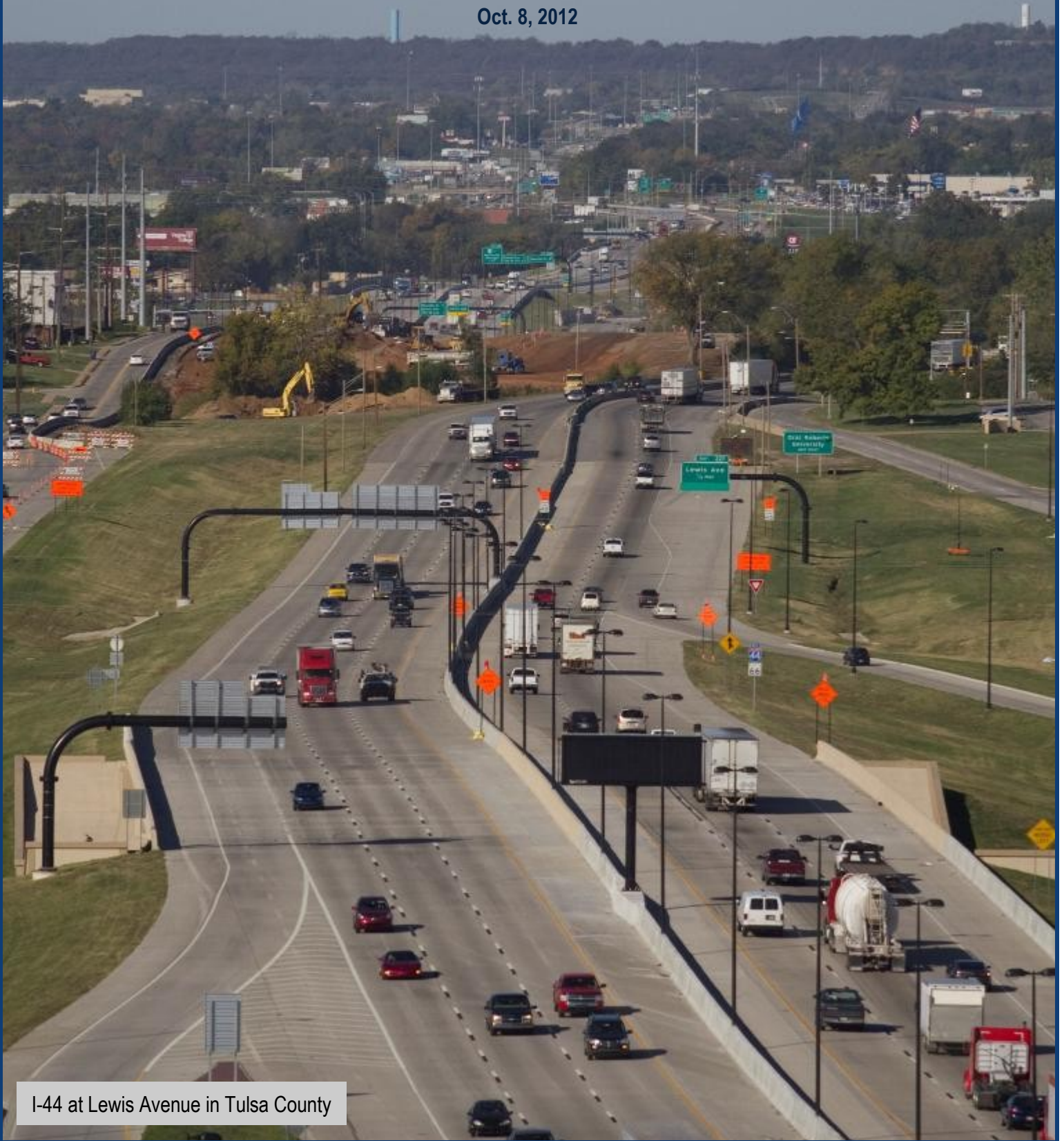


# Update on Oklahoma Bridges and Highways



By the Oklahoma Department of Transportation

Oct. 8, 2012



I-44 at Lewis Avenue in Tulsa County

# Oklahoma Bridges and Highways

## Oklahoma's State Highway Transportation Infrastructure

### Preface

The State owned highway system in Oklahoma is comprised of the State numbered route highways, the US numbered route highways and the interstate highway system. The state system of highways encompasses 12,262 centerline miles as measured in one direction along the dividing stripe of two lane facilities and in one direction along the general median of multilane facilities. Transportation on our highways is also facilitated via 6,812 bridge structures that span major rivers and lakes, named and unnamed perennial streams and creeks, other roads and highways and railroads. On the average, passenger vehicles, buses and trucks traveled more than 66 million miles each day (DVMT) in 2011 on the state owned highway system.

While improvements are occurring, Oklahoma's highway system bridge and pavement problems are readily recognized and are a direct result of many years of "deferred maintenance" due to a lack of state funding. From 1985 to 2005 state transportation investment was quite simply flat. As a result the condition of the infrastructure experienced a consistent, downward spiral and decline that will take many years of committed, focused and dedicated resources to correct. Prior to 2005 the problem was quickly becoming overwhelming with no viable solution. At that time highway pavements were deteriorating at a rate beyond repair, let alone reconstruction and more than 1,500 of our highway bridges were structurally deficient or functionally obsolete. 137 of those bridge structures across Oklahoma were posted as unable to carry a legally loaded truck.

Understanding that a world class transportation system is the cornerstone of a vibrant economy and a leading factor in growing and attracting new business, the Oklahoma Legislature clearly decided that investing in transportation infrastructure should be a priority of state government. In 2005 these policy makers set about the important business of reversing the trend of the previous 20 years and several pieces of landmark transportation legislation were subsequently crafted and passed. These transportation funding initiatives have introduced new state resources reserved for the construction, care and maintenance of our transportation infrastructure.

If these trends are sustained and enhanced, these growing revenue streams represent the true turning point for the future of Oklahoma's transportation assets. Today, the Department is afforded the opportunity to develop an investment strategy and direct a multi-faceted plan that wisely and transparently dedicates the available state transportation resources in a balanced manner. This strategy represents the beginning of a monumental effort to return Oklahoma's bridges and highway system to a state of good repair and safety and keep it that way for our citizens in the future.

Please enjoy the progress described in this update, understand the challenges that lie ahead and most importantly, accept our deepest appreciation for your interest in and support for Oklahoma's transportation system.





