

Presentation to the
Oklahoma Transportation Commission
July 6, 2005

The Problem

Bridges

Approximately 150 bridges have restricted load limits, resulting in extra detours and nagging delays for drivers.

1,099 of 6,728 bridges in Oklahoma are structurally deficient and another 534 are functionally obsolete. So about 1,600 need to be rehabilitated or replaced.

Currently, 162 bridges are over 80 years old. At our current replacement rate, in 10 years, this number will increase to more than 800 bridges over 80 years old.

There are 196 wooden bridges statewide.

There are currently 660 bridges on the state highway system that were built before Ford stopped making the Model A.

Highways

More than 3,000 miles of our 12,266 miles of highway in Oklahoma need to be rehabilitated or replaced due to inadequacies. This is 25% of our highways.

Approximately 35% of Oklahoma's driving surfaces are in "poor" condition which amounts to around 4,300 miles.

Oklahoma has about 670 centerline miles of non-toll interstate. When measured for roughness, almost 50% of Oklahoma interstates rate fair, mediocre or poor, compared to a national average of 35%.

There were 104 fatalities in 3,119 accidents in 2003 and 2,064 accidents claiming 71 lives in 2004 on two-lane highways without shoulders.

Safety

There were 21 deaths in 2003 and 46 deaths in 2004 related to crossover collisions. That is a 119% increase in one year.

56% of accidents take place on inadequate roads. Inadequate roads are those which have one or more of the following attributes: poor passing opportunities, inadequate sight distance, no paved shoulders, no recovery areas for errant vehicles, and/or severe hills or curves.

In Oklahoma in 2004, there were 666 fatal vehicle collisions resulting in 776 deaths. 51 of those fatalities involved drivers under the age of 17. That is an 11% increase in fatal collisions from 2003. Of those deaths, 499 were on the state highway system.

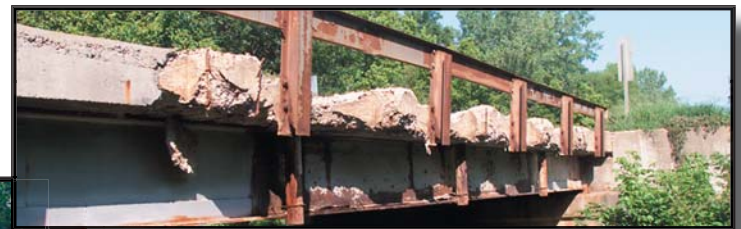


**No shoulders
Narrow bridge**



**Crumbling
barrier walls**

**Deficient load
bearing piers**



**Cracked and broken
bridge decks**

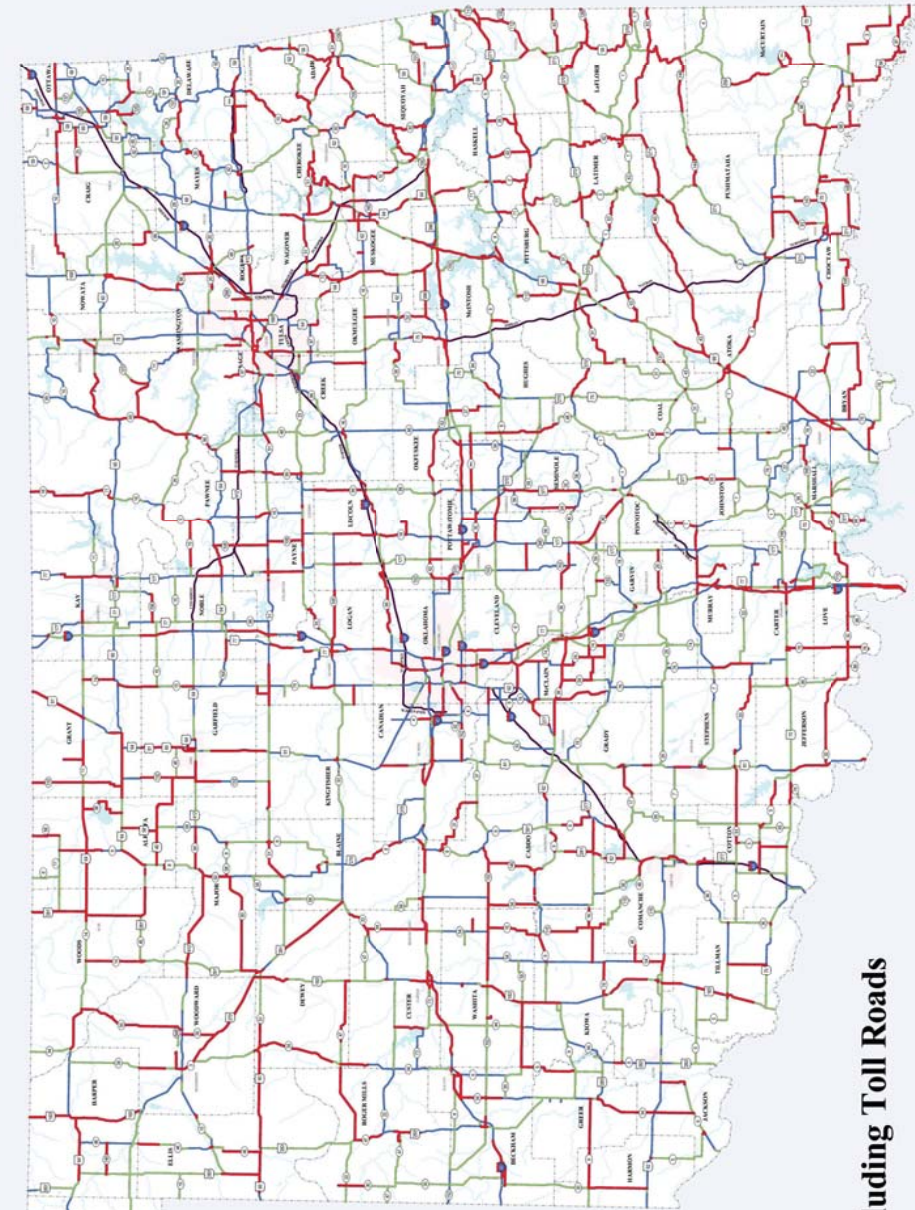


No shoulders

Limited line-of-sight

No merge lanes

**Unsafe school bus loading/unloading
zones**

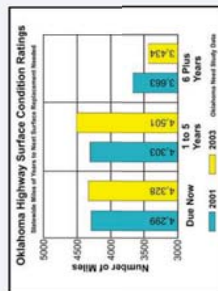
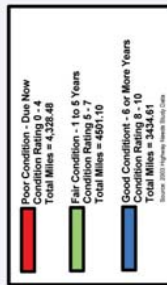


