thereto, or, with regard to the Dwight D. Eisenhower National System of Interstate and Defense Highways, exceeds any of the provisions of ~~Title 23 U.S.C., Section § 127~~ or associated federal regulation. The permit shall be carried in the driver's possession and consist of:

- (1) the information furnished by the applicant contained in the permit,
- (2) the conditions and restrictions stated in the permit, and
- (3) the applicable provisions of this Chapter, Oklahoma law, or any combination of provisions.

(b) **Annual permits.** Annual permits, as authorized by 47 O.S. §14-101 et seq. and this Chapter, shall be on a form and in a manner prescribed by the Executive Director of the Department of Transportation. Annual permits shall comport to 23 U.S.C. §127 for interstate applications, and to other state statutes relating to size and weight of vehicles and combinations of vehicles, and to the provisions of this Chapter for all roads and highways of this state. Annual permits ~~shall~~ may be for a duration of one calendar year from the date of issuance. Annual permits for the movement of vehicles, loads, or both which exceed the size or weight provisions, or both, of 47 O.S. §14-101 et seq., but do not exceed the provisions of this Chapter or state statutes relating to maximum allowable permit limits, shall be applied for and issued, using the procedures established in this Chapter, through the Size and Weight Permit

Division of the Department of Transportation. Annual permits ~~shall~~ may not be restricted to non-divisible vehicles or loads and shall be specific to the towing vehicle of any vehicle operating as a combination of vehicles.

(1) Fees for annual permits shall be in accordance with the fee schedule contained in 47 O.S. §14-101 et seq. and will be published on the Department of Transportation website.

(2) Annual permits shall be subject to suspension, revocation or cancellation by the Executive Director of the Department of Transportation or an authorized representative upon due process, as outlined in this Subchapter.

(c) **Single trip permits.** Single trip permits, as authorized in ~~OAC~~ 730:50-5-3(2) of this Chapter, shall be on a form and in a manner prescribed by the Executive Director of the Department of Transportation. Single trip permits shall be applied for and issued, using the procedures established in this Chapter, through the Size and Weight Permit Division of the Department of Transportation. All single trip permits shall comport to this Chapter and related state statutes and shall be for a duration of up to, but not to exceed, five (5) consecutive calendar days. Single trip permits shall be issued for non-divisible vehicles or loads, as defined in 23 C.F.R. § 658, which exceed the provision of state statutes but do not exceed the provisions of this Chapter or state statutes relating to maximum allowable permit limits. All or any permits may be revoked by any duly qualified law enforcement officer of the Department of Public Safety or an authorized employee of the Department of Transportation after having identified any violation of any of the provisions of the permit. The revocation shall be final, and no further movement of the vehicle or load shall be authorized until the vehicle or load is authorized by a proper permit.

(d) **Multi-trip oversize permits.** A multi-trip oversize permit may be issued for a specific motor vehicle, which can be identified by a vehicle identification number or serial number, for movement as set forth in this Chapter at 730:50-5-6~~(a)(1) and (j i)~~.

(e) **Annual envelope vehicle permit.** An annual envelope vehicle permit shall be issued by the Department of Transportation in conformity with the requirements of this subchapter in addition to the provisions set forth in 730:50-5-13:

(1) An annual envelope permit shall not be used in conjunction with any other permit.

(2) An annual envelope permit shall be void if used for the movement of houses or modular or manufactured homes.

(3) An annual envelope permit shall be void if laminated.

(4) Reasonable access to and from terminals for fuel, food, repairs and rest shall not exceed five (5) statute miles from the roadways authorized by the Oklahoma Department of Transportation.

(5) A vehicle being moved under an envelope permit shall not be moved on turnpikes except on non-interstate turnpikes.

Non-interstate turnpikes are:

(A) Indian Nation

(B) Cimarron

(C) Cherokee

(D) Chickasaw

~~(E) Creek~~

~~(F)~~ Muskogee

~~(G) Kilpatrick~~

~~(H) Kickapoo~~

(6) The operator of a vehicle in excess of nine (9) feet and six (6) inches in width which is moving under an envelope permit shall use a valid PikePass or use PlatePay to travel on any turnpike listed in paragraph (6).

(f) **Special over-height trailer permit for limited travel.** A Special Over-height Trailer Permit for Limited Travel (SOTPLT), in accordance with 47 O.S. § 14-103(B)(1), shall be issued in a manner and on a form prescribed by the Executive Director of the Department of Transportation.

(1) An SOTPLT shall be for a duration as determined by the Executive Director of the Department of Transportation, but under no circumstance shall the permit exceed one (1) calendar year.

(A) The fee for a single trip SOTPLT shall be Forty Dollars (\$40.00) and shall be nonrefundable.

(B) The fee for a thirty (30) day SOTPLT shall be Five Hundred Dollars (\$500.00) and shall be nonrefundable.

(C) The fee for a one (1) year SOTPLT shall be Two Thousand Dollars (\$2000.00) and shall be nonrefundable.

(2) An SOTPLT shall not be restricted to non-divisible loads and shall be specific to the trailer being permitted.

(3) In addition to these requirements:

(A) An SOTPLT shall not be used in conjunction with any other permit.

(B) A trailer being moved under an SOTPLT shall not access nor be moved on any part of the National System of Interstates and Defense Highways or four-lane divided Federal Aid Primary System Highways, state highways or turnpikes.

(4) An SOTPLT shall comply with 730:50-5-18(b)(3), unless otherwise waived by the Executive Director of the Department of Transportation.

(5) An SOTPLT applicant shall submit a detailed application to the Executive Director of the Department of Transportation containing:

(A) Physical features of the route, including but not limited to:

(i) applicable speed limits,

(ii) specifications and description of any bridges,

(iii) infrastructure,

(iv) public or private utility overhead wire lines,

(v) traffic control devices,

- (vi) road signage, and
- (vii) any potential for pedestrian traffic.

(B) The duration of time the SOTPLT permit is needed.

(C) Trailer information including, but not limited to, VIN, tag number, height and specifications of the trailer.

(D) A certification from the permittee stating the permittee has contacted the ~~affected~~ affected City Street Department and/or County Commissioner and referenced any possible restrictions or obstacles within their jurisdiction that may impact the permittee's ability to travel.

(g) Any violation of any part of this section shall result in the permit being voided.

(h) **Prima facie evidence.** Undertaking the movement of the vehicles and loads specified in the permit is deemed prima facie evidence of an unequivocal allegation that the permit is accepted by the permittee. Acceptance of the permit by the permittee will be deemed prima facie evidence of an unequivocal allegation by the permittee that:

- (1) Permittee is in compliance with all operational requirements;
- (2) All dimension and weight limitations specified in the permit will not be exceeded;
- (3) All operation, registration, and license requirements have been met;
- (4) All financial responsibility obligations and other legal requirements have been met. The permittee assumes all responsibility for injury to any person or for damage to public or private property, including the permittee's own, or to the load being transported, caused directly or indirectly by the transportation of vehicles and loads authorized under the permit.

730:50-3-3. Requesting, obtaining, and paying for a permit

(a) **Requesting and obtaining a permit.** A permit shall be applied for and obtained from the Size and Weight Permit Division of the Department of Transportation, by contacting a permit office either in person, by telephone, or from the Department of Transportation website. A permit for movement of a manufactured home shall be applied for and obtained in accordance with 68 O.S. §2813 and 47 O.S. §14-103D. The permit office shall make a determination as to whether the permit can be issued based upon the size of load, weight of load, the route to be traveled, the clearance of overhead structures, weather conditions, and traffic conditions.

(b) **In-person permit application.** All permit offices are open Monday through Friday, except on state holidays. Location and office hours of permit offices are:

- (1) Oklahoma City (main office), 200 N.E. 21st Street, Oklahoma City, OK 73105 Office hours: 8:00 a.m. to 12:00 p.m. (noon) and 1:00 p.m. to 4:00 p.m.
- (2) Offices at Oklahoma Highway Patrol district headquarters:
 - (A) ~~Enid, 5725 West Owen K. Garriott Road. Office hours: 8:00 a.m. to 12:00 p.m. (noon) and 1:00 p.m. to 4:00 p.m.~~
 - (B) ~~Tulsa, 9191 East Skelly Drive. Office hours: 8:00 a.m. to 12:00 p.m. (noon) and 1:00 p.m. to 4:00 p.m.~~
- (3) Field Offices:
 - (A) ~~Elk City, Merritt Road at the west junction of U.S. Highway 66 and State Highway 611097 N. 1970 Rd. Office hours: 8:00 a.m. to 12:00 p.m. (noon), and 1:00 p.m. to 4:00 p.m.~~
 - (B) ~~Woodward, 2411 Williams Ave. Suite 112A Tulsa, 4002 N. Mingo Valley Expressway. Office hours: 8:00 a.m. to 12:00 p.m. (noon), and 1:00 p.m. to 4:00 p.m.~~

(c) **Telephone permit application.** Telephone applications may be made by calling 405-425-7012 Monday through Friday, except on state holidays, between 8:00 a.m. to 12:00 p.m. (noon) and 1:00 p.m. to 4:30 p.m.

(d) **Website permit application.** Website applications may be made through ~~oklahoma.gov/odot/size-and-weight.html~~ <https://oklahoma.gov/odot/about-us/laws-and-rules/size-and-weight-permits.html>.

(e) **Payment for a permit.** Payment for a permit is to be made by one of the following methods:

- (1) **Cash (exact change is required).** ~~Please do not mail cash~~ Cash payments are only accepted in person.
- (2) **Certified cashier's check.** Make checks payable to "Oklahoma Department of Transportation."
- (3) **Money order.** Make money orders payable to "Oklahoma Department of Transportation."
- (4) **Personal or company check.** Make checks payable to "Oklahoma Department of Transportation." If a personal or company check is not honored by the bank upon which it is drawn, the Department of Transportation reserves the right to refuse all further checks from the person or company who issued the check.
- (5) **Credit card.** Discover, MasterCard, American Express, or Visa will be accepted for payment.
- (6) **Monthly billing account.** [See See 730:50-3-4 regarding establishing monthly billing accounts.]

730:50-3-4. Establishing a monthly billing account

The Size and Weight Permit Division may authorize monthly billing accounts for individuals, companies, and corporations to defer payment of special permits issued for oversize and overweight vehicles. A monthly billing account will be established in accordance with the following provisions:

(1) Posting of bond.

- (A) A bond must be posted in an amount sufficient to cover the monthly billing. The minimum amount of such bond shall be Five Thousand Dollars (\$5,000.00).
- (B) The bonding company must be approved by the Oklahoma Insurance Commissioner to do business in Oklahoma and maintain such approval during the term of the bond.

(C) The bond must be on a form prepared by the Department of Transportation. The completed original form must be submitted to the Department of Transportation for final approval. The form may be obtained by contacting the Size and Weight Permit Division of the Department of Transportation.

(D) The surety company must notify the Department of Transportation by written notice a minimum of thirty (30) days prior to cancellation or reduction of the amount of coverage and state the effective date of the change in coverage. The surety company shall send the notice by certified mail to the Size and Weight Permit Division.

(E) It is the responsibility of the company holding the bond to give the monthly billing account number only to persons qualified to use the account. Establishing an account implies full agreement to the terms of the account and any related activities thereof. Sharing your password with anyone; is a violation of our agreement, as it may compromise the account holder's confidential information and could result in outside charges on your account for which you will be responsible and liable. The charges incurred on your account are the responsibility of the owner as described in the profile, no matter who makes the actual charge. Once the bond has been approved by the Department of Transportation, notification of the monthly billing account number will be given. Information concerning accounts may be obtained by calling ~~(405) 522-9004 or 405-522-2290~~ (405) 521-2591.

(2) **Payment of account.** Each monthly billing account will be invoiced ~~at~~ on the first of each month. Payment must be received by the Department of Transportation at 200 N.E. 21st Street, Oklahoma City, OK, 73105 by the fifteenth (15th) day of the invoice month. Accounts ~~which~~ that are not paid will not be issued permits until the account is paid. Accounts not paid by the twenty-second (22nd) day of the invoice month can no longer purchase permits regardless of payment method. Accounts not paid by the first (1st) of the following month will be sent to the bonding company for collection. The Department of Transportation may close any account for which the deferred payment is habitually delinquent.

SUBCHAPTER 5. SIZE AND WEIGHT PERMIT LOAD

730:50-5-1. Conditions and restrictions

The following conditions and restrictions shall apply to the issuance of permits for the operation of oversize and overweight vehicles:

(1) **Travel time.** Movement shall be permitted in accordance with the dates and times provided in 47 O.S. §14-101 and in this sub-section.

(A) Oklahoma County. Movement of oversize permitted loads is not allowed on the National System of Interstate and Defense Highways in Oklahoma County from 7:00 a.m. to 9:00 a.m., and from 3:30 p.m. to 6:30 p.m., Monday through Friday.

(B) Tulsa County. Movement of oversize permitted loads is not allowed on the National System of Interstate and Defense Highways in Tulsa County from 7:00 a.m. to 9:00 a.m., and from 3:30 p.m. to 6:30 p.m., Monday through Friday.

(C) Cleveland County. Movement of oversize permitted loads is not allowed on the National System of Interstate and Defense Highways in Cleveland County from 7:00 a.m. to 9:00 a.m., and from 3:30 p.m. to 6:30 p.m., Monday through Friday. The two (2) mile section of Interstate 35 between State Highway 9 East (Exit 108) and State Highway 9 West (Exit 106) shall be exempt from this restriction.

(2) **Required sign and flags.** All oversized vehicles and loads require the regulation "Oversize Load" sign and flagging, as provided in 730:50-5-15.

(3) **Exceptions.** The restrictions in this paragraph shall not apply to special combination vehicles, longer combination vehicles, and vehicles which are overweight only.

(4) **Weather, traffic, road, and atmospheric conditions.** Extreme caution in the operation of permitted vehicles and loads shall be exercised during hazardous conditions, including, but not limited to, snow, ice, sleet, fog, mist, rain, dust, smoke, excessive wind, or any weather, traffic, or road condition which would adversely affect traction or braking capabilities. When conditions become dangerous, the company or the operator shall discontinue operations, and operations shall not resume until the vehicle and load can be moved with reasonable safety. The state may restrict or prohibit operations during periods, when, in the state's judgment, weather, traffic, road, or other conditions exist which make such operations unsafe or inadvisable. [See ~~See~~ ~~See~~ ~~See~~ 730:50-5-9(c)(2) regarding driving conditions.]

(5) **Overweight load route review.** Requests for permits for overweight loads which require a load route review shall be submitted to ensure they are received by the Oklahoma Department of Transportation Bridge Division a minimum of five (5) working days prior to the date of movement [730:50-5-4(k)].

(6) **Brakes, drawbars, and lighting requirements.** Equipment requirements for this Paragraph are found in 47 O.S. §§12-201 through 12-415, and in the Federal Motor Carriers Safety Regulations, 49 C.F.R. Part 393, Subchapters B, C, F, and H.