I-235 at I-44 in Oklahoma County

# Oklahoma Bridges

## Oklahoma's Transportation Infrastructure

### Condition and Needs Summary

Oklahoma's bridge problem is well recognized. Of the 6,812 bridges on the state highway system, 1,207 are either too narrow to safely handle today's traffic or have structural deficiencies, or both. Over the last several decades, Oklahoma consistently ranked at or near the bottom of the list of states with the nation's worst bridge conditions. Crumbling transportation infrastructure and deficient bridges have a detrimental impact on Oklahoma commerce, job creation and economic growth and can even endanger our citizens.

The Oklahoma Department of Transportation has accelerated bridge replacement efforts through a focused and concerted effort made possible by additional state funding provided by the Legislature. This effort has allowed the Department to replace or rehabilitate 730 bridges since January 2006. Even with this progress and our best efforts to gain control of the bridge infrastructure deterioration curve, the conditional problems caused by 20 years of flat transportation funding continue. An evaluation of the most recent bridge inspection cycle and April 12, 2012 reporting reveals that an estimated 634 structurally deficient bridges were still identified.

The current 2013-2020 Construction Work Plan includes the replacement or major rehabilitation of 951 bridges.

#### **Proposed bridge replacements / major rehabilitations in the 8 Year Construction Work Plan .....951**

- **All identified structurally deficient bridges are included in either the 2013-2020 Construction Work Plan or the 2013-2016 Asset Preservation Plan.**

The Department has always envisioned the development of an aggressive bridge rehabilitation program formulated to effect badly needed improvements on marginal bridges, but never possessed the resources required to launch a meaningful initiative. The Department has instituted a bridge specific program designed to be flexible and reactive. This bridge rehabilitation program allows the Department to stretch our scarce regular maintenance dollars farther. At the same time, the program has proven effective in slowing or stemming further deterioration or functional decline of the bridge infrastructure and enhances the ability to manage these transportation assets in a manner that maximizes their life cycle.

#### **Annual investment in bridge rehabilitation.....\$40 M**

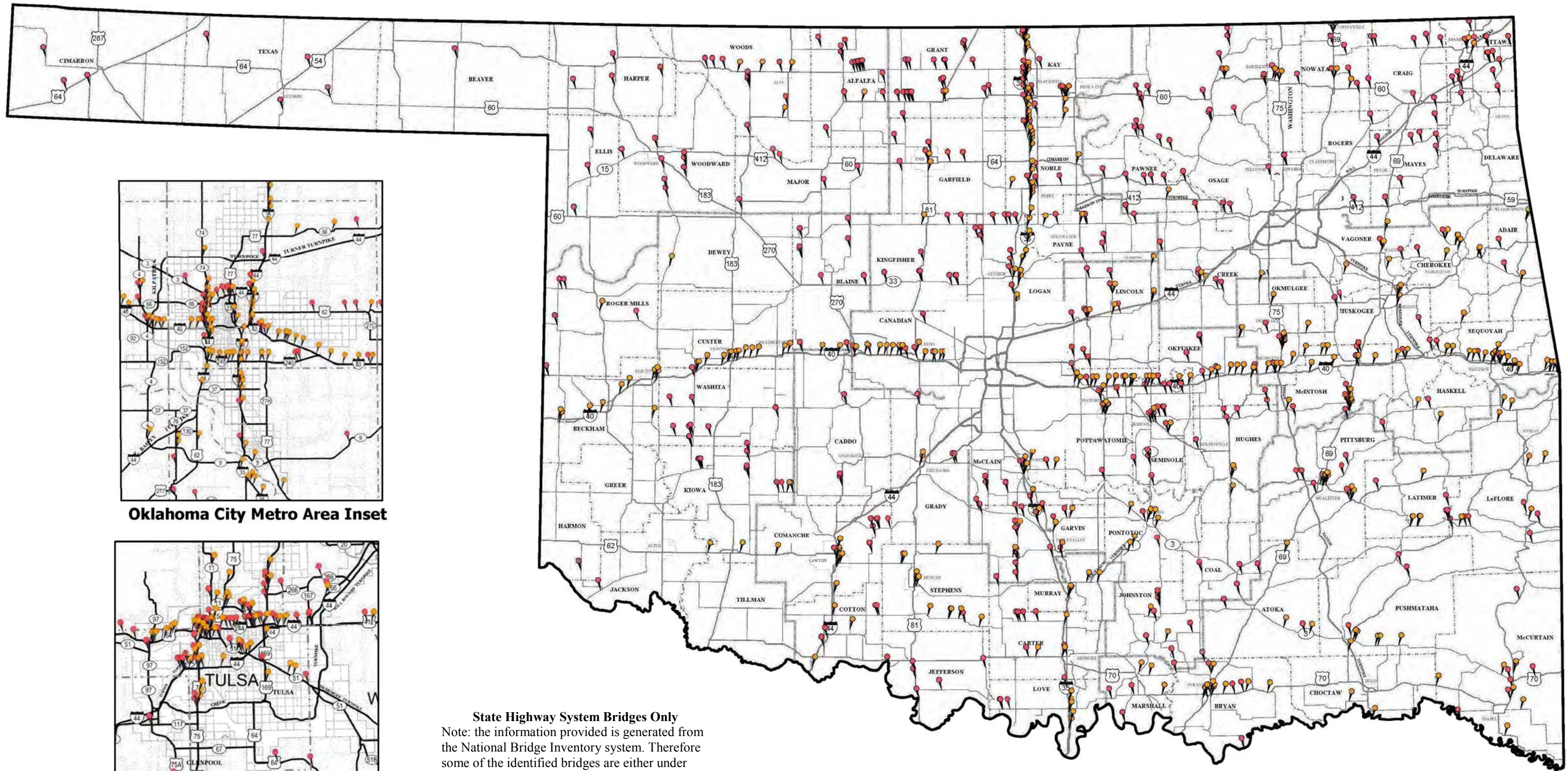
While these efforts exemplify the wise investment of the available resources, today we must consider that a continuing long term annual bridge replacement commitment will be required to keep pace with the projected aging and deterioration rates of our current inventory.