Conditions as of July 2002

Excluding Toll Roads

Everybody's Problem

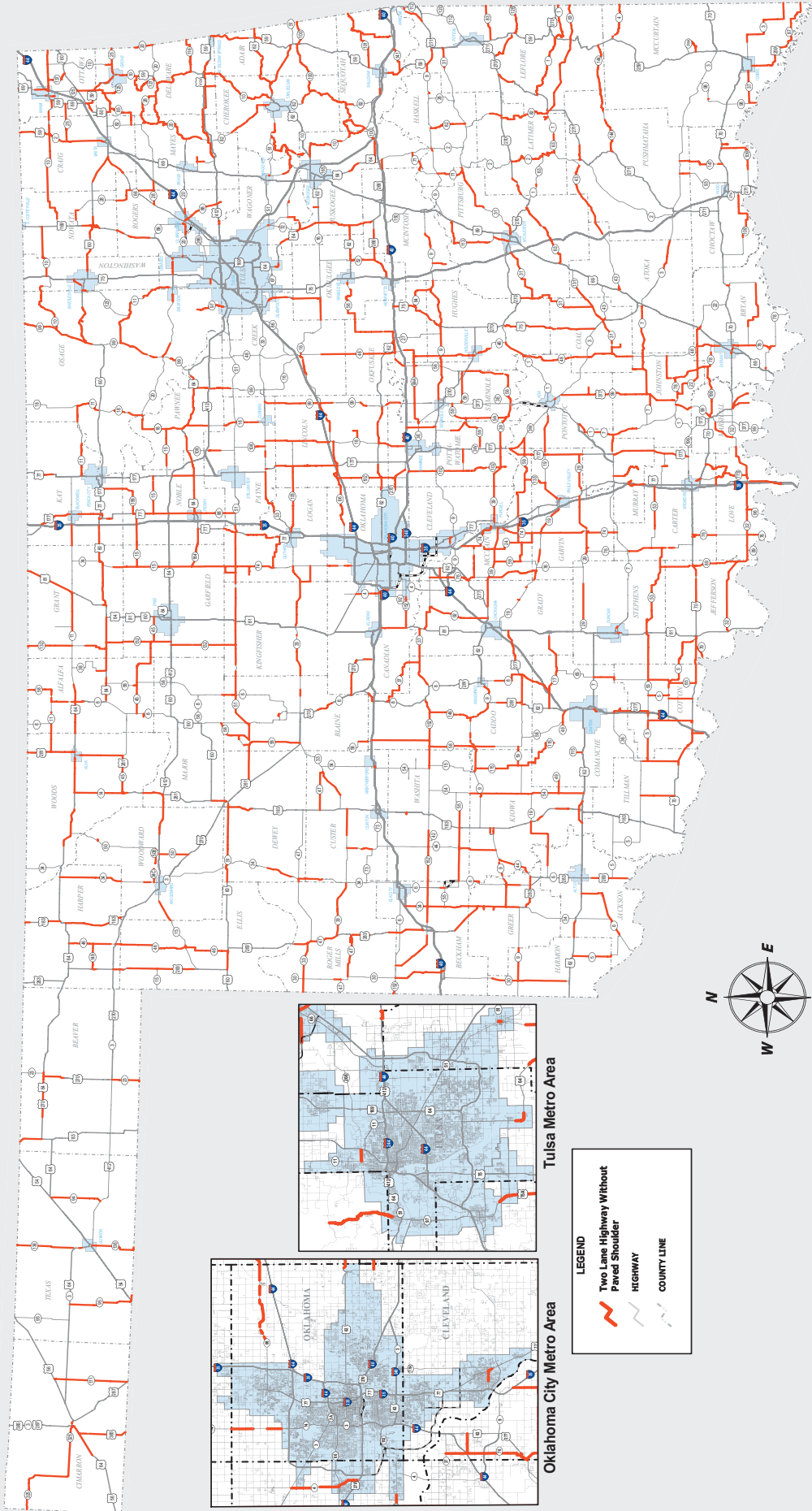
This map shows that the highway condition problem affects every part of the state. The routes shown in red need to have surface replacement now. Those in green should be repaired in the next five years. That work costs money and with this many miles in poor condition, it's time to give serious consideration to significant, consistent rehabilitation efforts before the problem gets totally out of hand.



OKLAHOMA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION MANAGEMENT SYSTEMS
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 OKLAHOMA CITY, OKLAHOMA 73104



2003 HIGHWAY NEEDS STUDY YEARS TO NEXT SURFACE REPLACEMENT



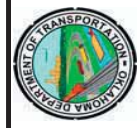
Miles of Two Lane Highway Without Paved Shoulder

Division 1	401.03	Division 5	639.43
Division 2	593.27	Division 6	516.33
Division 3	942.80	Division 7	683.11
Division 4	562.40	Division 8	633.29
State Wide		4951.66	