(7) **Accuracy of information.** It is the responsibility of the applicant to ensure accuracy of information contained in company profile and on the application when submitting for a permit. Sharing your password with anyone is a violation of our agreement; as it may compromise the account holder's confidential information and could result in outside charges on your account for which you will be responsible and liable. The charges incurred on your account are the responsibility of the owner as described in the profile, no matter who makes the actual charge. Permits will not be revised to alter the load

description or the vehicle or load dimensions. Multi-trip or annual permits cannot be changed. Any other revisions shall be at the discretion of the permit office, and only one (1) revision will be allowed per permit.

730:50-5-2. Method of placing permit in suspension where conditions exist beyond the control of the ~~permittee~~ permit holder

(a) A permit may be placed in suspension by the permit holder for a maximum of two (2) weeks for inclement weather, road conditions due to weather and equipment breakdown. To place a permit in suspension the permit holder shall:

- (1) Contact the permit office within the trip dates. If the permit expires when the permit office is closed, contact the permit office the next working day;
- (2) Provide the permit number and trip dates;
- (3) Before the permit may be reinstated due to equipment breakdown, proper documentation must be submitted to swpermits@odot.ok.gov.

(b) If the permit office is not contacted by the permit holder to remove the suspension of the permit within two (2) weeks of placing the permit in suspension, the permit shall become void, and the permit holder shall be required to apply for a new permit. Only one

(1) suspension shall be granted by the Department of Transportation per permit.

730:50-5-3. General conditions and restrictions on permits

Unless otherwise specifically required by law, the following provisions shall apply to the eligibility for permits issued by the Executive Director of the Department of Transportation for the operation of oversize, ~~and/or~~ overweight vehicles:

(1) Vehicles bearing an out-of-state license are ineligible for a permit of any type for a movement between an origin and destination, both of which are located within Oklahoma (intrastate movement), unless said vehicle is covered under an agreement between the licensing state and the State of Oklahoma which prorates the licensing and/or registration fees for such vehicles, or unless such vehicle has been temporarily licensed for operation in this state. Evidence of compliance with the provisions of this subparagraph must be provided with the application for any such permit.

(2) Only single trip permits may be requested by the vehicle owner or operator for non-divisible overweight vehicles and/or loads.

(A) A non-divisible load means any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles, would meet any one of the following criteria:

- (i) Compromise the intended use of the vehicle, i.e., make it unable to perform the function for which it was intended;
- (ii) Destroy the value of the load or vehicle, i.e., make it unusable for its intended purpose; or
- (iii) Require more than eight (8) work hours to dismantle using appropriate equipment. The applicant for a non-divisible load permit has the burden of proof as to the number of work hours required to dismantle the load.

(B) Emergency response vehicles and casks designed and used for the transport of spent nuclear materials, and military vehicles transporting marked military equipment and material shall be considered for permits as non-divisible vehicles or loads.

(C) Non-divisible loads ~~not operating on the interstate Highway System mean loads which, in the opinion of the Executive Director of the Department of Transportation, cannot be reasonably and efficiently dismantled and which may safely operate on the permitted route~~ may operate off the Interstate Highway System when in the opinion of the Executive Director of the Department of Transportation, or their designee, the non-divisible load can safely operate on the permitted route.

(D) Permits may be issued only after proper consideration of:

- (i) allowable weights on, and dimensions of, bridges;
- (ii) potential damage to roadways;
- (iii) highways under construction;
- (iv) construction or other detours;
- (v) traffic volumes;
- (vi) interference with the normal flow of traffic; and
- (vii) existing or reasonably anticipated weather conditions such as excessive winds, rain, fog, snow or ice, or any other condition which, in the opinion of the issuing agency, or any law enforcement officer, may adversely affect the safe operation of permitted vehicles or the public safety.

(3) Single trip permits for non-divisible overweight vehicles and/or loads may be requested only for vehicles which have been lawfully registered to carry the requested weight and only for the time reasonably necessary to accommodate the movement of said vehicle and/or load from its point of origin to its point of destination via the shortest practicable routing. Any return trip of said identical vehicle and/or load shall require an additional permit.

(4) All permit applications and issued permits must clearly and specifically identify the name and address of the vehicle owner, the vehicle involved including make, model, license number and state of issuance, the number of trailers, their license numbers and state of issuance, a brief description of the load to be transported and, if overweight, the gross permitted vehicle weight, the number of axles, axle configurations, spacings and weights and, if oversize, all oversize

dimensions, the lengths of any front or rear load overhang and, for the movement of unlicensed equipment or mobile homes, a serial or other identification number unique to said load.

(5) No permit tolerances shall apply to any permitted vehicle and/or load.

(6) Permitted vehicles shall neither access nor move upon any part of the National System of Interstates and Defense Highways or four-lane divided Federal Aid Primary System Highways, state highway, or bridge unless the properly signed original permit or true and correct facsimile or copy thereof, specifically authorizing such movement, is in the driver's possession.

(7) All vehicles and/or loads moving under provisions of a permit shall travel to the right of the center of the roadway and shall yield the right of way to other traffic. An exception occurs on bridges when the permit specifies traveling on the centerline of the roadway.

(8) Permitted vehicles and/or loads, the movement of which requires an escort, shall not travel in convoy.

(9) Failure of the vehicle owner or driver to comply with any applicable law, rule, regulation, ordinance, ~~posted speed limit~~ or any permit term, condition, limitation or requirement, including, but not limited to, routes of travel may, ~~in addition to all other legal remedies,~~ immediately invalidate, violate or void the permit.

(10) Every effort shall be made to remove appendages that are attached to vehicles carrying loads of other vehicles or equipment if removal is both reasonable and will avoid the need for an oversize permit.

(11) Vehicles and/or loads which are both overweight and oversize shall require the issuance of a permit covering both the overweight and oversize movement; however, the permit fees shall apply as though both permits had been issued separately.

730:50-5-4. Overweight permits; specific conditions and restrictions

(a) Unless otherwise specifically required by law, in addition to the applicable General Conditions and Restrictions on Permits as contained in 730:50-5-3 of this Chapter, no overweight vehicle and/or load and no combination of vehicles and/or loads shall be eligible for a permit unless all the following conditions are met:

(1) the permit application is for a single trip only; and

(2) the vehicle and/or load to which the application applies cannot be divided; and

(3) the applicant has justifiably certified that the movement proposed in the application is necessary due to the existence of a specific public emergency requiring the use of the State Highway System and the Executive Director of the Department of Transportation has concurred in the existence of such emergency; and

(4) the route requested constitutes the shortest practicable routing available; and

(5) the overweight vehicle and/or load to which the application applies does not require a fixed single axle loading in excess of 20,000 pounds or 600 pounds per inch and ~~fractional part~~ any fraction thereof of nominal tire tread width, whichever is the lesser.

(b) Except as otherwise provided in this subchapter overweight permits shall be required for the movement of vehicles and/or loads exceeding 80,000 pounds or any of the provisions of federal Formula "B" or Table "B", when proposed for movement on the Dwight D. Eisenhower National System of Interstate and Defense Highways and for the movement of vehicles and/or loads exceeding 90,000 pounds or any of the provisions of federal Formula "B" or Table "B", when proposed for movement on any other portion of the State Highway System.

(c) In accordance with the Federal Highway Administration interpretation of 23 U.S.C. § 127 longer combination vehicles, (LCV's) which are defined in § 127(d)(4) as any combination of a truck tractor and two or more trailers or semitrailers which operates on the Interstate System at a gross vehicle weight greater than 80,000 pounds in accordance with Federal Weight Formula "B" shall be allowed to operate on the Interstate System in Oklahoma at a gross vehicle weight of not to exceed 90,000 pounds, if the LCV configuration was in regular or periodic operation as permitted by the Executive Director of the Department of Transportation. LCV's shall be subject to all other requirements provided for by federal law, state law and this subchapter. The Federal Highway Administration requires that any LCV operating on the Interstate Highway in the State of Oklahoma at a gross vehicle weight in excess of 80,000 pounds, but not exceeding 90,000 pounds, first obtain from the Executive Director of the Department of Transportation a special annual divisible load permit for such operation on the Interstate Highways.

(d) The gross permissible axle weight on any axle which is capable of being lowered for use in supporting a load or retracted from such use by controls located in or accessible from the vehicle cab, shall not exceed the lesser of 8,000 pounds or the axle manufacturer's gross axle weight rating and no tire on any such axle shall be permitted to carry weights in excess of 240 pounds per inch and fractional part thereof of tread width. All tires on any such axle shall be compatible in size, width and air pressure with the tires on fixed load axles.

(e) No operator shall move any load without a permit which is over the weight limits provided by law.

(f) Maps for Load Posted Bridges on Oklahoma Highway System are available on the Department of Transportation ~~web~~ website and updated within two weeks of when changes occur. The map indicates, at the time of its updating, the locations of all load restricted bridges and highways on the state highway system. The map does not, in any event, constitute a warranty, either express or implied.

(g) All applications shall be entered into the Department of Transportation automated overload permitting system and shall indicate all proposed axles, axle spacings and weights, the inner bridge dimensions, gross vehicle weight, vehicle width, height and length, origin, destination, and the proposed routing, and shall be referred in writing to the Department of Transportation for a specific load route review. Based upon the findings of that review, the Department of Transportation shall notify the applicant whether such a

permit may be issued or whether such movement will pose an unacceptable risk of damage to the highways and/or bridges of this state or create a hazard to the public safety. Permits for proposed movements which pose an unacceptable risk in the opinion of the Department of Transportation shall be denied.

(h) Overweight load route reviews shall be made by the Department of Transportation's Bridge and Maintenance Divisions. Bridge reviews shall be performed in strict compliance with provisions of the current AASHTO Manual for Bridge Evaluation. The computed stresses for a bridge due to an overweight load proposed for permitting shall not, under any circumstances whatsoever, exceed those specified in said manual; provided, the Department of Transportation may reduce the AASHTO recommended allowable computed stress values where necessary to account for deterioration in any of the structural members of any bridge.

(i) Based upon previously completed load route reviews, the Department of Transportation has compiled and maintains an Overweight Truck Permit Map which is intended for use in permitting the movement of standard configurations of overweight trucks which have been previously studied and are shown on Standard Drawing OL-1. Said drawing indicates the maximum gross vehicle weight and axle group loading, minimum number of axles and inner bridge dimensions for all truck combinations shown. The Overweight Truck Permit Map and the Standard Drawing OL-1 are herein incorporated by reference and constitute an integral part of this subchapter and will be updated by the Department of Transportation not less than once every two years for the purpose of approving or rejecting applications for overweight permits for the movement of indicated vehicles and/or loads without requesting a load route review by the Department of Transportation for the previously studied routes shown on the map. The Department of Transportation reserves the right to add, delete or modify at any time, any routes or portions thereof shown on the map due to any change in the condition of highways relating to their ability to carry such loads, by oral or written notification to the Executive Director of the Department of Transportation or his designated representative. Neither the Overweight Truck Permit Map or the Standard Drawing OL-1 constitutes a warranty, express or implied.

(j) All requests for overweight permits must go through the Department of Transportation's automated overload permitting system. Requests must be received a minimum of five working days prior to the date requested for actual movement of the load. Additional time may be required where several bridges are involved. Routes shown in red on said map are incapable of supporting permitted overweight vehicles shown on the Standard Drawing OL-1. Permits may be issued for vehicles shown on Standard Drawing OL-1 on routes shown in green on said map.

(k) Reducing bridge impact loading by restricting the speed of more conventional permit loads shall not be considered by the Department of Transportation where long hauls are to be made by permitted overweight vehicles. ~~Restricted speed~~ The Department will be considered restricted speeds only for extremely short hauls where it can be shown that an alternate means of transportation is not readily available.

(l) The Department of Transportation will review specific routes and bridges for various combinations of oversize and overweight trucks including superloads to determine the probability of specific structures and pavements to support such loads; however, due to unknown factors, such as recent changes in conditions or any other unknown factor, the Department of Transportation shall not warrant, guarantee or certify that a particular overweight load or superload can be safely moved over any route without incurring a substantial risk of structural failure to the paving surface or bridge structure due to the higher level of stress permitted for these oversize or overweight loads and no such warranty, guarantee or certification is hereby expressed or implied. The Department of Transportation reserves the right to require an evaluation of potential damage to the pavement on a specific route.

~~(m)~~ A superload is defined as any overweight permit load that exceeds the Standard Drawing OL-1 trucks described in paragraphs (i) and (j) of this subsection. If the route has not been studied previously for the proposed superload, a detailed structural analysis will be required to check each bridge to be crossed by the proposed superload to determine if adequate safety factors exist in the bridge to assure that damage will not occur unless it can be shown by a comparative analysis that it will not exceed stresses developed by OL-1. Bridge stress and safety factors shall be in strict conformance with paragraph (h) of this subsection.

~~(1)~~ Superloads with ~~dual-lanes~~ dual-lane axles may be considered as separate side-by-side axles for analysis and permit purposes, as shown by the Oklahoma Department of Transportation Standard Drawing OL-1. Superloads with dual lanes meeting the following requirements will be reviewed by the Oklahoma Department of Transportation for specific routes:

~~(12)~~ Each axle shall include a minimum of four (4) tires and not exceed 20,000 ~~lbs~~ pounds, or 600 ~~lbs~~ pounds, per inch and fractional part thereof of nominal tire tread width, whichever is the lesser. No more than one axle per lane will be allowed for dual lane configurations.

~~(23)~~ The dual lane configuration has a minimum out-to-out width of 16'4"-0" regardless of the type of equipment being used.

~~(34)~~ The Gage, "G", between consecutive dual wheels on each axle must be a minimum of 4'0" regardless of the type of equipment being used.

~~(45)~~ The Passing Distance "P", or split inside distance separating axles between centers of inside dual wheels, must be a minimum of 4'-0" measured between centers of inside dual wheels, regardless of the type of equipment being used.

~~(56)~~ The minimum longitudinal axle spacing must be 4'6".

~~(67)~~ The permit application is for a single trip only.

~~(78)~~ The vehicle and/or load cannot be reasonably modified or dismantled for operation in compliance with all legally defined maximum dimensions.

~~(89)~~ The load does not exceed 16'4 feet in width when proposed for operation on the Dwight D. Eisenhower National System of Interstate and Defense Highways during any portion of the trip or 20'-0" on the state highway system.

~~(910)~~ The height of the vehicle and/or load will clear, by a minimum of two (2) inches, the minimum posted height limitation for any overhead structure. A Vertical Clearance of Bridge Structures Map is produced by and available from the

Oklahoma Department of Transportation, but the map does not, in any event, constitute a warranty, either expressed or implied.

(101) The track of the vehicle and/or load does not require the use of highway shoulders and the turning radius of the vehicle and/or load does not require leaving the surface of roadway travel lanes, the travel lanes of interchange loops or ramps, to negotiate turns.

(112) The towing vehicle has sufficient power to move the oversize load safely.

(123) All applications received by the Executive Director of the Department of Transportation for overweight permits shall indicate all proposed axle spacings including gage and wheel spacings, axle spacings and weights, the inner bridge dimensions, gross vehicle weight, vehicle width, height and length, origin, destination and proposed routing, and shall be referred to the Department of Transportation for a specific load route review. As a general rule, increasing the Gage, "G", and the Passing Distance "P", will, in most cases, improve the load distribution and allow larger gross vehicle weights to pass over the bridges.