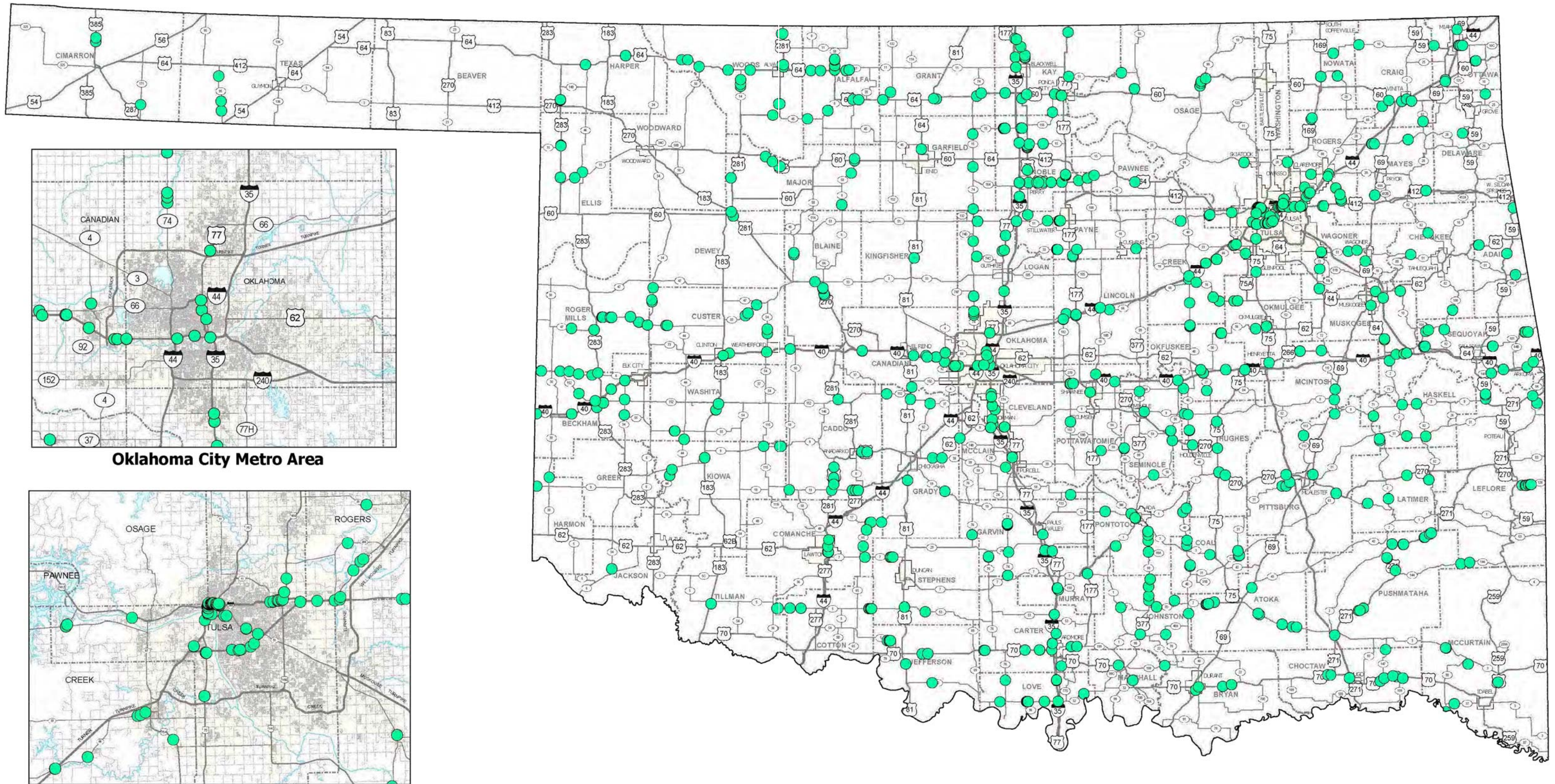
I-40 Crosstown in Oklahoma County





# Structurally Deficient and Functionally Obsolete Bridges



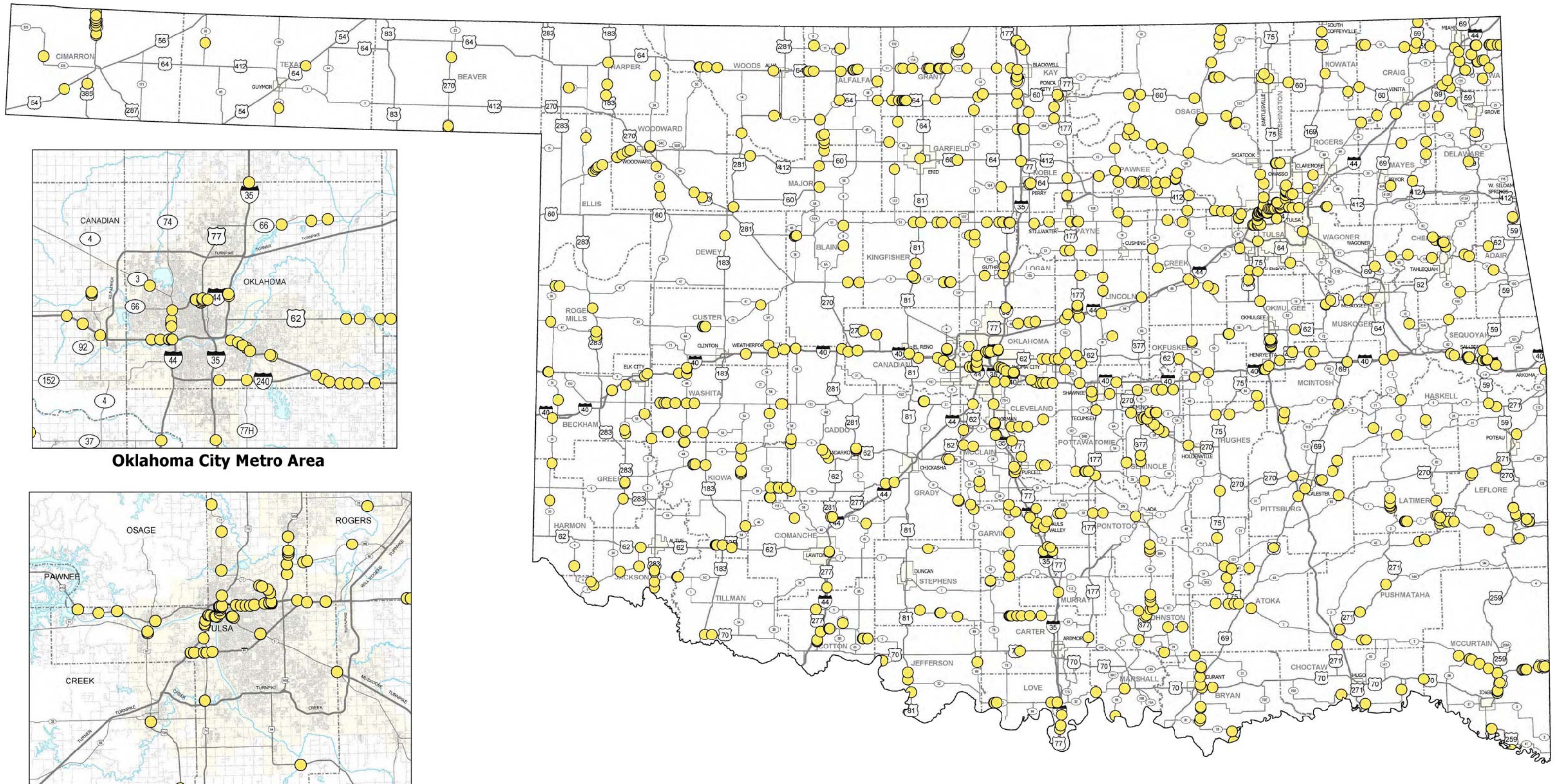


**Oklahoma City Metro Area**

**Tulsa Metro Area**

730 Bridge Replacement and Major Rehabilitation Projects  
Under Construction or Completed  
between January 2006 and October 2012