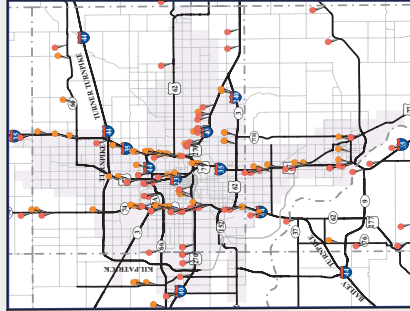
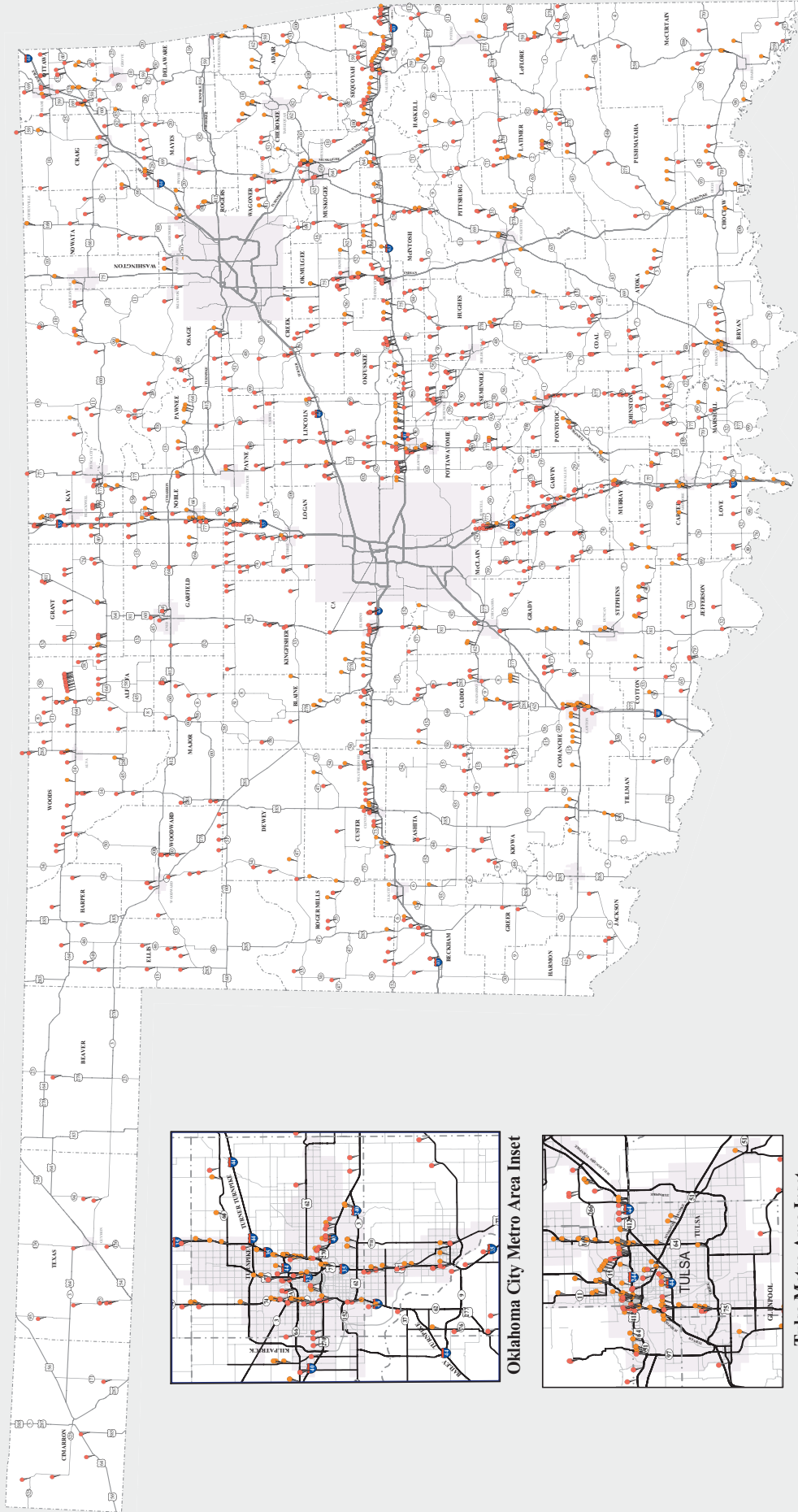
As of May 19, 2005

Two Lane Highways Without Paved Shoulders

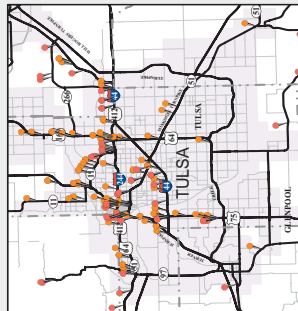
Oklahoma Department of Transportation
 Planning & Research Division
 GIS Management Branch
 200 N.E. 21st Street
 Oklahoma City, Oklahoma 73105



