



August Commission Wrap-Up:

Groundwork laid for system improvements; nearly \$98 million in projects awarded

FOR IMMEDIATE RELEASE

Aug. 12, 2010

PR# 10-030

Highlights of the Oklahoma Transportation Commission's Aug. 10 meeting include adoption of a highway improvement plan with more than 1,750 projects statewide, authorization of agreements for a bond sale and approval of construction contracts totaling about \$98 million.

Commissioners adopted a \$4.3 billion 8-year Construction Work Plan, including replacement or major rehabilitation of 650 bridges, safety features such as median barriers and shoulders and \$2 billion in major highway improvements.

"Over the next eight years, our bridges will start to be in a manageable condition," Oklahoma Department of Transportation Director Gary Ridley said. "I'm not going to tell you that all the bridges that may be structurally deficient or functionally obsolete will be taken care of, but certainly the overall condition of the system will vastly improve from where it was five years ago."

Commissioners also gave authority to Ridley to sign agreements with the Oklahoma Capital Improvement Authority necessary for the sale of \$65 million in construction bonds. The bonds are expected to go on sale in late August and will be included with \$150 million in bonds approved earlier.

Ridley noted the bond sale was approved by the state Legislature in order to keep the department's existing work plan on track despite declines in state revenue.

Commissioners approved the first of four major paving projects to complete the I-40 Crosstown in Oklahoma City. The project will pave a one-mile stretch between Lincoln Blvd. and the I-35/I-40/I-235 Dallas junction.

Commissioners also approved a nearly \$2 million project to install cable barrier along a 12-mile stretch of I-40 west of Clinton.

In all, commissioners awarded 49 contracts totaling nearly \$98 million to improve highways, interstates and roads in 32 counties. Projects include bridge and highway construction and reconstruction, resurfacing and safety improvements.

Contracts were awarded for projects in Beaver, Beckham, Blaine, Bryan, Caddo, Cherokee, Choctaw, Cimarron, Cleveland, Coal, Comanche, Creek, Garvin, Harper, Haskell, Hughes, Jefferson, Johnston, Kay, Kiowa, Latimer, Major, McIntosh, Muskogee, Noble, Oklahoma, Roger Mills, Seminole, Sequoyah, Wagoner, Washita and Woods counties.

The eight-member panel appointed by the governor to oversee the state's transportation development awards project contracts for road and bridge construction every month. The panel's next meeting is scheduled for 11 a.m. **Tuesday, Sept. 7**, in the R.A. Ward Transportation Building in Oklahoma City.

Before a project is awarded, ODOT researches, plans and designs work to be done. Contracts are bid competitively, with the OTC selecting the winning firm. Typically, work begins several weeks or months after contracts are awarded.

Contracts, bid information, the commission's monthly agenda and project details can be viewed at www.okladot.state.ok.us.

—www.okladot.state.ok.us—

(Editors and News Directors: Next month's meeting is on the first Tuesday instead of the usual first Monday.)

INFORMATION RELEASE

OKLAHOMA DEPARTMENT OF TRANSPORTATION, MEDIA & PUBLIC RELATIONS DIVISION
200 N.E. 21st St. OKLAHOMA CITY, OK 73105-3204 PHONE 405-521-6000



Oklahoma Department of Transportation Construction Engineer George Raymond explains cost changes on highway and bridge projects to members of the Oklahoma Transportation Commission at their Aug. 10 meeting. On average, cost overruns and underruns on projects statewide vary less than 2 percent from the original contract price – including incentive payments for early completion.



In service for more than 70 years, the SH-19 bridge over the Washita River near Pauls Valley is one of 650 scheduled for replacement or major rehabilitation under an 8-year Construction Work Plan adopted by the Oklahoma Transportation Commission at its Aug. 10 meeting. Oklahoma's state highway system includes about 6,700 bridges, many of which were built when Model A Fords were widely used. ODOT must replace or rehabilitate about 100 bridges each year to maintain an adequate highway system. When ODOT's first Construction Work Plan was developed in 2003, about 145 bridges were included over the entire 8-year period.