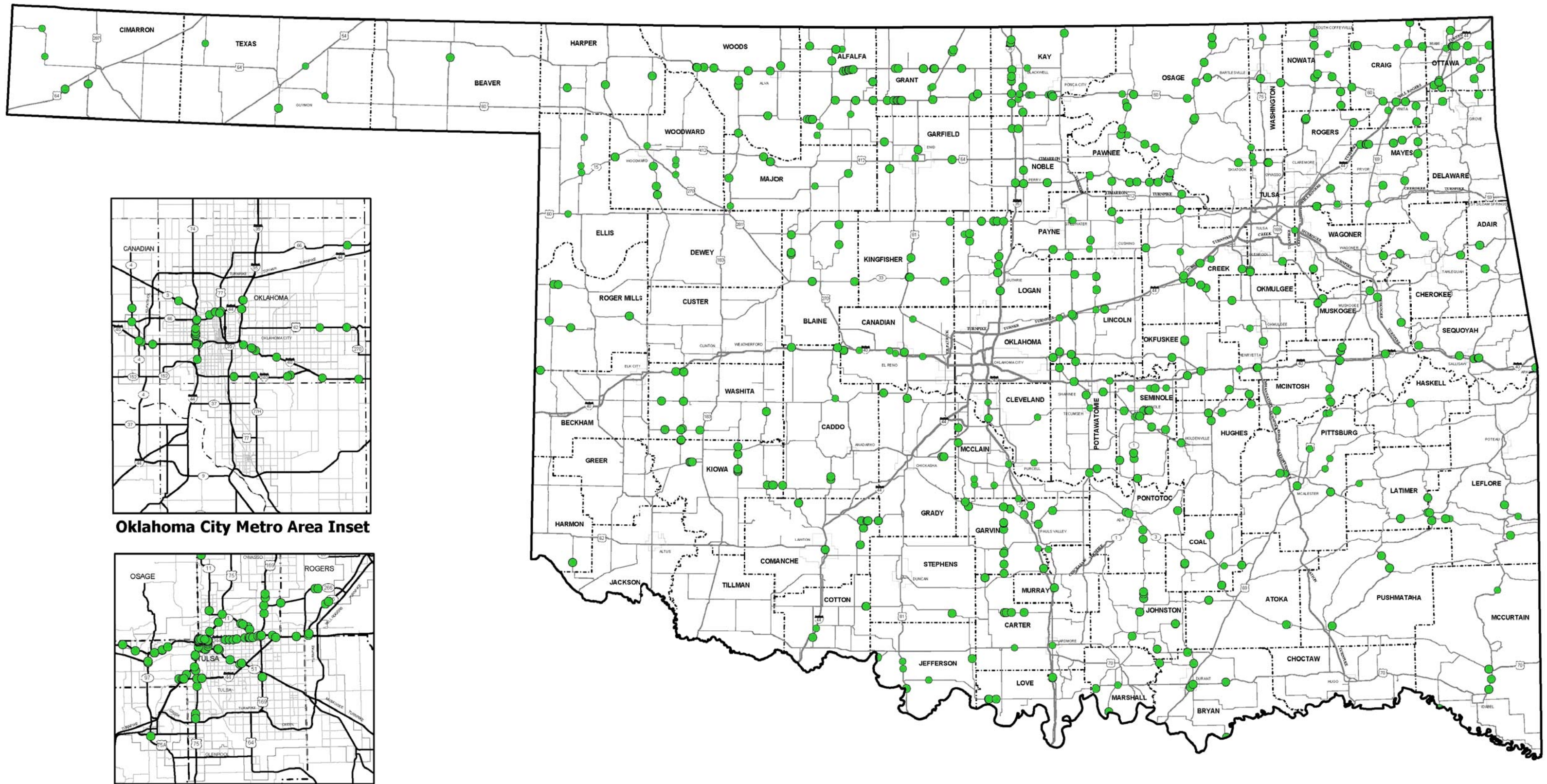


**Oklahoma City Metro Area**

**Tulsa Metro Area**

# 8 Year Construction Work Plan 951 Bridge Replacement and Major Rehabilitation Projects Fiscal Years 2013 - 2020





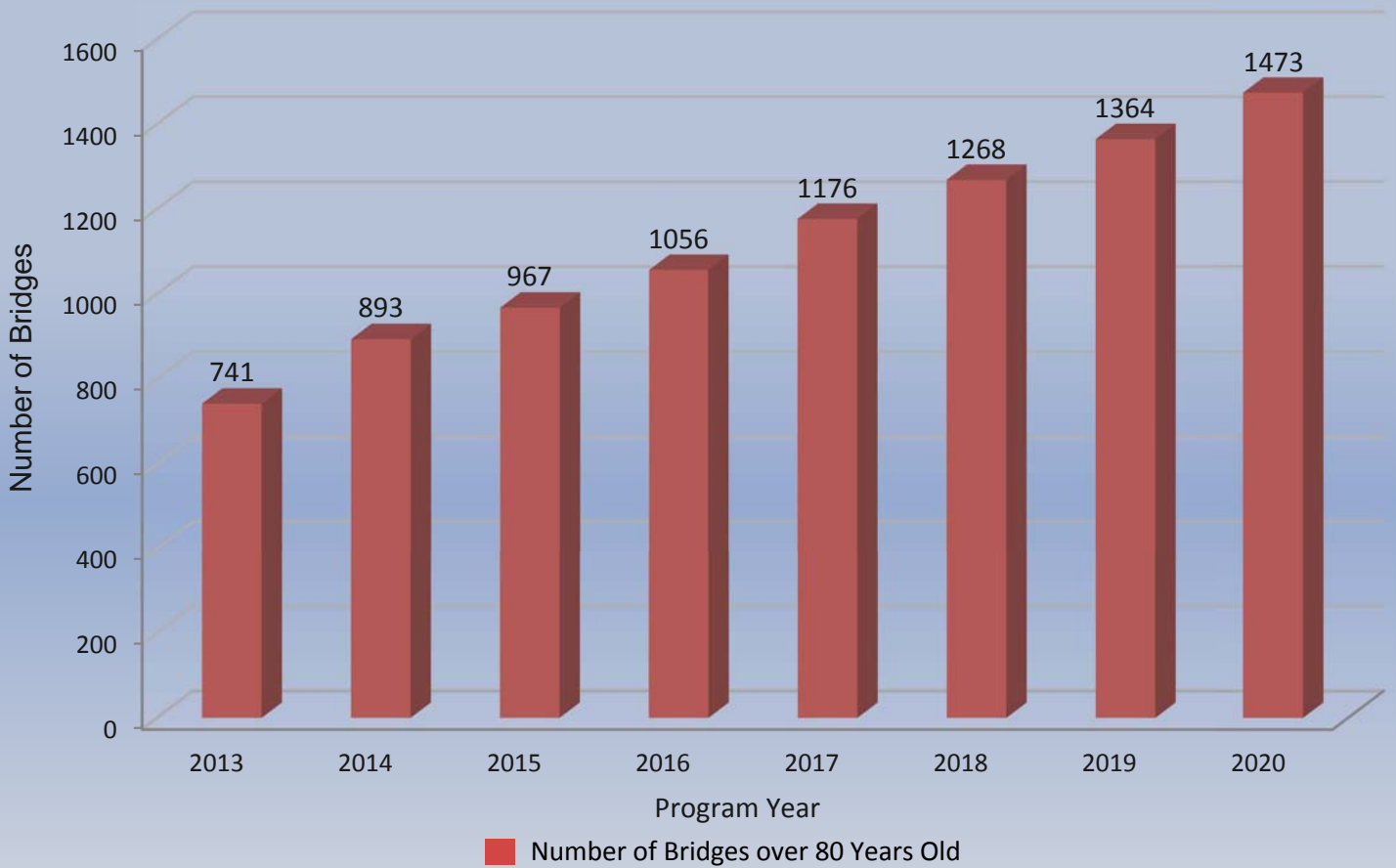
Oklahoma City Metro Area Inset

Tulsa Metro Area Inset

706 Structurally Deficient Bridges  
 706 will be let to contract by 2020  
 (Final 167 included in 2013-2020 Work Plan)



## Bridge Aging



### **Comanche County SH-17 over Whiskey Creek Structurally Deficient Bridge**

Built in 1932





**Sequoyah County  
US-64 over Big Sallisaw Creek  
Structurally Deficient Bridge**







**Woodward County  
SH-15 over Turkey Creek  
Structurally Deficient Bridge**







**Seminole County  
SH-56 over Jumper Creek  
Structurally Deficient Bridge**





# Highways & Safety

## Oklahoma's Transportation Infrastructure

### Condition and Needs Summary

Oklahoma's rural nature and historically agricultural and energy based economy has witnessed the conversion of many farm-to-market roads and bridges into highways. While these roads were ideal for transporting livestock and crops to market 70 years ago, they are less than adequate when supporting today's heavier trucks, increased traffic demands and higher operating speeds. Over 4,600 miles of Oklahoma highways are two-lane facilities without paved shoulders.

**Shoulders and roadway improvements to two-lane highways without paved shoulders in the 8 Year Construction Work Plan.....601 miles**

Traffic on our major highways has increased dramatically in the past two decades and freight traffic is expected to continue to compound for the foreseeable future. The daily vehicle miles traveled on facilities with more than two lanes in 2011 was 47.35 million miles (72% of total miles travelled). Improvements to these facilities are often our most expensive and resource consuming projects, but also yield high returns and have an immediate impact on regional traffic patterns. Over 275 miles of our 674 miles of interstate pavement have experienced significant rehabilitated or reconstructed since 2003 and an additional 112 miles are included in the Construction Work Plan.