OKLAHOMA DEPARTMENT OF TRANSPORTATION



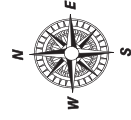
Oklahoma City Metro Area Inset



Tulsa Metro Area Inset

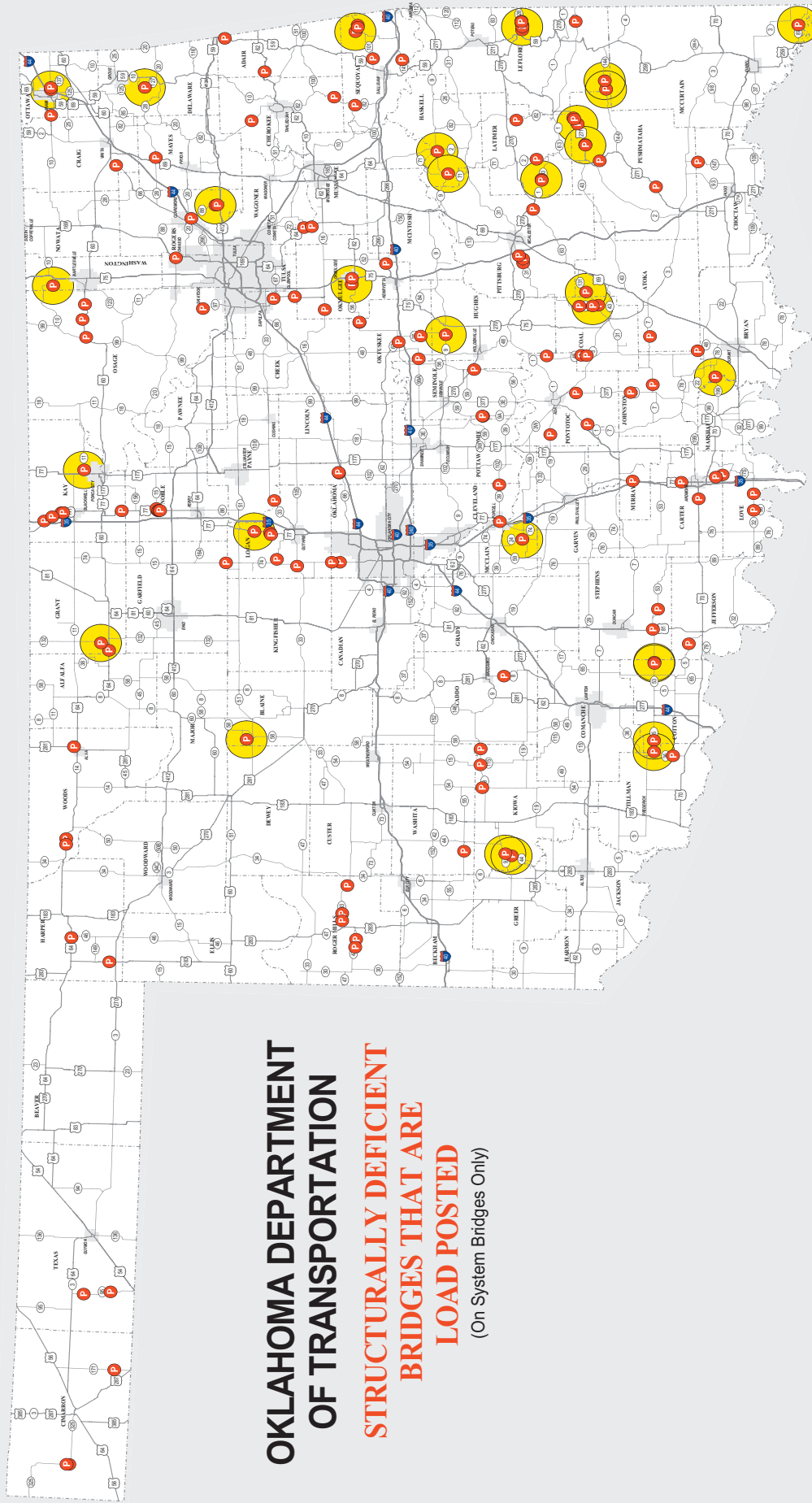


OKLAHOMA DEPARTMENT OF TRANSPORTATION
 605 N. WASHINGTON
 200 N.E. 28TH STREET
 OKLAHOMA CITY, OKLAHOMA 73106



STRUCTURALLY DEFICIENT / FUNCTIONALLY OBSOLETE BRIDGES

ON SYSTEM BRIDGES ONLY

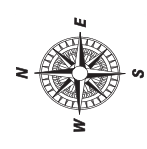


**OKLAHOMA DEPARTMENT
OF TRANSPORTATION**
**STRUCTURALLY DEFICIENT
BRIDGES THAT ARE
LOAD POSTED**
(On System Bridges Only)



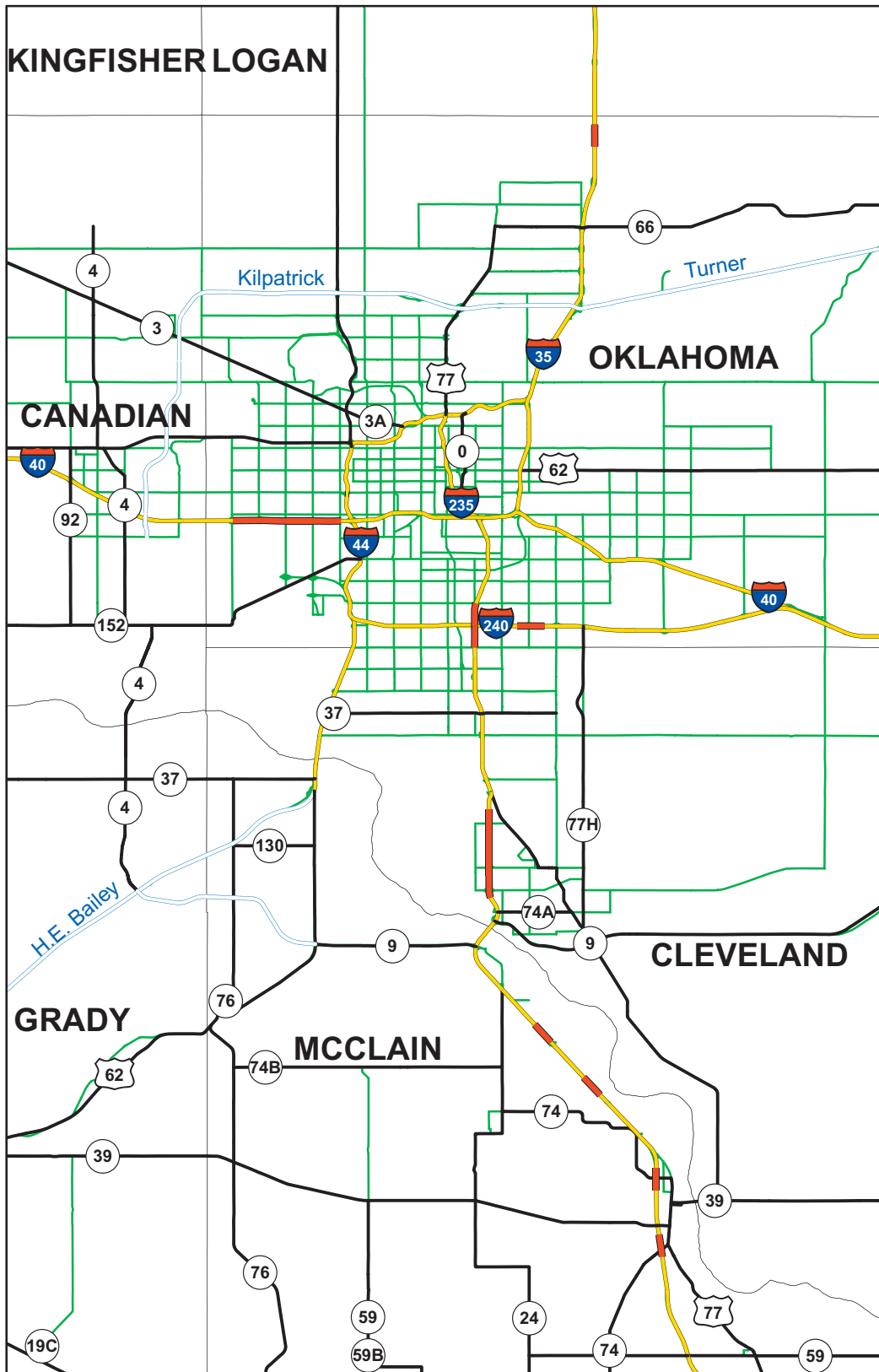
OKLAHOMA DEPARTMENT OF TRANSPORTATION
PLANNING & RESEARCH DIVISION
300 N.E. 21ST STREET
OKLAHOMA CITY, OKLAHOMA 73105