(134) As a general rule, the allowance of dual lane axles is intended for shorter hauls or, for instances when no other means is available, to move the load and the movement originates or terminates in the State of Oklahoma with the exception given to the panhandle region of the state. In order to minimize disruption to traffic, preference should be given to the use of single-lane single-lane equipment.

730:50-5-6. Oversize permits; specific conditions and restrictions

(a) Unless otherwise specifically required by law, in addition to the applicable General Conditions and Restrictions on Permits as contained in 730:50-5-3, no oversize vehicle shall be eligible for a permit unless all of the following conditions are met:

(1) the permit application is for a single trip only; however, in cases where an industry located near the Oklahoma State line routinely ships oversize loads directly across the nearby state line, or in other unusual instances, the Executive Director of the Department of Transportation may issue multi-trip oversize permits for specific movements as set forth in 730:50-5-6(ji); and

(2) the vehicle and/or load is non-divisible as defined in 730:50-5-3(2)(A); and

(3) the load does not exceed 16 feet in width when proposed for operation on the Dwight D. Eisenhower National System of Interstate and Defense Highways during any portion of the trip; and

(4) the height of the vehicle and/or load will clear, by a minimum of 2 inches, the maximum height limitation for any overhead structure shown on the Vertical Clearance of Bridge Structures Map produced by and available from the Oklahoma Department of Transportation, which map does not, in any event, constitute a warranty, either express or implied; and

(5) the track of the vehicle and/or load does not require the use of highway shoulders, and the turning radius of the vehicle and/or load does not require leaving the surface of roadway travel lanes or the travel lanes of interchange loops or ramps, to negotiate turns; and

(6) the towing vehicle has sufficient power to move the oversize load safely at reasonable highway speeds.

(b) Unless otherwise provided for in this subchapter the following trailer and semi-trailer lengths may be permitted by the Executive Director of the Department of Transportation:

(1) Semi-trailers exceeding 53 feet in length, but not exceeding 59 feet 6 inches in length, operating in a truck tractor-semi-trailer combination may operate without a permit on the National Network of highways as designated by the United States Secretary of Transportation, plus the reasonable access provided for in this section as such combination is authorized by 49 U.S.C. App. § 2311 and 23 C.F.R. Part 658.

(2) Semi-trailers and trailers operating in a truck tractor- semi-trailer and trailer combination shall not exceed 53 feet in length. No permit may be issued for any such combination in which a semi-trailer or trailer exceeds 53 feet in length. In no event shall the total length of the cargo carrying units exceed 110 feet. Such combination vehicles may only operate on the Interstate and four-lane divided federal-aid primary systems.

(3) Semi-trailers and trailers operating in a truck tractor-semi-trailer and trailer combination shall not exceed 29 feet in length for any semi-trailer or trailer which is a part of the vehicle combination, and no permit may be issued for such combination if any semi-trailer or trailer exceeds 29 feet in length or the overall cargo carrying capacity exceeds 95 feet in length. Such combination vehicles may operate only on the Interstate System and four-lane divided highways, plus reasonable access.

(4) In no case shall any trailer or semi-trailer be placed ahead of another trailer or semi-trailer which carries a 5,000 pound or more heavier load. The heaviest trailer or semi-trailer shall be placed in front and the lightest at the rear. An empty trailer or semi-trailer must not precede a loaded trailer or semi-trailer.

(5) Semi-trailer or trailer lengths shall be measured from the front of the trailer to the rear of the trailer or any extension of the load beyond the rear of the trailer. Any appendages to the rear of the trailer shall be included in the trailer length measurement.

(c) Truck or truck tractor and semi-trailer or trailer combinations which exceed 102 inches but not exceeding 120 inches in width may operate under authority of a special annual overwidth permit. Such permit shall be valid for the movement of single-trip overwidth loads exceeding 8½ feet on roads and highways having a surface width of 20 feet or more and for travel to and subsequent travel from the initial permitted movement. Such vehicles may be utilized to transport legally dimensioned loads only

when a single-trip overwidth permitted movement precedes or follows the legal load movement. Proof of the overwidth permitted movement shall be made available upon demand. Such permits shall be specific to the truck tractor.

(d) Semi-trailer exceeding 53 feet but not exceeding 59 feet 6 inches and which are transporting a legal load or no load may operate on roads and highways which are not part of the National Network of Highways under the authority of a special round trip overlength permit issued for the vehicle to proceed to and/or return from a single trip overlength (more than 53 foot long load or where the use of the longer trailer to move a non-divisible load would cause axle weights which would exceed the legal weight to conform to the legal limits) movement performed under permit. The permit shall state the specific route of the trip. Special round-trip permits shall be trailer-specific.

~~(e) Permits for vehicles or loads thereon which exceed a height of thirteen and one-half (13 1/2) feet on any county road, or fourteen (14) feet on any turnpike, interstate, U.S. or state highway shall operate in accordance with Section 730:50-5-4 and 730:50-5-6 of this subchapter and no special annual permits shall be authorized for movement of any vehicle or load thereon exceeding such height on the state highway system.~~

~~(fe) Manufactured homes used in the course of construction, oil field, or seasonal farming activities may operate under authority of an annual special manufactured home permit, however, such manufactured home must comply with the provision of Oklahoma Statutes Title 47 O.S. § Chapter 14 Section § 103F.~~

~~(gf) Reasonable access as used in this section shall mean a distance of 5 miles measured by the most direct route of travel and not by a radius from the terminal or point of service.~~

~~(hg) Reasonable access as used in 730:50-5-6(b) may, in the discretion of the Executive Director of the Department of Transportation and consistent with safety, include two lane segments of the National Network in instances where four lane divided federal-aid primary highways which are part of the National Network are separated by a two lane segment of such highway which is not greater than 15 miles in length as designated by the Department of Transportation to the Executive Director of the Department of Transportation. Use of such two-lane segment shall only be for direct travel between the four-lane divided segments of the National Network.~~

~~(ih) Applications for special oversize non-divisible load multi-trip permits for loads to be transported on a vehicle of legal dimensions shall be filed with the Executive Director of the Department of Transportation and shall specify the size of the vehicle with load; its weight; its configuration; the route or routes proposed or area of proposed operation; and such other information as the Executive Director of the Department of Transportation may require. No special multi-trip permit shall be issued for a vehicle with load which is more than 10 feet 6 inches wide, more than 14 feet in height, or more than 80 feet in length. The Executive Director of the Department of Transportation shall document with the application the circumstances requiring the issuance of the special multi-trip permit. For industries located near the state line as set forth in 730:50-5-6(a)(1), and regulated public utilities, an annual permit may be issued. All other multi-trip permits shall be for a period of no longer than thirty (30) days and for operation only within the area or routes designated in the application. In no event shall such special oversize multi-trip permit include an authorization for overweight operations, operations on a roadway where the width of the load exceeds the lane width, or operation not in conformance with the provisions of 730:50-5-6(a)(4) and (5). The face of the permit shall state these restrictions.~~

730:50-5-7. Unitized equipment

Unless otherwise specifically required by law:

- (1) unitized equipment, for purposes of this Subchapter, is defined as a single unit vehicle and inseparable load; ~~and~~
- (2) unitized equipment exceeding 8 feet 6 inches in width, excluding both tire bulge and approved safety devices when traveling on highways of twenty feet or more in width or exceeding 8 feet 6 inches in width, excluding both tire bulge and approved safety devices, when traveling on highways of less than twenty feet in width, constitutes an overwidth vehicle and is eligible for a permit; ~~and~~
- (3) unitized equipment exceeding a height of thirteen and one-half (13 1/2) feet on any county road, or fourteen (14) feet on any turnpike, interstate, U.S., or state highway; and unitized equipment having a vehicle length of more than 45 feet, exclusive of any protrusion of its unitized equipment, constitutes an overlength vehicle and is eligible for a permit; ~~and~~
- (4) unitized equipment with longitudinal protrusions extending beyond the vehicle a distance in excess of two-thirds (2/3) of the vehicle's wheelbase shall only operate on the state highway system under the authority of an annual oversize permit. Protrusion length shall be measured by adding the front and rear overhang distances. Protrusions shall be properly counterbalanced with such additional weight or by a transfer of weight as may be required for equal weight distribution; and ~~(5) unitized equipment, when traveling by permit, shall tow no trailer or semi-trailer; and~~
- (5) to obtain a unitized equipment permit or endorsement to an oversize permit, the following information is required:
 - _____ (i) make and model of vehicle;
 - _____ (ii) vehicle length (truck);
 - _____ (iii) wheelbase measurement;
 - _____ (iv) protrusion measurements (front and rear); and
 - _____ (v) measurement of lowest point of protrusion above road surface.
- (6) The protrusion shall bear luminous tape sufficient to warn the public of the extent of the protrusion.

730:50-5-8. Special mobilized machinery, rubber-tired truck cranes and rubber-tired construction vehicles

Unless otherwise specifically required by law:

- (1) all equipment of this class shall move upon the highways of Oklahoma ~~only by an Annual Operating Permit~~ in accordance with the provisions of 47 O.S. ~~2021, Section § 1129~~ and any lawful amendments thereto; ~~and~~
- (2) permits for special mobilized machinery as defined in 47 O.S. § 1129 and authorized by 47 O.S. § 14-118 shall be issued upon application and approval, when such application is accompanied by a certificate of registration or receipt of ad valorem fees paid for such special mobilized machinery. Permit holders shall operate in accordance with the safety requirements of the Oklahoma Statutes relating to motor vehicle operations and required equipment found in 47 O.S. Chs. 11, 12, and 74 and any related provisions of this subchapter;
- ~~(23)~~ any such equipment which is to be moved on the Dwight D. Eisenhower National System of Interstate and Defense Highways and which is oversize and/or overweight by any of the provisions of 23 U.S.C., ~~Section § 127~~ or 47 O.S. ~~2021, Chapter Ch. 14~~, shall ~~in addition to the Annual Operating Permit~~, operate under authority of an oversize and/or overweight permit, applied for and issued in accordance with the provisions of this subchapter, or under authority of a Special Annual Oversize and/or Overweight Permit issued by the Department of Transportation. Unless otherwise provided by law, the Commission shall determine the fee for such permit; and
- ~~(34)~~ the weight of any special mobilized machinery, rubber-tired road construction equipment, or rubber-tired truck crane manufactured before January 1, 1994, operating under authority of a special overweight permit which vehicle is overweight as to the overall gross weight only, shall not exceed 650 pounds multiplied by the nominal width of the tire multiplied by the number of tires. Such equipment manufactured after January 1, 1994 operating under the authority of a special overweight permit for overweight by axle, group of axles, or overall gross weight shall not exceed 650 pounds multiplied by the nominal width of the tire multiplied by the number of tires. These provisions shall be effective on the National System of Interstate and Defense Highways. These provisions shall also apply to such equipment operating off the National System of Interstate and Defense Highways previously, however such vehicles shall not be required to obtain a special overweight permit for operation on non-Interstate and Defense Highways.
- (5) Permits for oversize and/or overweight special mobilized machinery shall be issued upon proper application and approval under the authority of 47 O.S. §§ 14-103, 14-118, and this Chapter. Machines that exceed twelve (12) feet in width and fifteen (15) feet in height shall not be authorized an annual permit. All oversize equipment shall display the regulation "Oversize Load" sign on the front and rear of the equipment.

730:50-5-9. Special combination vehicles - permits

- (a) Unless otherwise specifically required by law, no special combination vehicle, as defined in 47 O.S. ~~2021, Section § 14-121~~ and any lawful amendments thereto, shall be eligible for operation in this state except by authority of an Annual Operating Permit.
- (b) The Executive Director of the Department of Transportation is required by law to promulgate rules for the issuance of such permits and no person, firm or corporation shall operate or authorize the operation of any such vehicle unless a valid Annual Operating Permit has been issued to the owner of such vehicle by the Permits Section of the Department of Transportation, properly signed by the Executive Director of the Department of Transportation or his authorized designee, and the original or certified copy thereof is available for inspection at all times in the vehicle cab. No other trailer configuration or multiple trailer combination shall be authorized or operated under said permit. Any violation of a permit provision shall constitute grounds for immediate permit suspension or revocation of said permit.
- (c) The content, requirements, and limitations of Annual Operating Permits for special combination vehicles are subject to the provisions of this subchapter and all such permits issued shall require the operation of such vehicles in accordance with the following provisions:
- (1) vehicles bearing an out-of-state license are ineligible for a permit of any type for a movement between an origin and destination, both of which are located within Oklahoma (intrastate movement), unless said vehicle is covered under an agreement between the licensing state and the State of Oklahoma which prorates the licensing and/or registration fees for such vehicles, or unless such vehicle has been temporarily licensed for operation in this state; and
 - (2) no such vehicle combination shall operate under conditions of decreased visibility or when lateral winds in excess of 45 miles per hour are present or during periods when pavement surfaces are slick, icing, icy or snow packed; and
 - (3) such vehicle combinations shall operate only upon the Dwight D. Eisenhower National System of Interstate and Defense Highways, or other four-lane divided highways which are part of a lawfully identified federal-aid system and may operate on other routes only for purposes of reasonable access, as hereinafter prescribed, between points of origin and destination; and
 - (4) reasonable access to and from terminals and for fuel, food, repairs and rest shall not exceed 5 statute miles from the vehicle's point of access to, or exit from, those highways authorized for use in paragraph (3) of this subsection and as set forth in 730:50-5-6(h); and
 - (5) the maximum weight on any single axle of such vehicle shall not exceed 20,000 pounds or 600 pounds per inch and fractional part thereof of nominal tire tread width, whichever is the lesser; and
 - (6) except as otherwise provided in these rules the maximum gross vehicle weight for any such vehicle and/or load shall not exceed 80,000 pounds or any of the provisions of federal Formula "B" or Table "B" when operating upon any highway of the Dwight D. Eisenhower National System of Interstate and Defense Highways or 90,000 pounds or any of the provisions of federal Formula "B" or Table "B", when operating on other state highways as are authorized in paragraph (3) of this section for use by such vehicles; and

- (7) in no case shall any trailer or semi-trailer be placed ahead of another trailer or semi-trailer which carries a 5,000 pound or more heavier load. The heaviest trailer or semi-trailer shall be placed in front and the lightest at the rear. An empty trailer or semi-trailer must not precede a loaded trailer or semitrailer; and
- (8) no vehicle, trailer or semi-trailer used in such combination vehicle shall exceed 8 feet 6 inches in width, exclusive of both tire bulge and approved safety devices, or 14 feet in height, or 29 feet in length; and
- (9) vehicles or combinations thereof with cargo carrying capacity exceeding 95 feet shall not be eligible for such special combination vehicle permit.

(d) All special Annual Operating Permit holders and drivers must comply with the latest Federal Motor Carrier Safety Regulations [49 C.F.R. Parts 390-397] of the U.S. Department of Transportation.

(e) The driver must at all times during operation of said vehicle be under the control and supervision of the holder of the special Annual Operating Permit.

(f) Failure to comply with any of the provisions of this Section shall constitute grounds for the immediate suspension or revocation of the Annual Operating Permit in a manner prescribed by the Executive Director of the Department of Transportation. Any suspension of said permit shall remain in effect for a period of not less than 6 months. Any revocation of said permit shall be for a period of not less than 1 year.

(g) Special combination vehicle permits shall be truck tractor specific.