**Surface, operational and capacity improvements to high-volume major highways in the 8 Year Construction Work Plan (estimated total investment).....\$2.05 Billion**

The greatest potential for tragic crossover accidents exists on divided high volume, high speed roads and by the end of 2007 crossover collisions were responsible for 39 fatalities. In an effort to dramatically reduce these types of collisions the department began an initiative that same year to install cable median barrier along divided high volume, high speed roads. The department has completed or has under construction 543 miles of cable median barrier. By the end of 2011 fatalities resulting from crossover collisions had been reduced by 90%. Although one fatality is one too many, our efforts to protect drivers from crossing open medians has been tremendously successful.

**Cable Median Barrier scheduled.....62 miles**

Much like our bridges, our pavement surfaces require systematic rehabilitation in order to maximize the life cycle of our highways. Until recently, it has been impossible for the Department to afford the consideration of such initiatives. As budgetary conditions improve we can invest in and develop a timely surface rehabilitation program with a focus on extending the life of our pavements.

**Annual investment in surface rehabilitation.....\$75 Million**

Based on an evaluation of safety features such as passing opportunities, adequate sight distances, existence of paved shoulders, recovery areas for errant vehicles, and the severity of hills and curves about 31% or approximately 3,860 of our 12,261 miles of highway rate as critical or inadequate which includes 3,360 miles of two-lane highway. Even with the improvements scheduled in the current 8-Year Construction Work Plan over 3,224 miles of inadequate highway will remain unaddressed. To put this distance in the proper perspective, that is the equivalent of driving from Tulsa to Santa Barbara, California and back on a highway with deteriorated pavement or sharp curves, no shoulders, steep hills, blind intersections or high traffic volumes. The safety of our transportation system and the traveling public is paramount to our mission and always has our full attention, but many highway safety improvements that could prevent property damage, personal injuries and the tragic loss of life will remain unattended.