P LOAD POSTED BRIDGE
○ LOAD POSTED BRIDGE
15 TONS OR LESS
COUNTY LINE
URBAN AREA BOUNDARY



October 1, 2004
G:\Data\MapFiles\Bridges_Load_Posting

CROSS-OVER COLLISION CONCENTRATIONS ON DIVIDED HIGHWAYS OKLAHOMA CITY AREA





LEGEND

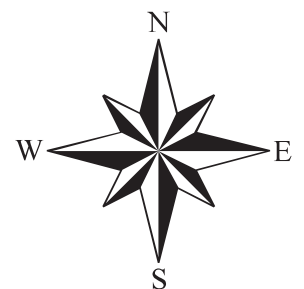
Critical Segments



Roads

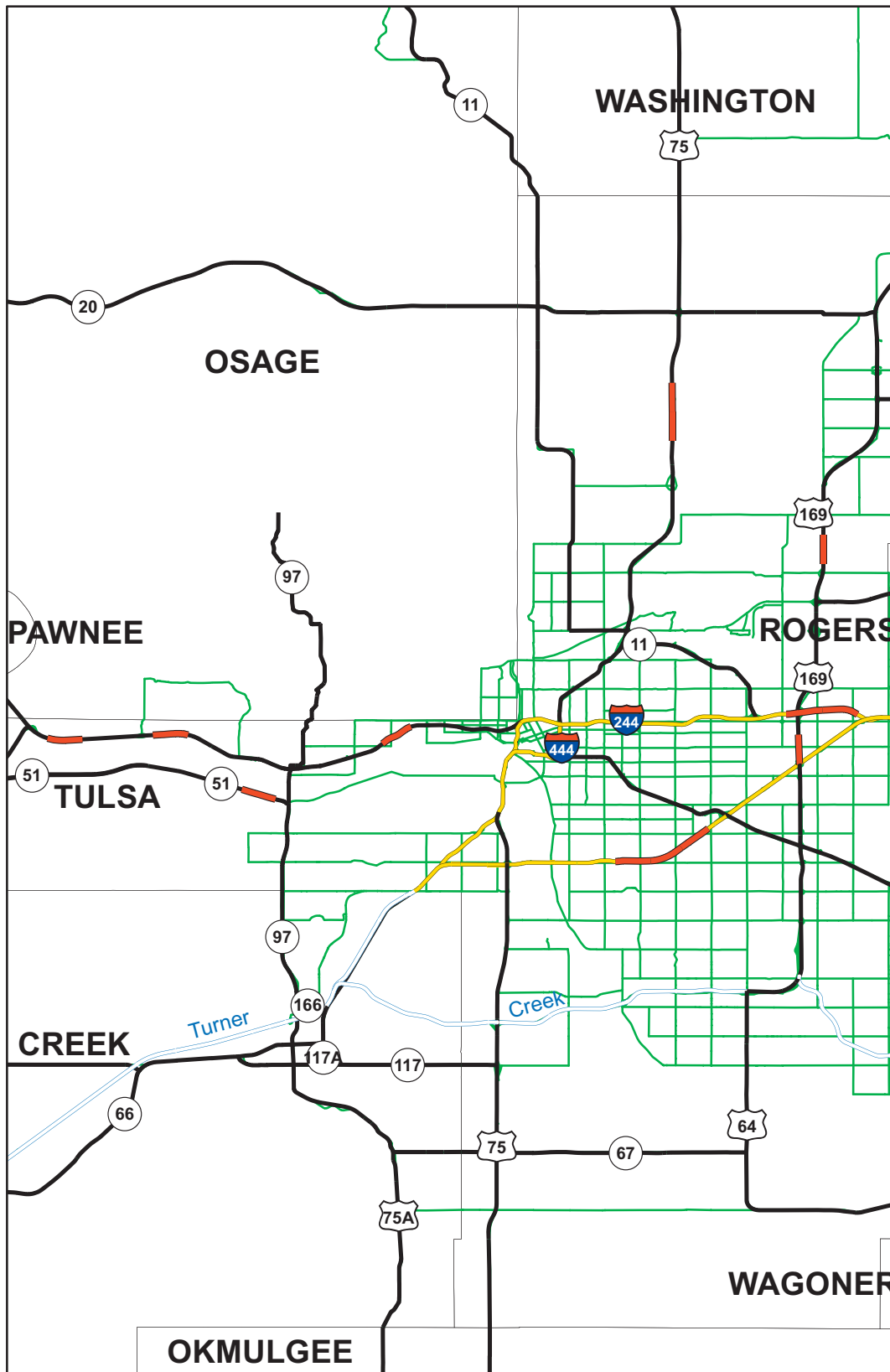
-  Interstate
-  State Highways
-  Turnpike
-  Major Roads