730:50-5-12. Movements of oversize and/or overweight vehicles during a life-threatening emergency

(a) For purpose of this subchapter, "Disaster" includes flood, tornado, fire, or any other large scale emergency situation that causes or threatens to cause the loss of life or destruction or damage to property of such magnitude as to seriously endanger the public health, safety, or welfare, or causes or threatens destruction of or major damage to any transportation system.

(b) During major emergencies, authorization may be obtained from the Executive Director, or his designee, of the Department of Transportation Permit Office for the emergency movement of necessary vehicles and/or loads which exceed the maximum legal dimensions and weight limitations, to or within the emergency area without a standard oversize or overweight permit; however, normal permit requirements shall be observed unless otherwise authorized. During regular office hours, the Department of Transportation Permit Office shall be contacted for assistance in routing. When the Permit Office is closed, the Communications Center of the Department of Public Safety (405) 425-2424 will contact Permit officials for permit authorization. All movements made on emergency authorization are required to obtain the applicable permit or permits on the next Department of Transportation working day.

(c) Following the emergency, unless otherwise authorized, the vehicles and/or loads shall be moved from the disaster area under normal permit, conditions, and authority. The Executive Director of the Department of Transportation may issue an emergency authorization or permit for movement to an emergency and return on the same route to the point of origin. The permit or authorization for vehicles going to the emergency may also allow night, weekend, or holiday travel. The permit or authorization to return to the point of origin may also allow daytime weekend or holiday travel.

(d) In the event an area has been declared a disaster area by the President or Governor, manufactured homes may be authorized to move into the area without a standard permit; provided, the 16 feet maximum width limitation shall apply when traveling on routes of the Dwight D. Eisenhower National System of Interstate and Defense Highways. The manufactured homes must be owned by the victims of the disaster or otherwise brought into the area for public relief purposes. If the units are furnished by the Federal Department of Housing and Urban Development (HUD), the Permit Office of the Department of Transportation will generally authorize movement in conformance with the American Association of State Highway and Transportation Officials' National Policy; the Permit Office may include such additional restrictions in its authorization as are considered necessary. Movements under this emergency authorization are required to obtain the appropriate permit or permits on the next business day.

(e) The emergency movement of vehicles and/or loads to railroad derailments may be authorized on state highways during periods when normal permits are restricted, provided:

- (1) a loss of life is threatened, or hazardous materials are involved, or a mainline railroad or other major rail line or transportation facility is blocked; and
- (2) during normal working hours, the emergency service company shall obtain standard permits by contacting a Department of Transportation Permit Office. If the emergency occurs when the Permit Office is closed, the emergency service company may, if authorized, obtain a permit through the Oklahoma permitting system under established rules. A representative shall contact the Department of Public Safety Communications Center (405/425-2424) to request emergency movement authorization. The information required before authorization will be granted includes the permit number, location of the incident, time of occurrence, description of equipment needed and the origin and requested routing of the movement. If loss of life is threatened or any major transportation facility is blocked, Permit Officials may waive the requirement for certain items of such information.

730:50-5-13. Annual Envelope Vehicle Permit

(a) The Executive Director of the Department of Transportation may issue an Annual Envelope Vehicle Permit in accordance with 47 O.S. § 14-103G, to a specific vehicle, for the movement of non-divisible oversize or overweight vehicles or loads as defined in 47 O.S. § 14-107(4). Unless otherwise noted, permits issued under this rule are subject to the conditions described.

- (1) Vehicle Permit Dimensions

(A) A vehicle transporting an oversize or overweight non-divisible load operating under an Annual Envelope Vehicle Permit may not exceed any of the following:

- (i) 12 feet in width;
- (ii) 14 feet in height;
- (iii) 110 feet in length;
- (iv) 120,000 pounds gross weight.

(B) Except as provided in section (c) of this rule, the Annual Envelope Vehicle Permit will be issued for these dimensions and weights.

(2) A vehicle transporting an oversize or overweight non-divisible load operating under an Annual Envelope Vehicle Permit may not transport a load that has more than 25 feet of front overhang, or more than 30 feet of rear overhang.

(3) The fee for an Annual Envelope Vehicle Permit is \$4,000, and is non-refundable.

(4) The Annual Envelope Vehicle Permit shall be valid for a period of one year beginning on the date of issue stated on the permit.

(5) An Annual Envelope Vehicle Permit authorizes operation of the permitted vehicle only on the state highway system.

(6) The permitted vehicle is not permitted travel on any part of the Interstate Highway System. Further, the permitted vehicle may only be operated on routes shown as "green" routes on the current Annual Envelope Vehicle Permit Map. The Executive Director of the Department of Transportation shall provide a copy of this rule and a copy of the Annual Envelope Vehicle Permit Map to the permittee when the permit is issued. The permittee assumes the responsibility for assuring that the Annual Envelope Vehicle Permit Map in its possession is current. The most current edition of the Annual Envelope Vehicle Permit Map may be found on the Oklahoma Department of Transportation's website. The permittee also assumes responsibility for obtaining the Vertical Clearance of Bridge Structures Map from the Department of Transportation and assuring the map is correct. The most current edition of the map may be found on the Oklahoma Department of Transportation website. The permittee is also responsible for determining the location of any construction restriction. Construction restrictions may be found on the Department of Transportation Size and Weight Permit website. <https://oklahoma.gov/odot/about-us/laws-and-rules/size-and-weight-permits.html>.

(7) The vehicle or vehicle combination operating under the authority of an Annual Envelope Vehicle Permit must be registered in accordance with 47 O.S. § 1151A(4), for not less than the maximum weight allowed.

(8) A permit issued under section 14-103G or this rule is non-transferable.

(9) A permit issued under section 14-103G or this rule may be transferred from one vehicle to another vehicle in the permittee's fleet provided:

(A) the permitted vehicle is destroyed or otherwise becomes permanently inoperable, to an extent that it will no longer be utilized, and the permittee presents proof that the negotiable certificate of title or other qualifying documentation has been surrendered; or

(B) the certificate of title to the permitted vehicle is transferred to someone other than the permittee, and the permittee presents proof that the negotiable certificate of title or other qualifying documentation has been transferred from the permittee.

(b) The Executive Director of the Department of Transportation may issue an Annual Envelope Vehicle Permit to a specific motor carrier, for the movement of a vehicle transporting an oversize or overweight non-divisible load as defined in 47 O.S. § 14-107(4). Unless otherwise noted, permits issued under this section are subject to the conditions described in section (a) (1-8) of this rule. A permit issued under section 14-103G or this rule may be transferred from one vehicle to another vehicle in the permittee's fleet provided:

(1) that no more than one vehicle per permit is operated at a time; and

(2) the original certified permit is carried in the vehicle that is being operated under the terms of the permit.

(c) The Executive Director of the Department of Transportation may issue an Annual Envelope Vehicle Permit for vehicles transporting turbine blades used for the purpose of wind power generation. Unless otherwise noted, permits issued under this section are subject to the conditions described in section (a) (1-8). A vehicle operating under this permit may not exceed a cargo length of one hundred sixty (160) feet when transporting the turbine blades. The permit shall be valid only when the vehicle is transporting the blades.

(d) An Annual Envelope Vehicle Permit issued under section (a), (b) or (c) of this rule will be sent to the permittee via registered mail, or at the permittee's request and expense, by overnight delivery service. This permit will be replaced only if:

(1) the permittee did not receive the original permit within seven business days after its date of issuance;

(2) a request for replacement is submitted to the Department of Transportation within 10 business days after the original permit's date of issuance; and

(3) the request for replacement is accompanied by a notarized statement signed by a principle or officer of the permittee acknowledging that the permittee understands the permit may not be duplicated or altered, and that if the original permit is located, the permittee must return either the original or replacement permit to the Department of Transportation Size and Weights Permit Office.

(e) A request for replacement of a permit issued under section (a), (b) or (c) of this rule will be denied if the Executive Director of the Department of Transportation can verify that the permittee received the original.

(f) Lost, misplaced, damaged, destroyed, or otherwise unusable permits will not be replaced. A new permit will be required.

- (g) No duplication or alteration of the Annual Envelope Vehicle Permit is authorized. The permit shall be issued on title-quality or better paper and shall have a raised gold or similar seal. Any duplication or alteration of the permit by any means voids the permit.
- (h) Operation of a vehicle under the authority of an Annual Envelope Vehicle Permit authorized by 47 O.S. § 14-103G or this rule on an Interstate Highway or a route not listed as a "green" route on the current Annual Envelope Vehicle Permit Map, except as provided in section (n) of this rule, voids the permit.
- (i) Operation of a vehicle under the authority of an Annual Envelope Vehicle Permit during the hours of darkness in violation of 47 O.S. § 14-101(F) voids the permit.
- (j) Operation of a vehicle under the authority of an Annual Envelope Vehicle Permit in excess of any limit set forth in section (a) (1) or (2) of this rule voids the permit, except as provided herein. If the violation of section (a) (1) does not exceed one thousand (1,000) pounds on any axle, or group of axles or the gross weight of the vehicle, the Annual Envelope Vehicle Permit shall not be valid for that move only and the permit remains valid for additional moves. The one thousand (1,000) pound allowance is cumulative among the axles and groups of axles so that the total allowance in no event shall exceed one thousand (1,000) pounds.
- (k) Axle Weight Limitations
- (1) No axle on a vehicle operating under the authority of an Annual Envelope Vehicle Permit shall exceed any of the following:
 - (A) Steer axle 600 lbs. x the nominal inch per tire tread width x number of tires, not to exceed a maximum of 15,000 lbs.
 - (B) Single axle 20,000 lbs. per axle.
 - (C) Tandem (2) axle groups 40,000 lbs. / 20,000 per axle, not less than 4 tires per axle.
 - (D) Triple (3) axle groups 60,000 lbs. / 20,000 per axle, not less than 4 tires per axle.
 - (2) Except as provided for in subsection (j), operation of a vehicle under the authority of an Annual Envelope Vehicle Permit in excess of the weights set forth in this section or Appendix A voids the permit.
- (l) Annual Envelope Vehicle Permits are valid only on the State highway system. Operation of the equipment on city streets or county roads may require additional authorization from local officials.
- (m) Operators of vehicles operating under an Annual Envelope Vehicle Permit shall comply with the holiday restrictions of 47 O.S. § 14-101G.
- (n) Operators of vehicle operating under the Annual Envelope Vehicle Permit shall comply with the curfew restrictions in Oklahoma, Tulsa and Cleveland Counties which are set forth in Department of Transportation rule ~~730:50-5-1(1)~~. Violation of these curfew restrictions voids the permit.
- (o) Operators of vehicles operating under Annual Envelope Vehicle Permit shall comply with the weather restrictions set forth in 730:50-5-1(4).
- (p) The Annual Envelope Vehicle Permit is not valid for the operation of unitized equipment or special mobilized machinery. Use of the permit for the movement of unitized equipment or special mobilized machines voids the permit.
- (q) Operators of vehicles operating under an Annual Envelope Vehicle Permit shall comply with the escort requirements set forth in Department of Transportation rule 730:50-5-18(b).
- (r) The operator of any vehicle shall, upon request, surrender a voided permit to any ~~commissioned law enforcement officer~~ qualified law enforcement officer of the Department of Public Safety or an authorized employee of the Department of Transportation. Upon receipt of a surrendered permit, the officer shall return the permit to the Department of Transportation Size and Weights Permit Office.

730:50-5-16. Requirements for escort vehicles and escort vehicle operators

- (a) **General requirements for escort vehicles.** Any vehicle to be used as an escort vehicle must be either a pickup truck of not less than one-quarter (1/4) ton rated load capacity or an automobile of not less than 2,000 pounds. The escort vehicle must be properly licensed under the statutes of the State of Oklahoma [47 O.S. § 1101 et seq.] or properly licensed in another state. If commercially licensed, an escort for an intrastate move must obtain a temporary registration from the Oklahoma Tax Commission Motor Vehicle Registration Division.
- (b) **Identification of escort vehicles.** The owner of an escort vehicle must have displayed on each side of the escort vehicle the name, city and state of the escort vehicle company or operator, or the owner of the escort vehicle, or both. Such identifying markings must be:
- (1) Plainly legible and visible to the motoring public.
 - (2) Readily legible during daylight hours from a distance of fifty (50) feet while the vehicle is stationary.
 - (3) Kept and maintained in a manner to preserve legibility.
 - (4) In a color(s) ~~or colors~~ which sharply contrast with the background on which they are placed.
- (c) **Equipment of escort vehicles.** An escort vehicle must carry the following items of equipment at all times when escorting an oversize/overweight vehicle or load:
- (1) **Flags.** Red flags shall be at least twelve (12) inches square and shall be attached to standards angled upward to the left and right at forty-five (45) degrees and mounted on the top of the cab. No flags shall be displayed unless the escort vehicle is ~~actually~~ actively engaged in escorting.
 - (2) **Mirrors.** The vehicle shall be equipped with an outside rear-view mirror on each side of the vehicle.
 - (3) **Radio.** Escort and towing vehicles shall be equipped with a two-way radio which is capable of transmitting and receiving voice messages over a minimum distance of one (1) mile and which is compatible with radios in the escorted

vehicle and any other escort vehicle(s).

(4) **Fire extinguisher.** One (1) ten-pound or two (2) five-pound ABC fire extinguishers. Extinguishers shall be checked annually to ensure they are operational.

(5) **Flares or reflectors.** Four (4) LED type flares, three (3) traffic cones or three (3) portable triangle reflector units.

(6) **Sign.** The regulation "Oversize Load" sign, as provided in 730:50-5-15(a), except that sign shall be at least ten (10) inches high, shall be mounted either on the front or the roof of front escort vehicles and on the rear or on the roof of the rear escort vehicle while escorting an oversize vehicle or load. The sign shall be clearly visible without an obstruction. No signs shall be displayed unless the escort vehicle is ~~actually~~ actively engaged in escorting.

(7) **Warning lights.** One AAMVA-approved rotating or flashing amber beacon or a flashing amber light bar system shall be mounted on top of the escort vehicle and shall be of sufficient intensity when illuminated to be visible from five hundred (500) feet in normal sunlight, and shall rotate, oscillate, or flash through 360 degrees. Blue lights are strictly prohibited and; red, or white rotating lights are not authorized under Oklahoma statutes. In addition:

(A) Headlights of escort vehicles shall be ~~lighted~~ lit at all times during movement.

(B) Warning lights in conformance with 47 O.S. § 12-220(B) may be used in conjunction with the headlights.

(C) No warning lights shall be displayed unless the escort vehicle is ~~actually~~ actively engaged in escorting.

(8) **Measuring pole.** A current height measuring pole made of non-conductive, flexible, non-fragile material when escorting a load or vehicle which is fifteen (15) feet and nine (9) inches or more in height.

(9) **Traffic control sign.** ~~Two (2)~~ One (1) "STOP" and "SLOW" paddle signs at least 18" inches in diameter with letters at least 6" high with a reflective surface which meets standards set by the Manual on Uniform Traffic Control Devices.

(10) **Safety clothing.** A hard hat and a jacket or vest, both of which meet standards set by the Manual on Uniform Traffic Control Devices, for each person who may be assigned to traffic control, setting reflectors or any other duties conducted on or near a roadway.