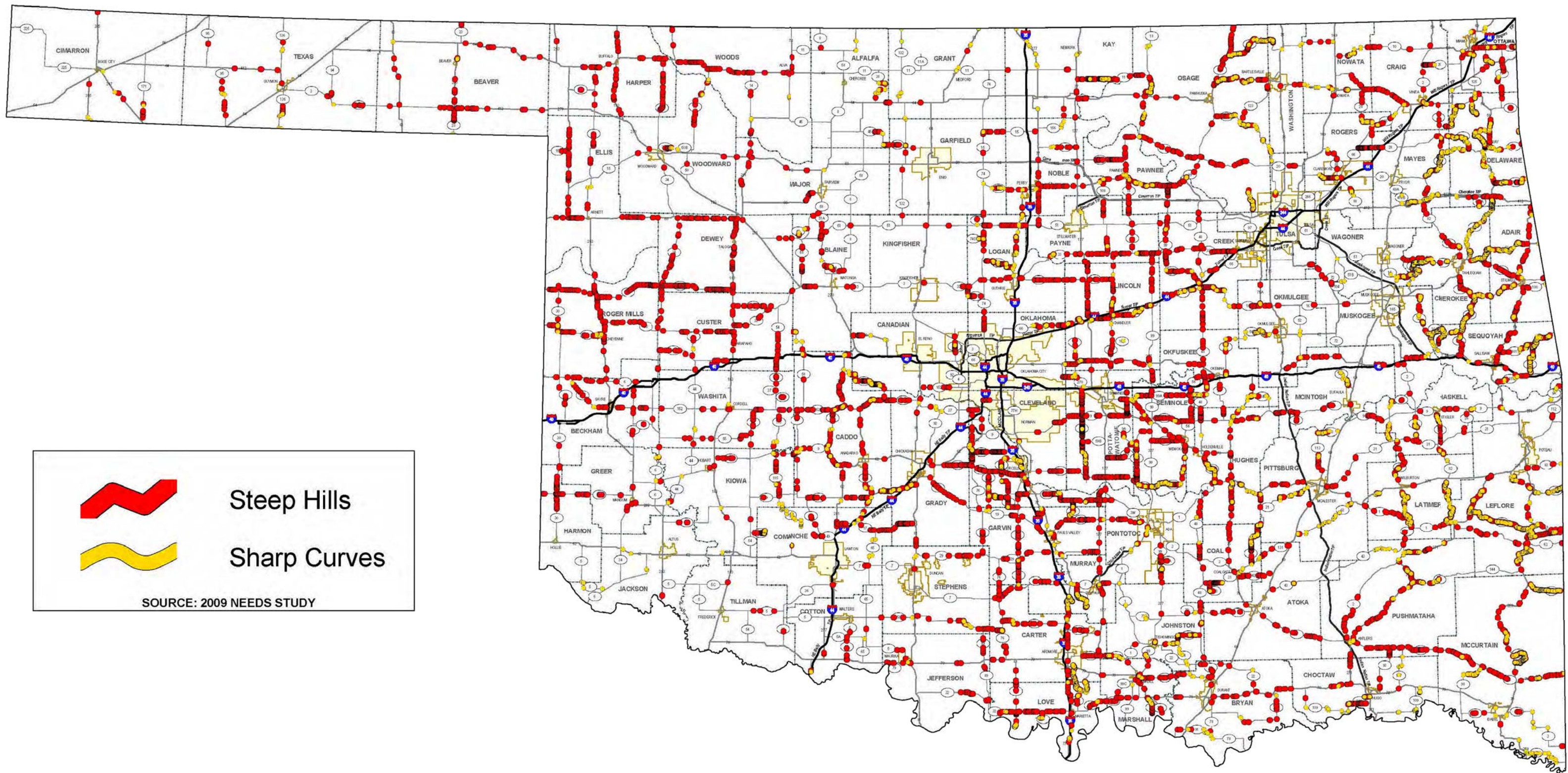
**Remaining inadequate highways with no improvements scheduled.....3,224 miles**