Counties



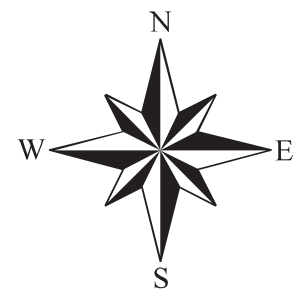
Traffic Management & Safety Team
200 NE 21st (405) 521-2861
Oklahoma City, OK 73105
Created: 6/27/05 by D. Cranford
MapID #05218

CROSS-OVER COLLISION CONCENTRATIONS ON DIVIDED HIGHWAYS TULSA AREA



LEGEND

- Critical Segments**
—
- Roads**
 - Interstate
 - State Highways
 - Turnpike
 - Major Roads
- Counties**
□



Traffic Management & Safety Team
 200 NE 21st (405) 521-2861
 Oklahoma City, OK 73105
 Created: 6/27/05 by D. Cranford
 MapID #05218

The Cause

Funding

Due to stagnant or reduced state funding, dramatic increases in product and service costs have meant that ODOT's buying power is significantly reduced – ODOT cannot, and has not, kept up with inflation, resulting in less work on Oklahoma highways.

State funding has only varied slightly since the early 1980s. ODOT had more state spending in 1985 than it currently does for FY2005.

Oklahoma may be the only state that does not match federal funds with state funds.

If not addressed, Capitol Improvement Program Debt Service (\$70 million per year) would take more than 1/3 of our entire state transportation budget for the next three years, resulting in a devastating impact to highway and bridge maintenance.

There is no state constitutionally dedicated transportation funding.

Our infrastructure is aging faster than we can replace it.

Traffic

There were over 56 million highway miles driven in 1995. That number has grown to over 65 million in 2003, a 16% increase in 8 years.

Current traffic growth projections indicate a 33% increase in cars on highways and at the same time a 70% increase in trucks on Oklahoma interstates in the next 20 years.

The American Trucking Association projects about a 50% increase in freight movement on highways in the next 10 years. The Association of American Railroads reports a minimum increase of 50% in rail freight in the next 20 years.

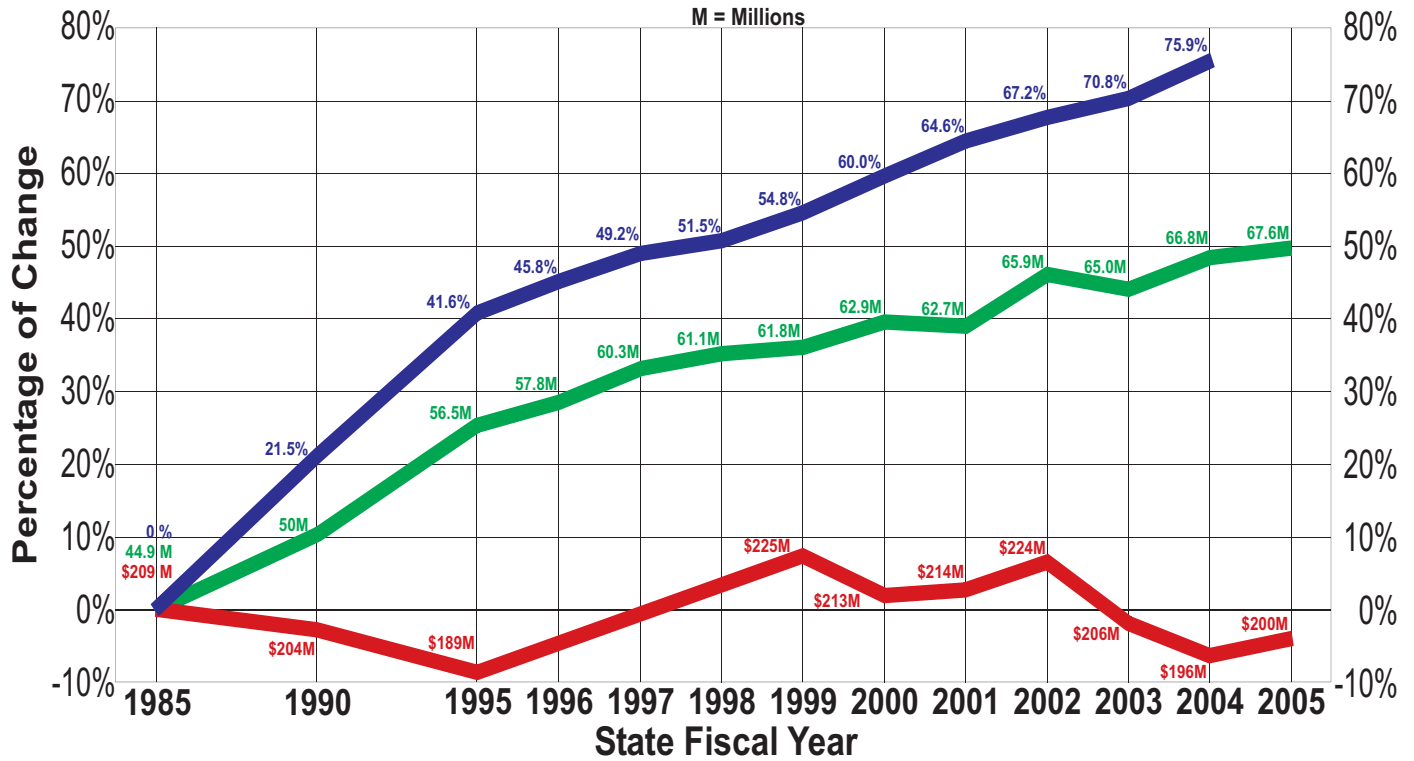
Safety

Inadequate roadways include those which have no shoulders, narrow lanes, deteriorated pavement, no or few passing areas (restricted by geography), many curves and/or too much traffic.