(11) **Flashlight.** At least one (1) operating handheld flashlight that is visible for at least 500 feet.

(12) **Spare tire.** A full-size spare tire for the escort vehicle, tire jack and lug wrench.

(d) **Prohibitions when operating escort vehicles.** The escort vehicle shall not:

(1) Carry any item, equipment, or load in or upon the vehicle which:

(A) ~~Exceeds~~ Exceeding the height, length, or width of the vehicle, overhangs the escort vehicle; or otherwise impairs its immediate recognition as an escort vehicle by the motoring public.

(B) Impairs the view of the operator of the ~~escorted~~ escorted vehicle or the ~~escorted vehicle~~.

(C) Obstructs the view of signs or flags used by the ~~escorted~~ escorted vehicle or causes safety risks to the motoring public.

(D) Impairs the performance of the escorted vehicle.

(2) Tow any trailer or other vehicle, except that an escort vehicle operator not required to be certified by the Department *may tow a trailer when escorting a manufactured home. Such trailer shall not exceed eight and one-half (8 1/2) feet in width and twenty (20) feet in length with siding not to exceed four (4) feet in height measured from the bed of the trailer. The trailer may only be used to transport supplies and equipment necessary to carry out the mission of escort vehicle operators* [47 O.S. § 14-120.1(C)] and shall not be used to carry other supplies, equipment, or cargo.

(3) The operator of the escort vehicle shall not perform as a tillerman or steerman while performing escort operations. A passenger in the escort vehicle may act as a steerman. For purposes of this paragraph, "tillerman" means a person who is physically located on the CMV, has a valid commercial driver license and who operates by remote control or other means any axle of the CMV; "steerman" means a person who is not physically located on the CMV, not required to have a valid commercial driver license, and who operates by remote control or other means any axle of the CMV.

(e) **Duties of escort vehicle operators.**

(1) **Traffic control.** In the performance of duties as the operator of an escort vehicle, the operator is authorized to direct traffic to stop, slow down, or proceed in situations where such direction is necessary to allow traffic or the escorted vehicle or load to continue moving safely. Pilot/Escort operators must be trained and certified to perform the above duties according to MUTCD (~~Section 6E.01~~ Qualifications for-Flaggers).

(A) The operator of the escort vehicle shall require the escorted vehicle or load to stop, and the escorted vehicle shall move as far off of the roadway as practicable and stop to allow other traffic to pass, under the following conditions:

(i) When the escorted vehicle or load becomes disabled.

(ii) When the movement of the escorted vehicle or load on a particular section of roadway presents a safety risk or unreasonable risk to or unreasonably interferes with the efficient movement of other traffic, based upon such factors as the widths of the escorted vehicle or load, roadway, volume of traffic, limited visibility, or mountainous terrain.

(iii) When driving conditions for the escorted vehicle or load are hazardous for any reason including weather.

(B) When the escorted vehicle or load stops, the escorted vehicle operator shall direct other traffic past the escorted vehicle or load as necessary until such time as the escorted vehicle or load can reenter the roadway and

continue moving without presenting a safety risk or unreasonably interfering with efficient movement of other traffic.

(C) Escort vehicle operators when performing escort duties shall have their driver's license and escort certification on their person and present them for inspection at the request of any law enforcement officer.

(2) Escort vehicle operation.

(A) The operator of an escort vehicle must comply with all applicable traffic laws of this state and with the requirements of this Chapter when escorting a vehicle on all routes of the state highway system, including but not limited to the Dwight D. Eisenhower National System for Interstate and Defense Highways, all turnpikes, and such other roads, streets, or public ways that the Oklahoma Department of Transportation shall deem appropriate.

(B) On two-lane highways, the first escort vehicle will travel far enough to the front and the second escort vehicle, if required, will travel far enough to the rear of the escorted vehicle or load to timely warn approaching motorists. On multi-lane highways, the first escort vehicle will travel far enough to the rear of the escorted vehicle or load to timely warn motorists approaching from the rear.

(C) The operator of an escort shall not:

(i) possess, use, or be under the influence of alcohol, or have any measurable alcohol concentration within four (4) hours before or at any time while operating or in actual physical control of any escort vehicle.

(ii) use alcohol or be under the influence of alcohol within four (4) hours before going on duty or while operating or having actual physical control of an escort vehicle; or

(iii) use alcohol, be under the influence of alcohol, or have any measured alcohol concentration or detected presence of alcohol, while on duty, or operating, or in physical control of an escort vehicle.

(iv) Operate an escort vehicle and be in possession of wine, beer, or distilled spirits.

(v) be on duty and possess, be under the influence of, or use, any of the following drugs or other substances:

(I) Any ~~Title 63~~ O.S. §2-204 Schedule I substance;

(II) An amphetamine or any formulation thereof;

(III) A narcotic drug or any derivative thereof; or

(IV) Any other substance, to a degree which renders the driver incapable of safely operating a motor vehicle.

(f) **Insurance.** Each certified escort vehicle operator who operates in interstate commerce, and on and after August 1, 2012, each certified escort vehicle operator, shall maintain a valid insurance policy issued by an insurance company currently authorized to issue policies of insurance covering risks in the State of Oklahoma, and proof of insurance shall be carried in the escort vehicle at all times. The insurance policy shall protect the public against loss of life, bodily injury to persons, and damage to property, as evidenced by a current certificate of insurance, including any applicable endorsement, which indicates that the operator, or the operator's employer, has in full force and effect insurance coverage for bodily injury or property damage, or both, as a result of the operation of the escort vehicle or of the actions of escort vehicle operator, or of both, causing the bodily injury or property damage, or both, arising out of an act or omission by the escort vehicle operator relating to the escort duties required by this chapter. The insurance shall be no less than \$1,000,000 combined single limit or \$1,000,000 per occurrence, or both, of commercial liability coverage, as applicable, and must be maintained at all times during the term of the certification.

730:50-5-17. Certification of operators of escort vehicles for hire

(a) **Requirements.** Every person who drives an escort vehicle for hire to escort a permitted over-dimensional load or vehicle in this state must be certified by the Department of Transportation. To be certified, the person must meet the following requirements:

(1) Be at least eighteen (18) years of age.

(2) Possess a valid driver's license from the state or jurisdiction in which the person is a resident.

(3) Submit an application for certification to the ~~Size and Weight Permit Division of the~~ Department of Transportation's Size and Weight Division on the form provided by the Department of Transportation. The application must contain all required information including a driving record issued within the immediately preceding thirty (30) days.

(4) Attend a course in escort vehicle certification, as prescribed by the Department of Transportation, and successfully pass the escort vehicle certification examination.

(b) **Course and examination.** The course will be taught by the Oklahoma State University College of Engineering, Architecture and Technology (CEAT). Courses will be taught at locations throughout the state. Class size shall be determined by the Oklahoma State University CEAT.

(c) **Certification.** The Department of Transportation will grant a certification card to any person who completes an escort vehicle course prescribed by the Department of Transportation, passes the escort vehicle certification examination with a score of seventy-five percent (75%) or higher, and satisfies all other requirements.

(1) The term of the certification shall be for a maximum period of five (5) years, subject to subsection (d), and shall expire automatically five (5) years after the date of issuance. Upon expiration of the certification, the operator must again comply with the requirements in (a)(1), (a)(2), (a)(3), and (a)(4) of this Section before the Department of Transportation will issue a new certificate.

(2) Operators must notify the Department of Transportation's Size and Weight Permit Division in writing within thirty (30) days of any change of address or name.

(d) **Denial or withdrawal of certification.** The following circumstances shall result in denial or withdrawal of certification:

(1) Failure to satisfy the requirements of or failure to give required or correct information on the application for certification as an escort vehicle operator, or the commission of any fraud in making the application.

(2) Violation of rules established by the certifying state.

(3) Suspension, revocation, cancellation, or denial of the driver license of the certified operator. The certified operator shall notify the Department of Transportation, Size and Weight Permit Division; within five (5) days of any such suspension, revocation, cancellation, or denial, and shall provide the Division a copy of the Order from the Department of Public Safety documenting the suspension, revocation, cancellation, or denial of the driver license.

(e) **Hearing.** Any party aggrieved by the denial or withdrawal of certification under this Section may request a hearing, in writing, with the Department of Transportation by sending the hearing request to the Office of General Counsel, 200 N.E. 21st, Oklahoma City, OK 73105.

(f) **Certification by other states.** An escort vehicle operator shall possess an Oklahoma certification, unless the escort vehicle operator is a resident of a state other than Oklahoma which has a reciprocal agreement with Oklahoma recognizing escort vehicle operator certifications issued by that state [47 O.S., §14-120.1(E)] and is in possession of a current escort vehicle operator certification issued by that state. Under all circumstances, an escort vehicle operator who is an Oklahoma resident shall have an Oklahoma certification.

730:50-5-18. Oversize vehicles and loads

(a) **General.** Permitted oversize vehicles and loads shall be subject to the following conditions and restrictions:

(1) The applicant for a permit must provide the length, height, and width of the vehicle or combination of vehicles and load requiring a permit.

(2) Date and time of travel shall be permitted as provided for in 47 O.S. §14-101 and in 730:50-5-1.

(3) Certain highways and areas may be designated for use or prohibited from use for a limited time, due to events which would impede traffic conditions.

(4) An escort vehicle or vehicles will be required as provided in (b) of this Section or as provided in 730:50-5-19 for manufactured homes.

(b) **Escorts for oversize loads.**

(1) Loads greater than twelve (12) feet in width but not more than fourteen (14) feet in width are required to be accompanied by a front escort vehicle on two-lane highways and on super two-lane highways and by a rear escort on multi-lane highways with the required "Oversize Load" sign and flagging on the front of the towing vehicle and on the rear of the load or the towed vehicle, whichever extends the farthest.

(2) Loads more than fourteen (14) feet in width are required to be accompanied by two (2) escort vehicles, one in the front and one in the rear, on two-lane highways or super two-lane highways. A rear escort is required on all multi-lane highways. All loads more than sixteen (16) feet in width are required to be accompanied by two (2) escort vehicles, one in the front and one in the rear, on all roads and highways. The required "Oversize Load" sign and flagging is required on the front of the towing vehicle and on the rear of the load or the towed vehicle, whichever extends the farthest.

(3) Loads with an overall height of fifteen (15) feet and nine (9) inches or more are required to be accompanied by two (2) escort vehicles, one in the front and one in the rear. The required "Oversize Load" sign and flagging is required on the front of the towing vehicle and on the rear of the load or the towed vehicle, whichever extends the farthest. All public utilities and railroads along the route must be contacted in advance of the move by the permittee. Measuring Pole (Height Pole) shall be meet the requirements as provided by in 730:50-5-16(8).

(4) A truck-tractor, semi-trailer, or any other combination of vehicles which is more than ~~eighty (80)~~ ninety (90) feet in overall length is required to be accompanied by one front escort on two-lane highways. ~~A combination other than a truck-tractor/semi-trailer which is more than eighty (80) feet in overall length is required~~ to be accompanied by one front escort on two-lane highways or super two-lane highways.

(5) A truck-tractor/semi-trailer combination or any other combination of vehicles which is more than one hundred (100) feet in overall length is required to be accompanied by two (2) escort vehicles, one in the front and one in the rear, on two-lane highways and super two-lane highways.

730:50-5-19. Manufactured homes and industrialized housing

(a) **General provisions for manufactured homes.** Permits for movement of manufactured homes and industrialized housing shall require the "Oversize Load" sign and flagging in accordance with 730:50-5-15. Other requirements are:

(1) Oversize movement is subject to the provisions of 47 O.S. §14-101 and 730:50-5-1(1).

(2) The towing vehicle must be at least fourteen (14) feet from bumper to bumper; or have a wheelbase of at least one hundred eighteen (118) inches to tow a manufactured home or industrialized housing at least twelve (12) feet but not more than sixteen (16) feet in width. All towing vehicles must have dual wheels on the drive axles. If the manufactured home is less than twelve (12) feet wide, the towing vehicle must be a truck of at least three-quarter (3/4) ton capacity. If the manufactured home is twelve (12) feet wide or more, the towing vehicle must be of at least two (2) ton capacity.

(3) Red flags and the "Oversize Load" sign are required as provided in 730:50-5-15.

(b) **Manufactured homes not more than ten (10) feet wide.** Manufactured homes not more than ten (10) feet wide and with an overall length which exceeds seventy (70) feet are required to have an overwidth permit. The towing vehicle must be a truck with a rated capacity of three-quarter (3/4) ton or more. The regulation "Oversize Load" sign and flagging are required, as provided in 730:50- 5-15. An "Oversize Load" sign shall be placed on the front of the towing vehicle and the rear of the manufactured home.

(c) **Manufactured homes at least twelve (12) feet wide but not more than fourteen (14) feet wide.** For manufactured homes at least twelve (12) feet wide but not more than fourteen (14) feet wide, the towing vehicle must be a truck of at least two (2) ton rated capacity, with dual rear wheels. A front escort is required on all two-lane and super two-lane roads and highways. A rear escort is required on all multi-lane highways. The regulation "Oversize Load" sign and flagging are required, as provided in 730:50-3-15. An "Oversize Load" sign shall be placed on the front of the towing unit and the rear of the manufactured home. The towing vehicle must maintain a minimum speed of 40 mph on all multi-lane highways if conditions are favorable. The load must not extend more than one foot on each side at the eaves.

(d) **Manufactured homes more than fourteen (14) feet wide but not more than eighteen (18) feet wide.** Manufactures homes more than fourteen (14) feet wide but not more than eighteen (18) feet wide will be issued permits in accordance with 47 O.S. §14-103(A). The towing vehicle must be a truck of at least two (2) ton rated capacity, with dual rear wheels. Both front and rear escorts are required on all two-lane and super two-lane roads and highways. A rear escort is required on all multi-lane highways. The regulation "Oversize Load" sign and flagging are required, as provided in 730:50-5-15. An "Oversize Load" sign shall be placed on the front of the towing unit and the rear of the manufactured home. Manufactured homes of this width will not be permitted to travel on any turnpike but will be permitted on the Dwight D. Eisenhower System of Interstate and Defense Highways. The towing vehicle must maintain a minimum speed of 40 mph on all multi-lane highways if conditions are favorable. The load must not extend more than one foot on each side at the eaves.

(e) **Manufactured homes more than eighteen (18) feet wide.** Manufactured homes more than eighteen (18) feet will be issued permits in accordance with 47 O.S. § 14-103(A). Manufactured homes more than eighteen (18) feet shall not be permitted for movements on the Dwight D. Eisenhower System of interstate and defense highways. The towing vehicle must be a tandem-axle truck of not less than two hundred twenty (220) horsepower. Both front and rear escorts are required on all two-lane and super two-lane roads and highways. A rear escort is required on all multi-lane highways. The regulation "Oversize Load" sign and flagging are required on the front of the towing unit and the rear of the manufactured home. Manufactured homes of this width will not be permitted to travel on any turnpike. The towing vehicle must maintain a minimum speed of 40 mph on all multi-lane highways if conditions are favorable. The load must not extend more than one foot on each side at the eaves.

