



December Commission Wrap-Up

New accelerated bridge building techniques to be used for the first time in Oklahoma;

\$49 million in contracts approved

FOR IMMEDIATE RELEASE

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Highlights of the Oklahoma Transportation Commission's Monday, Dec. 3 meeting include the presentation of an award recognizing completion of the Perryman Ditch project in Tulsa which significantly improved drainage, awarding of a \$3.4 million contract for a bridge replacement project on SH-51 in Creek County using special accelerated bridge construction techniques for the first time in Oklahoma and approval of a more than \$10 million contract for the widening of Kickapoo St. in Shawnee.

In a special ceremony, the Oklahoma Floodplain Managers Association's Gavin Brady presented the organization's annual "Public Official of the Year" award to Transportation Secretary Gary Ridley for the Oklahoma Department of Transportation's cooperative effort with the City of Tulsa to construct the Perryman Ditch along I-44 in Tulsa. Completed in August 2010, the \$42 million structure greatly improved drainage in a flood-prone area of Tulsa by redirecting storm water to the Arkansas River. Each year, OFMA recognizes one floodplain administrator and one public official for public policy initiatives that address floodplain management needs for Oklahoma communities.

"Prior to the Perryman Ditch project, flooding in this area was frequent and costly," Brady said. "By rerouting the flow and containing it within the culvert along the interstate right-of-way, the storm water relief line significantly improved the Tulsa flood hazard area for 1,264 homes that were removed from the floodplain."

"The award really belongs to ODOT and the City of Tulsa," Ridley said. "We think of City of Tulsa Engineering Director Paul Zachary as a great friend of ours and the cooperative effort we have with the City of Tulsa is second to none."

Commissioners voted to approve a nearly \$3.4 million contract to replace the SH-51 bridge over Cottonwood Creek near Mannford in Creek County. For the first time in Oklahoma, crews will use accelerated bridge construction techniques to assemble a majority of the bridge alongside its final location and then move the structure into place. Commissioners learned that this will result in a road closure of less than 21 days versus an expected six month impact to traffic using conventional bridge construction methods.

While this particular bridge project has a higher initial cost than standard bridge construction, the anticipated user cost of a road closure required by standard construction far outweighs the user cost for the accelerated project, which was calculated to be \$430,000. The user cost for a standard construction project such as this would be in excess of \$3.5 million, which is six to seven times more. In the long run this causes a net savings to drivers. User costs include the value of time lost by drivers due to road closures and detours. Ridley noted this type of accelerated bridge construction could be considered in other areas which meet site criteria.

The commission also approved a more than \$10 million contract for the widening of more than one mile of Kickapoo St. in Shawnee. The highly-anticipated project combines federal earmarks with funds pledged by the City of Shawnee and includes financial incentives for early completion.

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In all, commissioners awarded 29 contracts totaling \$49 million to improve highways, interstates and roads in 19 counties.

Contracts were awarded for projects in Adair, Caddo, Cleveland, Cotton, Creek, Carter, Grant, Harper, Johnston, Logan, McCurtain, Noble, Oklahoma, Ottawa, Payne, Pottawatomie, Stephens, Tulsa 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 **Monday, Jan. 7, 2013 at 11 a.m.** in the R.A. Ward Transportation Building in Oklahoma City.

Before a project is awarded, ODOT researches, plans and designs the 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.

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(Editors and News Directors: For more information, call the ODOT Media and Public Relations Division at 405-521-6000.)



At Monday's meeting of the Oklahoma Transportation Commission, Gavin Brady of the Oklahoma Floodplain Managers Association presented the organization's "Public Official of the Year" award to Transportation Secretary Gary Ridley (far left) for the Oklahoma Department of Transportation's successful completion of the \$42 million Perryman Ditch project along I-44 in Tulsa. Pictured are Ridley, left, ODOT Chief Engineer Gary Evans, District 8 Transportation Commissioner Peter Regan, Brady, City of Tulsa Engineering Services Director Paul Zachary, State Hydraulic Engineer Leslie Lewis and Division 8 Engineer Randle White.



According to the Oklahoma Floodplain Managers Association, the Perryman Ditch along I-44 has greatly improved drainage in Tulsa and removed 1,264 homes from the floodplain since it was completed by the Oklahoma Department of Transportation in 2010. At Monday's meeting of the Oklahoma Transportation Commission, OFMA honored Transportation Secretary Gary Ridley as their "Public Official of the Year" for the successful completion of the \$42 million project.



At their meeting on Monday, members of the Oklahoma Transportation Commission voted to award a nearly \$3.4 million contract to replace the SH-51 bridge over Cottonwood Creek near Mannford in Creek County. Accelerated bridge construction techniques, used for the first time in Oklahoma, will allow crews to assemble a majority of the bridge alongside its final location and then move the structure into place, requiring a road closure of less than 21 days.