US-169 in Tulsa County





## Steep Hills and Sharp Curves

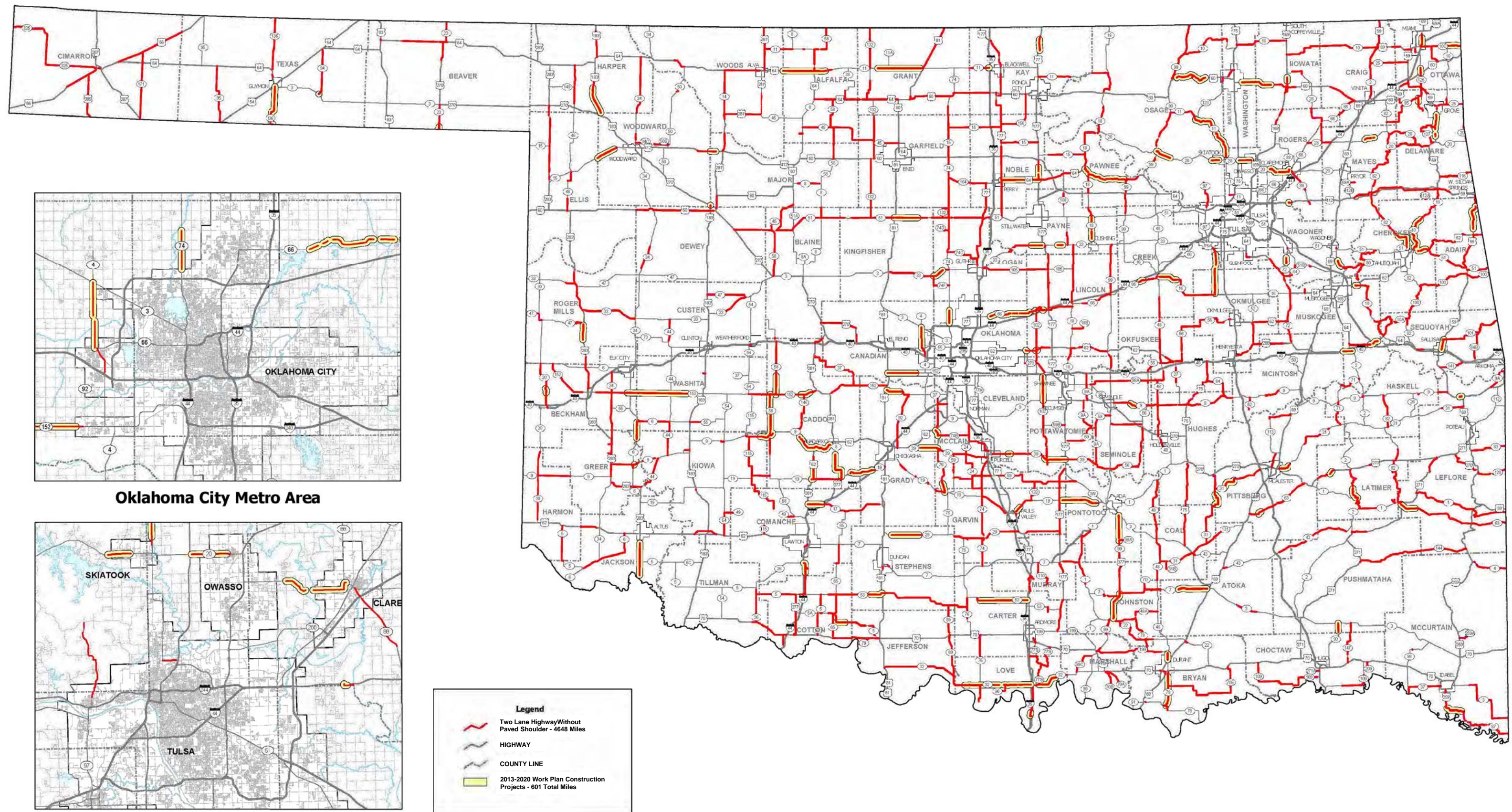












## Two Lane Highways Without Paved Shoulders





**US-75 between  
I-44 and the  
Creek Turnpike  
Current ADT  
48,700  
Vehicles per Day**







**I-44/I-235 Interchange**  
**Current ADT**  
**82,000**  
**Vehicles per Day**





# Progress Summary

Performance management, asset management, investment strategy, system analysis, and transparent reporting are primary terms often used in developing and managing business. Today, these primary terms are becoming more and more ingrained in government agencies and their operations. The intent is to better understand and measure the outcomes associated with the expenditure and investment of public funds. However, identifying the right measures to consistently and accurately collect the necessary data and then communicate the progress of government to the public in an understandable and meaningful manner can be quite difficult. Equally, when good measures are established and widely accepted, the nature of quantifying any gains or losses can be highly complex and difficult to concisely explain.

The Department of Transportation understands the needs of our transportation assets and monitors the effectiveness of our investment strategies on a daily basis. The data collection and analysis necessary to manage the transportation system is indeed extensive, complex, voluminous, and sometimes inconsistent due to changing collection and reporting criterion. With thoughtful consideration of these complexities, the Department has selected important and meaningful measures for the purpose of providing a brief progress summary in the context of Oklahoma's bridges and highways. It is anticipated that in the coming years this progress summary will evolve to become a concise snapshot of the progress of the highway and bridge investment strategy.

## **Structurally Deficient Bridges**

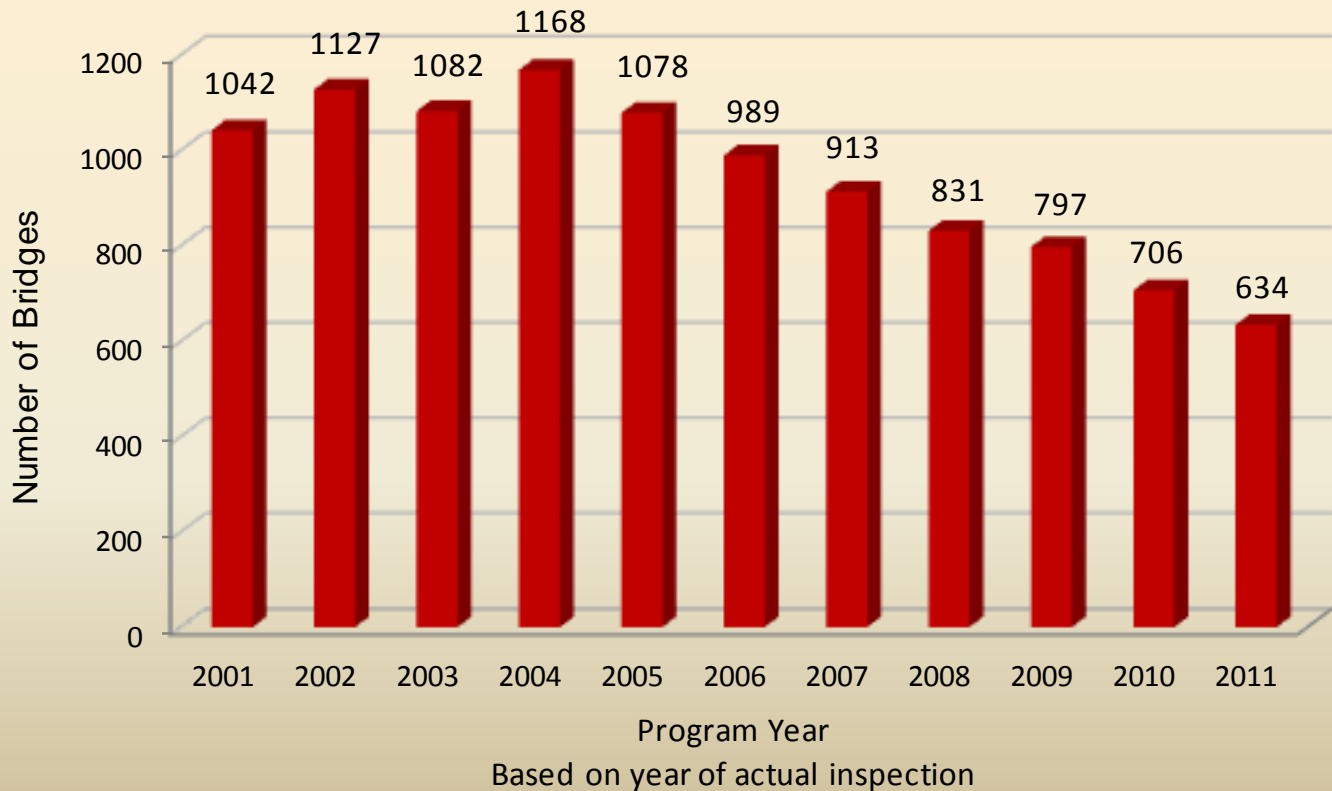
The conditional issues that manifest in our bridge infrastructure are well known. Since the year 2000 Oklahoma has consistently ranked as one of the worst states on the national list of structurally deficient bridges. At the most recent peak as reported in December of 2004, 1,168 bridges or a full 17% of all highway system bridges were classified as structurally deficient. By comparison, that same year Texas ranked near the best in the nation with less than 2% of their more than 32,000 bridges classified as structurally deficient.