730:50-5-20. Portable buildings

Movement of portable buildings requires the following:

(1) The towing vehicle for portable buildings not exceeding fourteen (14) feet in width shall be any type of truck. For portable building exceeding fourteen (14) feet in width, but not exceeding sixteen (16) feet in width, the towing vehicle must be at least a ¾-ton truck.

(2) Portable buildings must meet the same provisions for escorts and the regulation "Oversize Load" sign and flagging, as provided in 730:50-5-15, as are required for manufactured homes [see 730:50-5-19 regarding these provisions].

730:50-5-21. Industrialized housing, houses, and buildings

Permits for house or building movement will be issued in accordance with 47 O.S. §14-103(C).

(1) The maximum width will not exceed thirty-two (32) feet at the base and thirty-four (34) feet at the top. The height shall not exceed twenty-one (21) feet on any state or federal highway.

(2) Travel shall be on highways and at times and dates determined by the Department of Transportation and consistent with public convenience and safety, as specified on the permit. Permits will be issued in accordance with 47 O.S. §14- 101 et seq.; provided; the structures shall not be moved on Saturday or Sunday.

(3) Loads which are fourteen (14) feet or more in width, or in excess of eighty (80) feet in overall length must have two (2) escorts with a flag person.

(4) House movers will be required to notify any railroad company across whose railroad a house or building is to be moved of the date, time of the anticipated crossing and obtain the train schedule. In all cases when overhead lines are present and the load is fifteen (15) feet and nine (9) inches or more in height, the house mover will be required to notify any affected utility or railroad company in advance of the anticipated move, so overall safety measures can be taken, and flag person(s) can be provided.

(5) Any structure in excess of sixteen (16) feet in width, the towing unit shall be a tandem-axle truck of no less than two hundred twenty (220) horsepower.

730:50-5-23. Unitized equipment [REVOKED]

~~(a) To obtain unitized equipment permit or endorsement to an oversize permit, the following information is required:~~

~~(1) make and model of vehicle;~~

~~(2) vehicle length (truck);~~

~~(3) wheelbase measurement;~~

(4) protrusion measurements (front and rear);

(5) measurement of lowest point of protrusion above road surface.

(b) The protrusion shall bear luminous tape sufficient to warn the public of the extent of the protrusion:

730:50-5-24. Special mobilized machinery [REVOKED]

(a) ~~Permits for special mobilized machinery as defined in 47 O.S. §1-165 and authorized by 47 O.S. §14-118 shall be issued upon application and approval, when such application is accompanied by a certificate of registration or receipt of ad valorem fees paid for such special mobilized machinery. Permit holders shall operate in accordance with the safety requirements of the Oklahoma statutes relating to motor vehicle operations and required equipment found in 47 O.S., Chapters 11, 12, and 74 and any related provision of this subchapter.~~

~~(b) Permits for oversize and/or overweight special mobilized machinery shall be issued upon proper application and approval, under authority of 47 O.S., §§ 14-103, 14-118 and this Chapter. Machines that exceed twelve (12) feet in width and fifteen (15) in height shall not be authorized an annual oversize permit. All oversize equipment shall display the regulation "Oversize Load" sign on the front and rear of the equipment.~~

SUBCHAPTER 7. SPECIAL COMBINATION VEHICLES

730:50-7-1. General provisions

(a) **Defined.** Special combination vehicles are defined and subject to 47 O.S. § 14-121, and the Department of Transportation rules pertaining to the movement of oversized and/or overweight vehicles and loads within this state. Annual permits issued shall be specific to the power unit.

(b) **Return to Department of Transportation.** Any operator that disposes of or removes a Special Combination Vehicle from operation shall return the issued permit for that particular vehicle to the Department.

(c) **Service of notice.** Any notice required by law or by the rules of the Department of Transportation to be served upon any holder of a Special Combination Vehicle Permit shall be served personally or mailed to the last known address of such person as reflected by the records on file with the Department of Transportation. Notice is deemed complete ten (10) days after mailing. It is the duty of every permit holder to notify the Department of Transportation's Size and Weight Division, in writing, as to any change in the address of such person or his principal place of business.

730:50-7-2. Issuance of permits

The requirements for issuance of special combination vehicle permits are the following:

(1) **Where to apply.** Application shall be made to the ~~Director of the Size and Weight Permit Division,~~ Department of Transportation's Size and Weight Permit Office, 200 N.E. 21st Street, Oklahoma City, Oklahoma, 73105, on a form prescribed by the Department.

(2) **Cost.** A completed and signed application will be accompanied by a tender ~~offer~~ an annual fee of Two Hundred Forty Dollars (\$240.00) for each permit issued.

(3) **Number.** One permit is required for each special combination vehicle.

(4) **Expiration.** Permits will expire one year from the date of issuance.

(5) **Refunds.** Refunds for unused portions of issued permits will not be made.

(6) **Renewal.** The filing of an application for permit or renewal ~~of same~~ does not authorize operation. Operation may only commence after the issuance of a permit by the Department of Transportation.

730:50-7-3. Denial, modification, suspension, and revocation of permits

(a) **Failure to qualify.** The Department of Transportation may deny or cancel a permit of any applicant or current permit holder who fails to qualify for the issuance of a permit as provided in this Chapter, Oklahoma Tax Commission rules or ~~S~~state ~~L~~aw.

(b) **Violation.** The Department of Transportation may deny, cancel, modify, suspend or revoke a permit of any holder who has committed a violation of any of the provisions of this Chapter.

(c) **Minor disqualification.** Where the Department of Transportation determines that minor disqualification and/or violation exists which may be readily rectified by the applicant, holder or driver, the Department of Transportation may informally notify such party by mail or telephone of such minor disqualification or violation, with a request for compliance within a specified period of time. If such party fails to rectify the minor disqualification or violation, the Department of Transportation may proceed according to other provisions of this Chapter, and 730:50-5-9(f) which states: *Failure to comply with any of the provisions of this Section shall constitute grounds for the immediate suspension or revocation of the Annual Operating Permit in a manner prescribed by the Executive Director of the Department of Transportation. Any suspension of said permit shall remain in effect for a period of not less than six (6) months. Any revocation of said permit shall be for a period of not less than one (1) year.* [OAC 730:50-5-9(f)].

(d) **Denial.** In addition to all other provisions of this subchapter any Special Combination Vehicle Permit may be denied, suspended, revoked, or modified, in whole or in part when:

(1) The applicant makes a false statement on the application for a permit.

(2) The applicant fails to provide valid and applicable information on the application for a permit.

- (3) The applicant fails to submit the applicable permit fee as required.
 - (4) The Department of Transportation determines that the applicant cannot comply with the requirements of this Chapter, Oklahoma Tax Commission rules or State Law.
 - (5) The applicant failed to comply with or obtain a previous Special Combination Vehicle Permit.
- (e) **Procedures.** In the event that the Department of Transportation has determined that a permit should be denied, suspended, revoked or canceled for any reason, the following procedures shall apply. [75 O.S. §301 *et seq.*]:
- (1) The Department of Transportation shall send written notice containing all information required [75 O.S §309] to the concerned applicant or permit holder. Notice will be made as provided in 47 O.S §2-116. Notice will set forth the specific reasons for and the particular action which will be taken.
 - (2) The notice shall provide that the Department of Transportation action shall become effective twenty (20) days after mailing unless the licensee timely files a written request for a hearing with the Department of Transportation's Size and Weight Permit Division. Such request shall be timely when filed prior to the effective date of the Department of Transportation action.
 - (3) If a timely hearing is requested, such hearing shall be scheduled not less than seven (7) days nor more than fifteen (15) days from the date the Department of Transportation receives the request. The hearing will be held at the Department of Transportation Size and Weight Permit Division in Oklahoma City or at another location set by the Department of Transportation and agreeable to all parties.
 - (4) A hearing officer shall be designated by the Executive Director of the Department of Transportation and each party shall be afforded an opportunity to be heard and to present evidence. [75 O.S. ~~Section~~ §304, *et seq.*]
 - (5) The scope of the hearing shall be confined to the specific reasons for the particular action, all of which will be set forth in the notice letter.
 - (6) The hearing officer shall render a decision thereon based upon the law and evidence presented.
 - (7) The decision of the hearing officer becomes final after ten (10) days from the date of its entry, unless written request under the provisions of 75 O.S §317, is timely made.
 - (8) If the applicant or permit holder fails to appear at the scheduled hearing without good cause, the hearing officer shall record the nonappearance and enter an order reflecting the effective date.
 - (9) If the Department of Transportation's representative fails to appear without good cause, the hearing officer shall record the nonappearance and enter an order of dismissal of the Department of Transportation's action; such order of dismissal shall be without prejudice if the basis for the action constitutes noncompliance or a continuing violation of the rules of this Chapter.
 - (10) Where a timely written request for a rehearing, reopening or reconsideration of the case is received, the Department of Transportation's action shall be stayed until a final order has been entered, except as provided in (11) of this Subsection.
 - (11) Department of Transportation action shall become effective immediately where:
 - (A) An original application for a permit is denied for failure to qualify.
 - (B) The Department of Transportation finds that the health, safety, or welfare of the public imperatively requires such action and a finding to the effect is incorporated in its order. [75 O.S §314].
 - (12) Each party shall be notified of each action taken by the hearing officer.

730:50-7-4. Equipment requirements

Each licensee shall insure that the operation of special combination vehicles complies with the following rules in addition to other equipment requirements established by state or federal laws or rules:

- (1) **Power.** All truck-tractors shall be powered to provide adequate acceleration and hill climbing ability under normal operating conditions, and to operate on level grades at speeds compatible with other traffic. The ability to maintain a minimum speed of 40 mph under normal operating conditions on any grade over which the combination is operated is required.
- (2) **Traction.** All truck-tractors shall have adequate traction to maintain a minimum speed of 20 mph under normal operating conditions on any grade over which the combination is operated and to be able to resume a speed of 20 mph after stopping on any such grade and, except in extreme road or weather conditions, to negotiate at any speed all grades encountered.
- (3) **Tires.** Stiff sidewall tires are recommended. Adequate treads and safe conditions ~~is~~ are required.
- (4) **Fifth wheel.** A heavy duty fifth wheel is required. All fifth wheels must be clean and lubricated with a light duty grease at all times while operating in this state.
- (5) **Pick-up plates.** Pick-up plates must be of equal strength to the fifth wheel.
- (6) **King pin.** The kingpin must be of a solid type and permanently fastened. Screw out or folding type kingpins are prohibited.
- (7) **Pintle hook and eye.** All hitch connections must be of a no-slack type, preferably air actuated ram. Air actuated hitches which are isolated from the primary air transmission system are recommended.
- (8) **Drawbar.** The length of the drawbars (a beam which serves as a point of connection for some trailers) shall be consistent with the clearance required between trailers for turning and backing maneuvers.
- (9) **Axles.** Axles must be those designed for the width of the body.

(10) **Brakes.** All braking systems must comply with state and federal requirements. In addition, fast air transmission and release valves must be provided on all trailers, semi-trailers and converter dolly axles. A brake force limiting valve, sometimes called a "slippery road" valve may be provided on the steering axle if Federal Motor Carrier Safety regulations would so allow. Indiscriminate use of engine retarder brakes is prohibited.

(11) **Mud flaps or splash guards.** As required by state law. [47 O.S. §12-405.3]

730:50-7-5. Operation of special combination vehicles

The procedures established below shall be followed when operating a special combination vehicle in this state:

(1) **Minimum distance.** A minimum distance of 500 feet shall be maintained between Special Combination Vehicles and other vehicles except when overtaking and passing. Except when passing another vehicle in the same direction, or when emergency conditions exist, a Special Combination Vehicle shall remain at all times in the right-hand outside lane.

(2) **Disabled vehicle.** In the event a Special Combination Vehicle is disabled for any reason other than an accident, it shall be parked as far off the travelled roadway as possible and proper warning devices displayed as required by state law.

(3) **Explosives, poisons and radioactive materials.** Transportation by Special Combination Vehicles of Class A and B explosives, Class A poisons and Class 1, 2 and 3 radioactive material or any other Material deemed to be unduly hazardous by the Department of Transportation is prohibited. This prohibition does not include the transportation of gasoline, fuel, oil or heating oil, or such petroleum products.

730:50-7-7. Weight

The total weight on any single axle shall not exceed 20,000 pounds. The total axle weight on any tandem axle shall not exceed 34,000 pounds. The total weight on any group of two or more consecutive axles shall not exceed the amounts shown in 23 U.S.C Section §27. All Special Combination Vehicles must be properly registered.

APPENDIX A. DUAL LANE AXLES

Figure 1

Figure 1

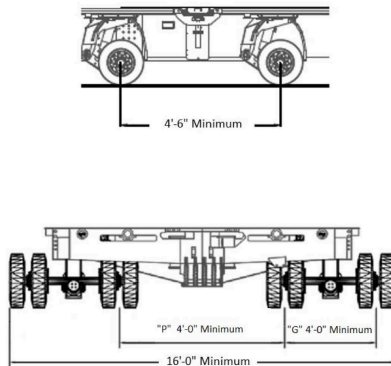
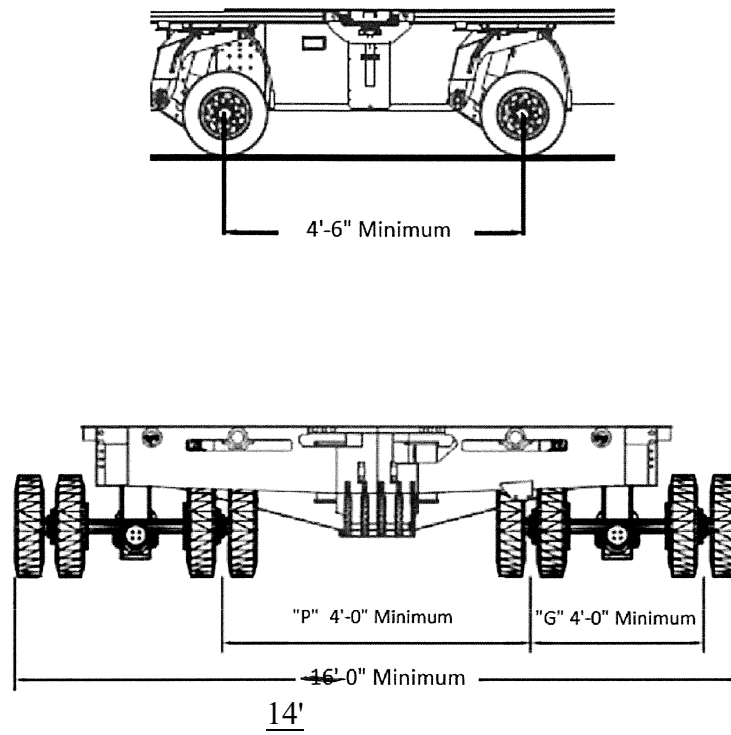


Figure 1



188

**FOR COMMISSION MEETING PRESENTATION
December 1, 2025**

AGENDA ITEM NO.: 188

SUBJECT: FY 2026 Budget Revisions

LOCATION: Statewide

a) Request to increase the Highway Program using 4th quarter Redistribution and carryover funds:

1. Federal funds	
1. Highway Construction	\$ 171,688,986
Total	\$ 171,688,986
2. State funds	
1. Highway Construction	\$ 73,553,044
2. RETRO	\$ 245,000,000
3. Highway Operating and Maint	\$ 43,904,804
4. Admin & IT	\$ 66,852,389
5. Asset Preservation	\$20,611,672.00
6. Building Replacement Program	\$ 4,076,668.00
7. Field Building Maintenance	\$10,007,417.00
8. Special Maintenance	\$ 5,522,493.00
Total	\$469,528,487.00

b) Request to increase the Right of Way Program by \$45,000,000, re-budgeting prior years' reserves for existing Right of Way / Utility projects.

c) Request to increase the County Program utilizing state carryover funds.