About 40% of our two-lane highways do not have paved shoulders – severity of accidents is higher; harder to recover from mistakes.

The penalty for going three inches over the white line should not be severe injury or death.

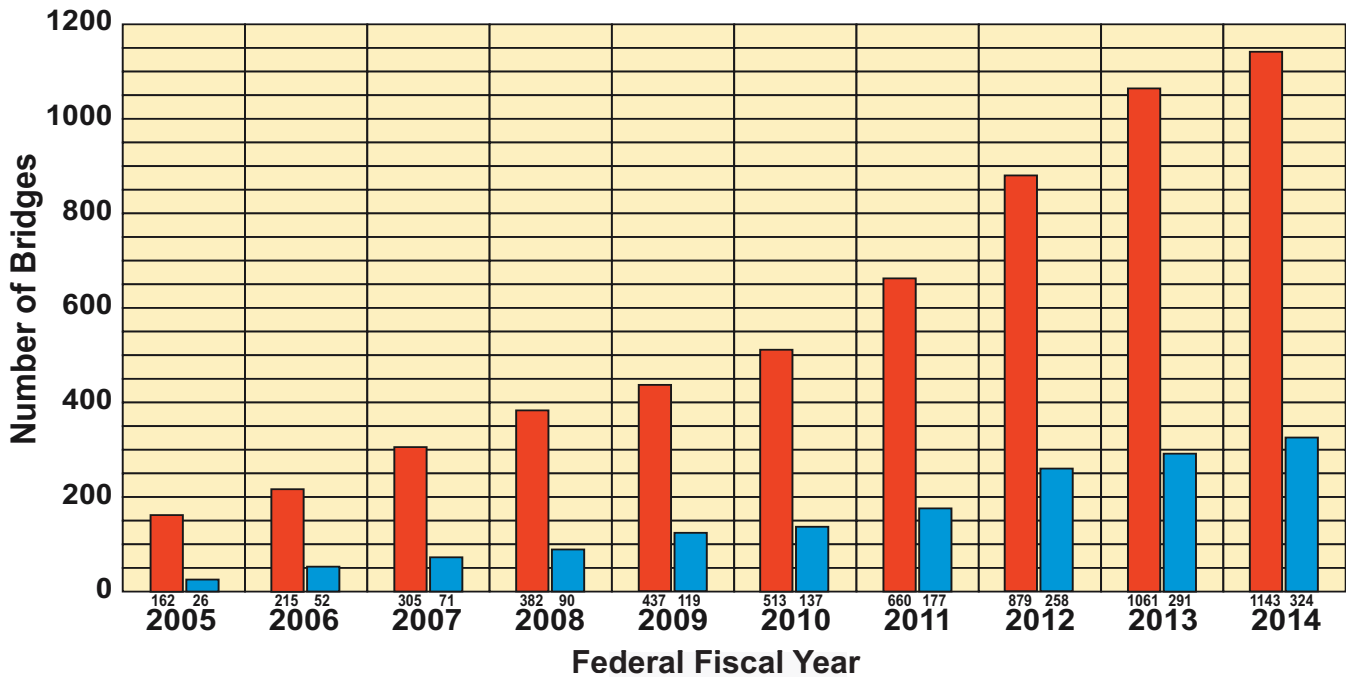
Comparison of **State Appropriations** to ODOT by Fiscal Year, **Inflation** and **Average Daily Vehicle Miles Traveled**



■ State Appropriations for Highways and Bridges (Excluding Special CIP Funds)
 ■ Inflation*
 ■ Daily Vehicle Miles Traveled

*Source: Consumer Price Index - Federal Reserve

BRIDGE AGING AND REPLACEMENT RATES



■ Number of Bridges 80 Years Old or More
■ Number of Bridges Replaced in Current Program

The Solution

Funding

SQ723 will provide ...

A constitutionally-protected “lock box” fund known as the Oklahoma Bridge and Highway Trust Fund would ensure all fuel tax money is used solely for bridges and highways. Future funds couldn’t be diverted to the General Fund or be used for bond debt payments above \$21 million annually.

Approximately \$150 million per year to be used solely for the construction and reconstruction of Oklahoma’s bridges and highways.

Tax on gasoline and diesel fuel would increase incrementally over a total of four years resulting in a 5 cent/gallon increase on gasoline and 8 cent/gallon increase on diesel, placing Oklahoma at the regional average.

The Oklahoma Highway Oversight Commission to monitor how fuel tax revenues are spent.

HB1078 will provide...

\$170 million in new funding contingent on a growth in state revenues. Appropriations will be increased annually by either \$17.5 million or \$35 million increments to reach, then sustain, a level of \$170 million a year provided there is growth in state revenues each year.

The rate of additional appropriations is dependent on revenue growth. Contribution of \$17.5 million if growth is less than 3% , \$35 million if 3% or greater. While the bill does not specify a multi-year commitment, at this rate it would take 5 to 10 years to reach the maximum \$170 million.