The Department has placed a priority and focused available resources on this chronic problem in earnest since 2003. With the passage of House Bill 1078 in 2005, which initiated the Rebuilding Oklahoma Access and Driver Safety (ROADS) fund, a more diverse funding pool has been brought to bear. This publication of the Update on Oklahoma Highways and Bridges showcases the culmination of a bold and visionary plan unveiled one year ago by Governor Mary Fallin that will virtually eliminate Oklahoma's bridge structural deficiencies. Governor Fallin challenged the Department to prepare an aggressive investment strategy to alleviate the condition of these bridges within an eight year window and then worked with the Legislature to insure a funding solution was in place.

As a result, our structurally deficient bridge numbers are expected to drop to near zero by the end of the decade. Oklahoma's focus and progress is evident with the December of 2011 annual bridge inspection reports revealing that the 706 structurally deficient bridges recorded in 2010 have been reduced to 634 marking a 10.2% reduction in structurally deficient bridges.



## On System Structurally Deficient Bridges



### Interstate System

The Interstate System in Oklahoma is the highest class of highway designed to be the critical transportation link that is the viaduct of national commerce which facilitates the movement of goods and services within the state, across the nation and abroad. While the 674 miles of interstate account for only 5.5% of the centerline miles of our state system, it carries 33.5% of daily miles travelled. Since 2003 more than \$2.3 billion has been invested resurfacing, rehabilitating or reconstructing the non-toll interstate system including bridges, interchanges and necessary property acquisitions and utility relocations. These improvements represent the scheduled work accomplished as part of our Asset Preservation Plan and our Construction Work Plan.

### Non-interstate Highways

The needs of the state transportation infrastructure are constantly assessed and appropriate maintenance, rehabilitation and reconstruction activities are planned and implemented in a fully integrated and systematic manner. Regular maintenance extends the lifecycle of the transportation facilities and timely rehabilitation and reconstruction activities as encompassed by the Construction Work Plan are necessary to leverage those maintenance resources so the efforts are restorative and preventative in nature. The timing of these investments is critical, as resources being directed to infrastructure and facilities that are beyond useful repair does not constitute effective maintenance and will not prevent the eventual, inevitable and costly failure of those elements.

In the context of the 2003 to current Asset Preservation and Construction Work Plan investment strategies, the Department has resurfaced, rehabilitated, constructed or reconstructed non-interstate highway pavements and bridges totaling an infrastructure investment value of more than \$3.8 billion including necessary property acquisitions and utility relocations.



## **Safety**

The safety of the traveling public, regardless of vehicle type or highway system classification, is of paramount concern for the Department. Safety strategies are developed based on an analysis of key contributing factors such as crash data and highway inventories. When undesirable patterns become evident, specific countermeasures are identified based on a more in depth and detailed analysis of crash locations and causes. The most effective safety strategies employed always involve and consider the “3 E’s” as follows:

- Engineering – design safe facilities and implement improvements with demonstrated effectiveness.
- Enforcement – enforce existing traffic laws and speed limits and tailor enforcement activities for locations and time periods with high concentrations of targeted crash types. A well-trained, adequately staffed and highly visible enforcement presence on the highways is necessary to facilitate safe travel and enhance incident response times.
- Education – educate operators and drivers to make sure that the responsibility and dangerous nature of operating motor vehicles is understood and they are properly prepared for safe travel.

While there are many indicators that provide insight into the safety of the transportation system, year to date fatalities is the most commonly referenced. Motor vehicle crashes are the number one cause of death and also disabling injuries for young Americans under the age of 21. In Oklahoma, our on-highway fatalities have generally trended down from a high of 515 in 2007 to a most recent 409 recorded in 2012. There are many, many variables that effect fatality trends and can be as simple as winter weather or as complex as increasing motorcycle usage and driver behaviors such as distracted driving. These issues are the most difficult to impact and are why year to date fatalities should be regarded as an important indicator, but cannot necessarily reflect the totality of the highway system safety health.

Even when effective countermeasures can be deployed for specific crash types, the results may take years to materialize. For example, in 2001 the Department began an initiative to test cable median barrier on divided highways. Based on the outcome of this test, we have installed over 500 miles of cable median barrier on our divided highways and are witnessing a dramatic reduction in fatalities from cross-over type crashes. Fatalities resulting from cross-over accidents have been reduced from 39 in 2007 to 4 in 2011. Unfortunately, few available countermeasures meet with such definitive success.

### **Motorcycle Safety**

It is important to note that since 2006, Oklahoma has experienced a significant increase in fatalities on the state highway system involving motorcycles. Motorcycle involved fatalities have risen from 75 in 2006 to an average of 98 fatalities annually from 2007 thru 2011. This trend has caused great concern for both the Department of Transportation (ODOT) and the Department of Public Safety (DPS). In response to this trend, ODOT and DPS partnered in 2011 to develop a Statewide Motorcycle Safety and Education Program that seeks to reduce motorcycle crashes that result in fatalities and injuries. The program seeks to curb aggressive driving and speeding by motorcycle users through educational opportunities that assist riders in developing enhanced behaviors and skills.

The State has committed \$400,000 annually in 2011 and 2012 to this program and will commit another \$400,000 in 2013 to complete this program. The Oklahoma Highway Patrol, in partnership with ODOT, has procured equipment and is now regularly conducting a Motorcycle Safety Training Course. This course is designed to improve all facets of motorcycle safety and is focused on safe motorcycle rider training, education of other motorists, and motorcycle safety awareness.

**ONE FATALITY IS ONE TOO MANY**



This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.





SH-7 in Comanche County