1. CIRB	\$ 6,208,217
2. County Equipment	\$ 1,484,514
Total \$	7,692,731

Approval is recommended.

189

FOR COMMISSION MEETING PRESENTATION
December 1, 2025

AGENDA ITEM NO.: 189

SUBJECT: Resolution Authorizing ODOT to Enter into a Lease Agreement with OCIA for the Purpose of Bond Repayment

LOCATION: Statewide

This request is for authorization to support the transaction or transactions to be entered into by the Oklahoma Department of Transportation (ODOT) and the Oklahoma Capitol Improvement Authority (OCIA) pursuant to Title 73 Oklahoma Statutes 2021, Section 350.2. The anticipated debt service will be a result of the State Highways Capital Improvement Revenue Bonds, Series 2026, or as otherwise designated, which may be issued in one or more series. The amount of the State Highways Capital Improvement Revenue Bonds, Series 2026 will be in an amount sufficient to (a) provide expendable project proceeds of \$225,000,000 after costs of issuance and capitalized interest, if applicable, plus (b) sufficient funds, after costs of issuance, to refund the outstanding State Highway Capital Improvement Revenue Bonds Series 2016 to realize a reduction in debt service. The bonds will be payable from and secured by payments to OCIA by ODOT pursuant to a Lease Agreement for Use and Possession between OCIA and ODOT (Lease Agreement). ODOT, through the Director of ODOT, requests authorization to negotiate the terms and conditions of and to execute and deliver the Lease Agreement and the transactions contemplated thereby and such other documents, agreements, and certifications as may be necessary or required in connection with any of the foregoing financing agreements.

Approval is recommended

190

**FOR COMMISSION MEETING PRESENTATION
DECEMBER 1, 2025**

AGENDA ITEM NO.: 190

SUBJECT: Proposed Bid Openings

LOCATION: Statewide

This item consists of the final January 2026 bid opening for \$???, and the tentative February 2026 bid opening for \$???, and the tentative March 2026 bid opening for \$???.

PROJECTS AWARDED			PROJECTS AWARDED		
LETTING MONTH		TOTAL	LETTING MONTH		TOTAL
NOVEMBER	2023	\$ 136,194,935	NOVEMBER	2024	\$ 154,898,096
DECEMBER	2023	\$ -	DECEMBER	2024	\$ -
JANUARY	2024	\$ 50,490,252	JANUARY	2025	\$ 140,057,118
FEBRUARY	2024	\$ 113,586,972	FEBRUARY	2025	\$ 15,460,029
MARCH	2024	\$ 107,861,655	MARCH	2025	\$ 24,669,441
APRIL	2024	\$ 152,067,677	APRIL	2025	\$ 94,050,137
MAY	2024	\$ 87,096,365	MAY	2025	\$ 91,865,354
JUNE	2024	\$ 111,035,256	JUNE	2025	\$ 108,270,954
JULY	2024	\$ 84,565,966	JULY	2025	\$ 169,730,783
AUGUST	2024	\$ 84,857,907	AUGUST	2025	\$ 86,519,028
SEPTEMBER	2024	\$ 310,496,059	SEPTEMBER	2025	\$ 34,388,153
OCTOBER	2024	\$ 177,242,427	OCTOBER	2025	\$ 72,458,878
TOTAL		\$ 1,415,495,470	TOTAL		\$ 992,367,972

Approval is recommended.

Page 1 of 3
JBP LETTEMP BID.rpt

Job/Piece	CD	Highway	MILES	Adv	Con	Federal	State	Other	Total
30995(04)	5	SH152	4.100		0.00	9,000,000.00	1,550,000.00	0.00	10,550,000.00
BECKHAM	WIDEN, RESURFACE & BRIDGE SH-152: BEGIN ON THE EAST SIDE OF THE SH-30 JCT AND EXTEND EAST 4.1 MILES.								
	STP	-205C	(131)	PM					
38999(04)	5	IS040	0.000		0.00	0.00	1,700,000.00	0.00	1,700,000.00
BECKHAM	BRIDGE REPAIR CONSTRUCTIONS JOINTS REPAIR WITH REBAR THROUGH JOINTS NBI:17704 STRUCTURE NO: 0501 2488 X SAP -4000 (248) ES								
38140(04)	4	COBRGE	0.380		0.00	0.00	0.00	1,880,450.00 (A)	1,880,450.00
CANADIAN	BRIDGE & APPROACHES BRIDGE & APPROACHES ON BANNER RD OVER PURCELL CREEK, .17 MI N OF US66 D1								
	CIRB	-209C	(136)	RB					
38195(04)	4	SH066	0.540		0.00	0.00	1,000,000.00	0.00	1,000,000.00
CANADIAN	RESURFACE SH-66: FROM 6TH ST EXT EAST TO CROMWELL DR. IN YUKON								
	SSR	-209C	(149)	SR					
38944(04)	4	US081	4.010		0.00	0.00	2,400,000.00	0.00	2,400,000.00
CANADIAN	RESURFACE US-81: FROM SW 29TH EXT NORTH TO JENSEN NEAR EL RENO								
	SSR	-011N	(131)	SR					
31118(04)	7	COBRGE	0.300		0.00	369,978.00	0.00	2,920,764.80 (A) (C)	3,290,742.80
COMANCHE	BRIDGE & APPROACHES BR APP CACHE RD (EW165) OVER W CACHE CREEK .4MI W OF SH115 NBI 03809 #3086								
	STP	-216C	(125)	CI					
31800(04)	7	COBRGE	0.240		0.00	308,989.00	0.00	1,563,900.73 (A)	1,872,889.73
COMANCHE	BRIDGE & APPROACHES BR APP CACHE RD (EW165) OVER ROCK CREEK .7 MI W OF SH115 NBI 02332, #3085								
	STP	-216C	(126)	CI					
29329(04)	8	CT ST	0.250		0.00	149,711.00	0.00	37,428.00 (B)	187,139.00
CREEK	INTERSECTION MOD. & TRAF. SIGNALS SAPULPA: DEWEY ST AT MISSION ST								
	STPG	-219B	(074)	IG					
24150(04)	8	US059	5.460		0.00	0.00	10,000,000.00	30,070,566.00 (C)	40,070,566.00
DELAWARE	GRADE, DRAIN & SURFACE US-59: FROM 0.69 MI SOUTH OF SH-127 NORTH, NORTH 5.46 MILES								
	SSP	-121B	(100)	PM					
24151(04)	8	US059	2.750		0.00	0.00	10,000,000.00	7,000,000.00 (C)	17,000,000.00
DELAWARE	GRADE, DRAIN & SURFACE US-59: FROM APPROX. 1.55 MILES NORTH OF SH-20, NORTH APPROX. 2.70 MILES								
	SSP	-121B	(103)	PM					
38003(04)	4	ENHAN	0.000		0.00	568,086.00	0.00	63,121.00 (B)	631,207.00
GARFIELD	PEDESTRIAN / BIKE IMPROVEMENTS COVINGTON: SIDEWALK ON MAIN STREET FROM 4TH ST. TO OKLAHOMA ST.								
	TAP	-224C	(113)	TP					
39006(04)	7	SH019	1.400		0.00	0.00	800,000.00	0.00	800,000.00
GRADY	RESURFACE MILL AND OVERLAY: SH19 - BEG WASHITA RIVER BRIDGE EXTEND E 1.13 MILES & US 281 - BEG CANADIAN RIVER WEST APPROACH 1.4 MILES MC -226C (143) MD								
38961(04)	5	SH034	14.600		0.00	0.00	1,500,000.00	0.00	1,500,000.00
JACKSON	RESURFACE SH-34: BEGIN AT US-62 JCT. AND EXTEND NORTH 14.6 MILES								
	SSR	-233N	(068)	SR					
17127(28)	2	US059	5.900		0.00	38,772,777.50	9,693,194.38	0.00	48,465,971.88
LEFLORE	GRADE, DRAIN & SURFACE US 59: FROM SUNSET CORNER, EXTEND WEST APPROX 5.9 MI								
	NHPP	-033N	(020)	FP					

11/13/2025
11:30.50

OKLAHOMA DEPARTMENT OF TRANSPORTATION
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JobPiece	CD	Highway	MILES	Adv Con	Federal	State	Other	Total
34388(04)	7	SH032	0.540	0.00	577,636.00	0.00	0.00	577,636.00
LOVE	A.D.A. PROJECTS FOR COMPLIANCE SH-32: BEGIN JCT US-77/ SH-32 EXT. E. 0.54 MI. (MARIETTA)							
	STP	-243C	(057)	AD				
31158(08)	6	CO RD	2.940	0.00	0.00	0.00	2,800,000.00 (A)	2,800,000.00
MAJOR	GRADE, DRAIN & SURFACE GRADE DRAIN & SURFACE COUNTY ROAD EW-58 FROM NS-239.5 TO 242 D3							
	CIRB	-247C	(060)	RB				
36191(04)	1		0.000	0.00	0.00	200,000.00	0.00	200,000.00
MUSKOGEE	BRIDGE WATER PROOF SEAL DISTRICT 1 BRIDGE FLOOD COAT							
	SSP	-251F	(200)	PM				
35440(04)	3	COBRGE	0.500	0.00	660,000.00	0.00	200,000.00 (A)	860,000.00
OKFUSKEE	BRIDGE & APPROACHES BRIDGE AND APPROACHES ON EW-1070 (ROCK CREEK RD) OVER TRIB. TO ROCK CREEK. 2.8 MI SOUTH AND 0.25 MI WEST OF PADEN. (NBI 06228 / LOCAL 60) D1							
	STP	-254D	(079)	CI				
35687(04)	1	US075	3.650	0.00	0.00	2,175,000.00	0.00	2,175,000.00
OKMULGEE	RESURFACE US-75: BEGIN 1.92 MI NORTH OF US-62 JCT, EXT NORTH 3.65 MI							
	SSR	-014N	(157)	SR				
38388(04)	1	US075	0.100	0.00	0.00	500,000.00	0.00	500,000.00
OKMULGEE	BRIDGE REHABILITATION US-75: OVER ADAMS CRK 1.8 N JCT OF SH-16							
	SBR	-014N	(154)	SB				
38000(04)	4	ENHAN	0.000	0.00	551,220.93	0.00	61,246.77 (B)	612,467.70
PAYNE	PEDESTRIAN / BIKE IMPROVEMENTS PERKINS: SIDEWALK ON THOMAS FROM PERKINS LIBRARY TO PETER'S PARK ON TIMBERLINE							
	TAP	-260C	(109)	TP				
25067(04)	3	CT ST	0.320	0.00	2,000,000.00	0.00	2,691,553.00 (D)	4,691,553.00
PONTOTOC	INTERSECTION MOD. & TRAF. SIGNALS MISSISSIPPI (SH-99) AT ARLINGTON (SH-1) INTERSECTION RECONSTRUCTION							
	STP	-262N	(103)	UR				
34491(04)	3	CO RD	5.000	0.00	0.00	0.00	2,100,000.00 (A)	2,100,000.00
PONTOTOC	RESURFACE MILL AND OVERLAY NS-3460 (LIGHTNING RIDGE RD) BEGINNING AT EW-1630 EXTENDING NORTH 6 MILES TO EW-1570 D3							
	CIRB	-262C	(104)	RB				
38534(04)	3	IS040	4.900	0.00	1,600,000.00	400,000.00	0.00	2,000,000.00
POTTAWATOMIE	RESURFACE I-40: FROM 0.9 MILES WEST OF SH-102, EAST 4.9 MILES							
	NHPPI	-4000-	(249)	PM				
35640(04)	1	SH064B	4.850	0.00	0.00	1,110,000.00	0.00	1,110,000.00
SEQUOYAH	RESURFACE SH-64B: BEGIN AT US-64 JCT, EXT NORTH 4.73 MI							
	SSR	-268C	(123)	SR				
30374(04)	8	US075	0.200	0.00	23,019,861.00	5,754,966.00	5,123,173.00 (C)	33,898,000.00
TULSA	BRIDGE & APPROACHES US-75: OVER 81ST STREET SOUTH, NORTHBOUND AND SOUTHBOUND, 7 MILES NORTH OF JCT. US-75/SH-67							
	NHPP	-014N	(152)	PM				
34066(04)	8	ENHAN	1.000	0.00	750,000.00	0.00	844,797.80 (B)	1,594,797.80
TULSA	PEDESTRIAN / BIKE IMPROVEMENTS BROKEN ARROW CREEK TRAIL PHASE II							
	TAP	-272C	(363)	IG				
34731(04)	8	CT ST	0.000	0.00	3,078,240.00	0.00	769,560.00 (B)	3,847,800.00
TULSA	INTERSECT MODIF TULSA: 71ST ST & SOUTH SHERIDAN INTERSECTION REHABILITATION							
	STP	-272N	(444)	IG				

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35939(04)	8	CT ST	0.000	0.00	490,300.00	0.00	0.00	490,300.00
MICROSURFACE								
TULSA 76TH ST NORTH: MICRO-SURFACING FROM SHERIDAN TO MINGO								
	STP	-272N	(429)	IG				
36448(04)	8	CT ST	2.000	0.00	8,412,606.00	0.00	2,130,151.00	10,542,757.00
WIDEN, RESURFACE & BRIDGE								
BROKEN ARROW: 23RD STREET (193RD E AVE.) WIDENING FROM ALBANY STREET								
(61ST ST SO) TO OMAHA STREET (51ST ST SO)								
	STP	-272N	(453)	IG				
36595(04)	8	CT ST	0.000	0.00	3,104,000.00	0.00	776,000.00	3,880,000.00
GRADE, DRAIN & SURFACE								
TULSA: REHAB OF EXISTING STREETS - MILL AND PATCH, ADA COMPLIANT SIDEWALKS								
DRAINAGE IMPROVEMENTS; PINE STREET AND PINE ST/MINGO INTERSECTION								
	STP	-272B	(446)	IG				
31714(04)	6	CO RD	5.010	0.00	0.00	0.00	3,200,000.00	3,200,000.00
WIDEN & RESURFACE								
RESURFACE CO RD ON EW-51, BEGIN AT NS 201 AND EXTEND								
2.5 MILES WEST TO NS 198.5C D2								
	CIRB	-277C	(071)	RB				
31714(08)	6	CO RD	2.510	0.00	0.00	0.00	3,200,000.00	3,200,000.00
GRADE, DRAIN & SURFACE								
GRADE DRAIN AND RESURFACE CO RD ON EW-51, BEGIN AT NS 198.5								
EXTEND 2.5 MILES TO NS196 D2								
	CIRB	-277C	(073)	RB				
33 PROJECTS	GRAND-TOTALS			0.00	93,413,405.43	48,783,160.38	67,432,712.10	209,629,277.91