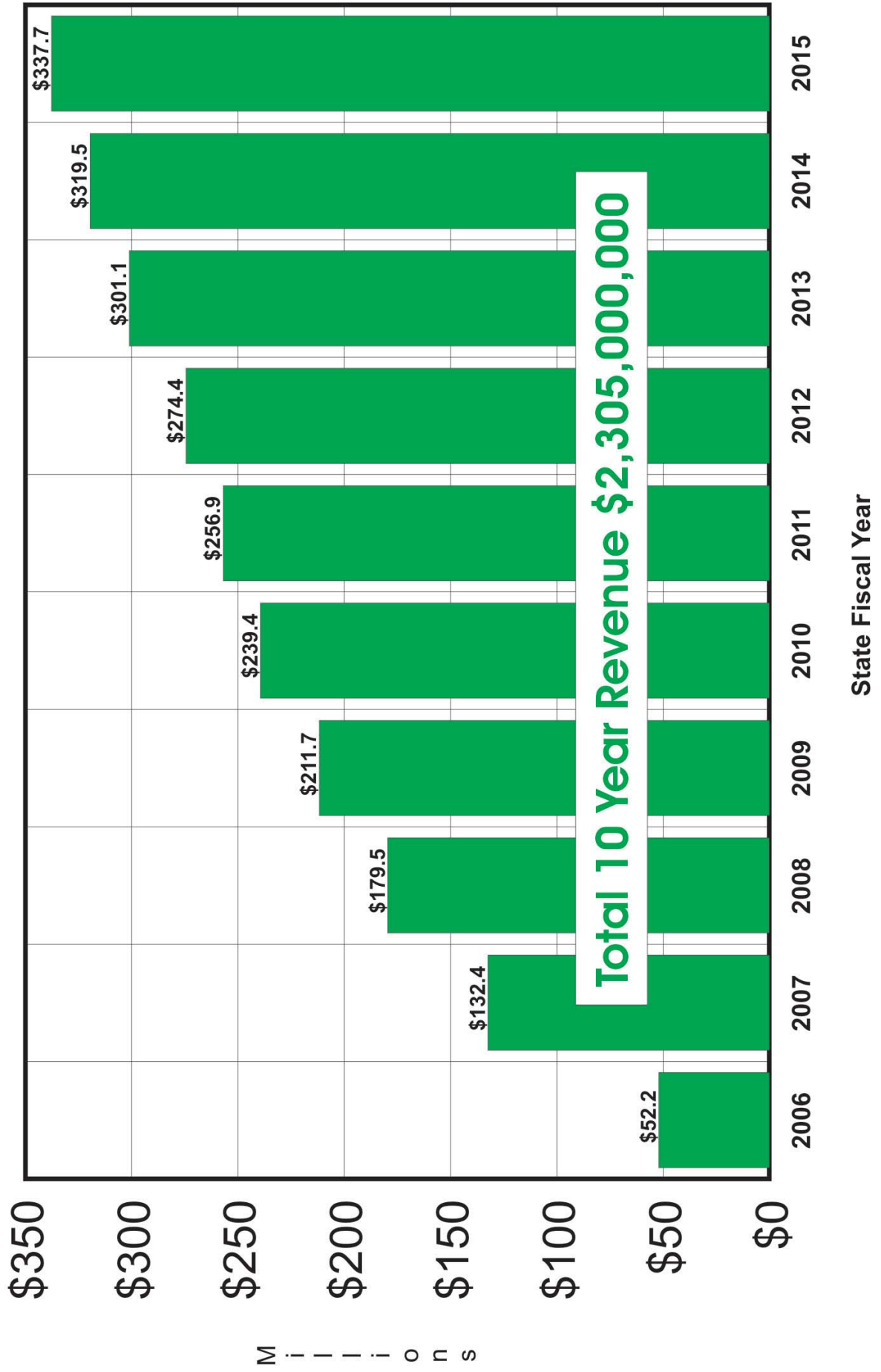
Creates “Rebuilding Oklahoma Access and Driver Safety Fund” for construction and maintenance of state roads, bridges and highways; for matching federal funds, and to allow for purchase of needed materials and equipment.

Creates a legislative lockbox procedure to ensure monies will not be used to supplant or replace existing state transportation funding. This lockbox is not constitutional, meaning it can be changed or repealed in future years.

Estimated New Revenue

from SQ723 and HB1078

Based on a conservative estimate of constant fuel sales and less than 3% growth in state revenue.



Proposed 10-Year Transportation Plan using additional funds from SQ723 and HB1078

Bridges

Oklahoma's bridge problem is well recognized. Of the more than 6,700 bridges on the state highway system, 1,600 are either too narrow to support today's traffic, have structural deficiencies or have both problems. Of those, approximately 150 have restricted load limits. Through these additional revenue sources, our bridge replacement efforts can be escalated and accelerated to reach a target of over 80 bridges per year. Ultimately, over the next 10 years, this increase will result in the replacement of 500 of our worst bridges not in our program. This would ensure the replacement of all of our load-posted bridges within the next five years.

Replace 500 bridges **\$1,105,000,000**

An expanded rehabilitation program affords the opportunity to quickly address bridge deficiencies, increase our investment in true preventative maintenance programs and pro-actively extends the life of our system.

Rehabilitate 200 bridges **\$60,000,000**

Highways

Oklahoma's rural nature and historically agricultural based economy has witnessed the conversion of many farm-to-market roads into highways. While these roads were ideal for transporting livestock and crops to market, they are less than desirable when supporting today's heavier trucks and increased traffic demands. In fact, based on an evaluation of safety features such as passing opportunities, adequate sight distances, the existence of paved shoulders, recovery areas for errant vehicles, and the severity of hills and curves, 25% or approximately 3,000 miles of our highways rate as critical or inadequate.

**Add shoulders and improve roadway hills and curves
to 320 miles of critical, inadequate two-lane highways** **\$400,000,000**

Traffic on major highways has increased dramatically in the past decade and is expected to continue to compound for the foreseeable future. Conservative estimates indicate a 33% increase in cars on highways and 70% increase in trucks over the next 20 years.

Reconstruct high-volume major highways **\$440,000,000**

Similar to bridge rehabilitation, an increased investment in pavement resurfacing extends the life of our highways and provides opportunities to refocus and redirect resources to other maintenance activities that help us stay ahead of deterioration and enable us to reach our pavement's expected design life. Today, more than 4,000 of the state's 12,266 miles have a poor surface condition requiring immediate repair.

Rehabilitate 1,000 miles of pavement **\$ 200,000,000**

Safety

The greatest potential for tragic crossover accidents exists on high volume, high speed roads. These types of accidents resulted in 46 fatalities in 2004. The installation of median barriers minimizes the opportunity for such occurrences.

130 miles of median barrier (concrete and cable) **\$ 100,000,000**

**Total 10-Year Transportation Plan using the
new funds generated by SQ723 and HB1078** **\$2,305,000,000**

The Result

**New, wider bridges
to improve driver
safety**



**Newly resurfaced and
shouldered highways to
improve driver safety**



**New median
barriers to
reduce
crossover
collisions**



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