OTHER FUNDING CATEGORIES:

- (A) CO. IMPROVE. ROAD & BRIDGE
- (B) LOCAL /CITY MATCHING FUNDS
- (C) OTHER PLACE HOLDER
- (D) OKLA. INDIAN TRIBE FUNDS FOR MATCHING

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Job	Piece	CD	Highway	MILES	Adv	Con	Federal	State	Other	Total
34480	(04)	5	COBRGE	0.250		0.00	500,000.00	0.00	125,000.00 (B)	625,000.00
		BRIDGE & APPROACHES								
	BLAINE	CO BR OVER CREEK ON NS-250, 9.2 MI. W. & 4.5 MI. S. OF GREENFIELD.								
		NBI #14095								
		STP	-206C	(075)	CI					
38556	(04)	2	SH091	3.320		0.00	0.00	1,050,000.00	0.00	1,050,000.00
		RESURFACE								
	BRYAN	SH-91: BEGIN 3.4 MILES WEST OF US-69/SH-91 JCT, EXTEND EAST APPROX 3.4 MI								
		SSR	-207C	(137)	SR					
36311	(04)	7	US070	6.500		0.00	0.00	3,965,047.00	0.00	3,965,047.00
		RESURFACE								
	CARTER	US-70: FROM 0.2 MIS. E. OF JCT US-70/US-77, EXTEND E. 6.5 MIS.								
		SSR	-210N	(122)	SR					
21646	(04)	1	CT ST	0.000		0.00	750,000.00	0.00	250,000.00 (A)	1,000,000.00
		GRADE, DRAIN & SURFACE								
	CHEROKEE	TAHLEQUAH: 4TH ST.: GRADE-DRAIN-SURFACE, FROM KINDLE AVE. EAST TO US-62								
		(NO CAPACITY INCREASE)								
		STP	-111B	(069)	UR					
34240	(04)	6	US056	11.000		0.00	0.00	3,085,800.00	0.00	3,085,800.00
		RESURFACE								
	CIMARRON	US-56: BEGIN AT JCT US-64E, EXTEND EAST 11 MILES								
		SSR	-213B	(039)	SR					
38947	(04)	6	US056	4.000		0.00	0.00	1,467,000.00	0.00	1,467,000.00
		RESURFACE								
	CIMARRON	US-56: BEGIN 19.74 MILES EAST OF NEW MEXICO S/L, EXTEND EAST 4 MI								
		SSR	-023N	(007)	SR					
31890	(04)	7	SH007	0.100		0.00	3,279,664.24	819,916.06	0.00	4,099,580.30
		BRIDGE & APPROACHES								
	COMANCHE	SH 7: WESTBOUND BRIDGE OVER EAST CACHE CREEK 1.1 MIS. E. OF US281B								
		NHPP	-021N	(064)	FP					
34955	(04)	5	CO RD	1.990		0.00	814,833.00	0.00	203,709.00 (B)	1,018,542.00
		RESURFACE								
	CUSTER	OVERLAY CO RD ON STAFFORD RD (NS-217) BEG AT INT. I-40/NS-217 & EXT N 4 MI.								
		STP	-220C	(109)	CI					
30077	(04)	5	CO RD	2.990		0.00	0.00	0.00	12,517,184.32 (B)	12,517,184.32
		RECONSTRUCT - NO ADDED LANES								
	HARMON	CO RD EW-155 (MC 29-12C),BEGIN AT SH-30 & EXTEND E 8.0 MI TO CO RD NS-179								
		(MC 29-28C)								
		CIRB	-229C	(021)	RB					
38197	(04)	4	US060B	2.160		0.00	0.00	1,200,000.00	0.00	1,200,000.00
		RESURFACE								
	KAY	US-60B: FROM US-60 EXT EAST THEN NORTH TO GRAND AVE. IN PONCA CITY								
		SSR	-236N	(141)	SR					
38006	(04)	4	ENHAN	0.000		0.00	960,000.00	0.00	193,092.30 (A)	1,153,092.30
		PEDESTRIAN / BIKE IMPROVEMENTS								
	KINGFISHER	KINGFISHER: STREETSCAPE ON MILES AVE.FROM 6TH TO 7TH, ADMIRE AVE. FROM								
		6TH TO 7TH, AND ROBBERTS AVE.FROM 6TH TO 7TH								
		TAP	-237E	(110)	TP					
31821	(04)	4	SH051	1.090		0.00	3,680,000.00	920,000.00	0.00	4,600,000.00
		WIDEN & RESURFACE								
	LOGAN	SH-51: FROM 1 MILES EAST OF US-77, EXTEND EAST TO I-35								
		STP	-242C	(095)	PM					
35185	(04)	7	US077	2.000		0.00	0.00	1,166,570.00	0.00	1,166,570.00
		RESURFACE								
	LOVE	US-77: FROM 1.00 MILE SOUTH OF THE SH-32/US-77S JCT., NORTH 2 MILES								
		SSR	-243C	(056)	SR					
35127	(04)	8	US412	0.760		0.00	0.00	1,044,000.00	0.00	1,044,000.00
		RESURFACE								
	MAYES	US-412:FROM 4.22 MILES EAST OF THE EAST APPROACH TO THE BRIDGE OVER US-69,								
		EXTEND EAST 0.76 MILES								
		SSR	-019N	(182)	SR					

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35129(04)	8	US412A	5.210	0.00	0.00	1,752,000.00	0.00	1,752,000.00
MAYES		RESURFACE US-412A: FROM 6.22 MILES WEST OF THE SH-82 JUNCTION, EXTEND EAST 5.21 MILES						
	SSR	-249C (096)	SR					
26422(05)	4	IS040	1.920	0.00	11,247,895.63	44,991,582.53	0.00	56,239,478.16
OKLAHOMA		GRADE,DRAIN,BRIDGE & SURFACE I-40: FROM MILE MARKER 171 EAST TO MILE MARKER 173.						
	NHPPI	-4000- (235)	FP					
28718(04)	4	CO RD	0.040	0.00	1,200,000.00	0.00	2,270,000.00 (B)	3,470,000.00
OKLAHOMA		GRADE,DRAIN,BRIDGE & SURFACE LUTHER ROAD FROM SH62/NORTH OF 23RD ST NORTH TO NE 36TH ST. D2						
	STP	-255C (654)	CI					
33331(04)	4	ENHAN	0.000	0.00	1,294,646.71	0.00	323,661.68 (A)	1,618,308.39
OKLAHOMA		PEDESTRIAN / BIKE IMPROVEMENTS OKLAHOMA CITY: ROBINSON AVE RIVER BRIDGE ROAD DIET						
	TAP	-255C (729)	AG					
35900(04)	4	CT ST	5.000	0.00	2,142,400.00	0.00	2,503,461.86 (A)	4,645,861.86
OKLAHOMA		PEDESTRIAN / BIKE IMPROVEMENTS EDMOND: SIDEWALKS ON 2ND/EDMOND RD FROM I-35 GOING WEST 5MI TO SANTA FE						
	STP	-255N (561)	AG					
35925(04)	4	CT ST	0.000	0.00	6,359,763.00	0.00	1,589,941.00 (A)	7,949,704.00
OKLAHOMA		INTERCHANGE OKC: INTERCHANGE AT N MAY AVE & NW EXPRESSWAY						
	STP	-255N (565)	AG					
38074(04)	4	CT ST	0.000	0.00	2,990,597.14	0.00	747,649.28 (A)	3,738,246.42
OKLAHOMA		RESURFACE MIDWEST CITY: RESURFACE SE 29TH STREET FROM I-40 OVERPASS TO MIDWEST BLVD. INCLUDES RECONSTRUCTION OF SIGNALIZED INTERSECTIONS						
	STP	-255N (718)	AG					
38096(04)	4	ENHAN	0.000	0.00	1,291,980.00	0.00	556,227.93 (A)	1,848,207.93
OKLAHOMA		PEDESTRIAN / BIKE IMPROVEMENTS OKLAHOMA CITY: S. EASTERN AVE TRAIL - GRAND BLVD TO SE 59TH STREET						
	TAP	-255B (722)	AG					
35638(04)	1	US062	5.600	0.00	0.00	1,577,000.00	0.00	1,577,000.00
OKMULGEE		RESURFACE US-62: BEGIN AT SH-52 JCT, EXT EAST 5.6 MI						
	SSR	-256C (110)	SR					
21007(07)	3	IS040	2.500	0.00	20,921,583.63	10,000,000.00	0.00	30,921,583.63
POTTAWATOMIE		GRADE,DRAIN,BRIDGE & SURFACE I-40: FROM OKLAHOMA COUNTY LINE, EAST 2.5 MILES						
	NHPPI	-4000- (201)	FP					
32844(04)	8	COBRGE	0.060	0.00	800,000.00	0.00	200,000.00 (B)	1,000,000.00
ROGERS		BRIDGE & APPROACHES CO BR (LWX) ON NS 4310 OVER LITTLE PRYOR CREEK APPX 1.9 MI S OF SH66 ON ROGERS/CRAIG CL						
	STP	-266D (135)	CI					
29657(04)	7	SH029	5.440	0.00	25,077,971.95	10,000,000.00	0.00	35,077,971.95
STEPHENS		GRADE,DRAIN,BRIDGE & SURFACE SH-29: FROM 11.48 MILES E. OF US-81 EXTEND E. 5.44 MILES						
	STP	-269B (105)	PM					
36171(04)	8	US060	2.270	0.00	0.00	2,600,000.00	0.00	2,600,000.00
WASHINGTON		RESURFACE US-60: FROM US-75, EXTEND EAST 2.27 MILES						
	SSR	-018N (095)	SR					
27 PROJECTS				0.00	83,311,335.30	85,638,915.59	21,479,927.37	190,430,178.26
GRAND-TOTALS								

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35131 (04)	8	US169	5.700	0.00	2,480,000.00	0.00	0.00	2,480,000.00
RESURFACE								
NOWATA US-169: FROM ROGERS COUNTY LINE, EXTEND NORTH 5.7 MILES								
	NHPP	-030N (087)	3P					
34234 (04)	4	IS044	0.200	0.00	0.00	3,200,000.00	0.00	3,200,000.00
BRIDGE REHABILITATION								
OKLAHOMA I-44 EB OVER CLASSEN CIRCLE INCLUDING OFF-RAMP TO WESTERN AVE								
	SBR	-4400 (138)	SB					
35386 (08)	4	OTA	0.000	0.00	0.00	1,000,000.00	0.00	1,000,000.00
ITS CONSTRUCTION								
OKLAHOMA OTA CCTV PROJECT 2025								
TURNPIKE VARIOUS LOCATIONS								
	SSP	-255F (681)	IT					
35927 (04)	4	CT ST	0.000	0.00	788,640.00	0.00	0.00	788,640.00
TRAFFIC SIGNALS								
OKLAHOMA MWC: CITY WIDE SIGNALS 100% SAFETY CAPPED								
	STPG	-255F (567)	AG					
38037 (04)	4	ENHAN	0.000	0.00	1,500,000.00	0.00	3,330,327.00 (B)	4,830,327.00
ENHANCEMENT								
OKLAHOMA OKC: STOCKYARDS BRIDGE AND TRAIL								
	TAP	-255C (719)	AG					
34301 (04)	8	US064	0.390	0.00	0.00	6,836,720.00	0.00	6,836,720.00
BRIDGE REHABILITATION								
PAWNEE US-64: OVER ARKANSAS OSAGE-PAWNEE C/L								
	SBR	-019N (177)	SB					
35685 (04)	4	SH051	1.000	0.00	1,100,000.00	0.00	0.00	1,100,000.00
A.D.A. PROJECTS FOR COMPLIANCE								
PAYNE SH-51: FROM JARDOT RD EXTEND EAST 1 MILE TO BRUSH CREEK RD IN STILLWATER								
	NHPP	-260N (096)	AD					
31880 (04)	3	SH001	1.410	0.00	4,240,000.00	1,060,000.00	0.00	5,300,000.00
BRIDGE & APPROACHES								
PONTOTOC SH-1: OVER TWO UNNAMED CREEKS, 2.3 AND 2.8 MILES EAST OF HICKORY ST IN ROFF								
	STP	-262C (105)	PM					
36365 (04)	3	SH059	7.000	0.00	1,500,000.00	0.00	0.00	1,500,000.00
RESURFACE								
POTTAWATOMIE SH-59: FROM THE JUNCTION OF US-177, EAST 7.0 MILES								
	STP	-263C (128)	3P					
35787 (04)	6	US054	11.000	0.00	4,459,200.00	0.00	0.00	4,459,200.00
RESURFACE								
TEXAS US-54: BEGIN 0.75 MI NE OF THE TEXAS S/L, EXTEND NE 11.0 MI								
	NHPP	-008N (110)	3P					
33765 (09)	5	SH036	0.400	0.00	2,720,000.00	680,000.00	0.00	3,400,000.00
BRIDGE & APPROACHES								
TILLMAN SH-36: AT LITTLE DEEP RED CREEK AND UNNAMED CREEK								
LOCATED 3.0, 3.1 M NORTH OF US-70.								
	STP	-271C (089)	PM					
30602 (04)	8	US064	0.010	0.00	2,392,800.00	598,200.00	0.00	2,991,000.00
BRIDGE REHABILITATION								
TULSA US-64: OVER 177TH WEST AVE. EAST AND WESTBOUND, 3.6 MILES SE C/L								
	NHPP	-019N (180)	PM					
35659 (04)	1	SH051	5.100	0.00	4,014,000.00	0.00	0.00	4,014,000.00
RESURFACE								
WAGONER SH-51: BEGIN 3.67 MI EAST OF SH-72 JCT, EXT EAST 5.10 MI								
	STP	-273B (125)	3P					
36382 (04)	6	US064	0.370	0.00	350,000.00	0.00	0.00	350,000.00
A.D.A. PROJECTS FOR COMPLIANCE								
WOODS US-64: PEDESTRIAN IMPROVEMENTS BTWN 5TH AND 8TH STREETS (ALVA)								
	NHPP	-276N (082)	AD					

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35328(07)	9	OTA	0.000	0.00	0.00	1,000,000.00	0.00	1,000,000.00
STATEWIDE	ITS CONSTRUCTION OTA DMS PROJECT 2024 TURNPIKE VARIOUS LOCATIONS SSP -299S (402) IT							
35328(08)	9	OTA	0.000	0.00	0.00	1,000,000.00	0.00	1,000,000.00
STATEWIDE	ITS CONSTRUCTION OTA DMS PROJECT 2025 TURNPIKE VARIOUS LOCATIONS SSP -299S (436) IT							
35416(08)	9		0.000	0.00	2,000,000.00	0.00	0.00	2,000,000.00
STATEWIDE	ITS CONSTRUCTION ODOT CCTV PROJECT 2025 VARIOUS LOCATIONS STP -299S (435) IT							
45 PROJECTS			GRAND-TOTALS	0.00	93,636,074.75	35,032,739.18	14,450,511.00	143,119,324.93

OTHER FUNDING CATEGORIES:

- (A) CO. IMPROVE. ROAD & BRIDGE
- (B) LOCAL /CITY MATCHING FUNDS
- (C) OTHER PLACE HOLDER

PREPARED BY PROGRAMS DIVISION