

# Governor Fallin's Bridge Improvement & Turnpike Modernization Plan 2011-2019

## ODOT Bridges

- 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 hurt Oklahoma commerce, job creation and economic growth and can even endanger our citizens. **Governor Fallin has introduced a solution to that problem: the "Bridge Improvement and Turnpike Modernization Plan" that will bring Oklahoma to the Top 5 of those rankings and reduce the percentage of structurally deficient on-system bridges.**
- "Structurally deficient" means structural members of a bridge are showing signs of deterioration and the structure itself needs to be significantly rehabilitated or replaced.
- 706 of the state's nearly 6,800 bridges on the state highway system are currently identified as structurally deficient due to bridge conditions documented during the latest cycle of federal bridge inspections which ended in Dec. 2010. Increased funding in recent years has begun to reduce the number of structurally deficient bridges in Oklahoma from a high of almost 1,200 in recent years.
- 413 of these bridges are currently scheduled to be replaced in the next seven years, but **293 structurally deficient bridges remain unfunded**. Improvement costs for these unfunded bridges are estimated at \$869 million in today's dollars.
- As part of Phase 1 of the Governor's Bridge Improvement and Turnpike Modernization Plan, ODOT is directed to add projects **to improve an additional 126 of the 293 unfunded structurally deficient bridges** to its FFY 2012-2019 Eight -Year Construction Work Plan, pending commission approval. These much-needed bridge rehabilitations or replacements on the 126 bridges are estimated to cost \$430 million.
- As part of Phase 2, the governor is requesting legislation to raise the incremental annual contribution to the Rebuilding Oklahoma Access and Driver Safety (ROADS) fund by \$15 million starting in 2013 and increasing the total funding cap to \$550 million. By doing this, an estimated \$479 million can be generated between 2012 and 2019.
- By passing that legislation, **all of the remaining 167 unfunded structurally deficient bridges can then be added to the FFY 2012-2019 Eight-Year Construction Work Plan**. The 167 unfunded structurally deficient bridges have an estimated improvement cost of \$439 million in today's dollars or \$478 million as inflated through state fiscal year 2019.
- All of the proposed bridge projects will be designed and constructed by the **private sector**.
- ODOT will be required to provide a progress report each year to state leaders and to the public for accountability purposes. This report will include an on-system state bridge update to assess progress.

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## **County Bridges**

- The county road system in Oklahoma is extensive, and many structurally deficient bridges on this system are in need of immediate replacement.
- Critically-needed maintenance and replacement projects are beyond the fiscal reach of most counties.
- As part of the current I-40 Crosstown bridge replacement project in Oklahoma City, between 1,500 and 1,800 safe, usable steel beams can be recycled from the old structure. Beam sections will be inspected for continued use by engineers selected by the county. Selected beams could be reused in as many as 300 fifty-foot-long bridge spans.
- Under Phase 1, counties will be offered the recycled I-40 beams for use on the county road system to assist in the replacement of structurally deficient bridges.
- Under Phase 2, Governor Fallin is requesting legislative action that would increase revenues incrementally over a three-year period for the County Improvement for Roads and Bridges (CIRB) program. CIRB projects, primarily structurally deficient bridges, are chosen, developed and constructed by the counties with direct oversight by ODOT.
- The CIRB program is currently funded with 15 percent of the motor vehicle taxes and fees. The Governor's proposal would increase the program's portion to 20 percent. The additional revenue, which would be phased in over three years, would increase the estimated annual funding for the CIRB program from approximately \$80 million to more than \$105 million.
- The proposed bridge projects will be designed and constructed primarily by the private sector.
- All of the proposed bridge projects using the I-40 Crosstown beams can be under contract or completed by Dec. 2014.
- ODOT will be required to provide a CIRB annual progress report for review by state leaders and the public on the progress of the structurally deficient county bridge program and the use of the I-40 Crosstown bridge beams.

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## **Turnpike Improvements**

- Original portions of the Creek Turnpike linking US-75 to US-64 in south Tulsa and the Kilpatrick Turnpike linking I-35 to SH-74 in north Oklahoma City were opened to traffic in 1991.
- Segments of the Creek and Kilpatrick turnpikes exceed original traffic projections with over 55,000 vehicles per day, significant peak hour volumes and a growth rate of up to four percent per year.
- Portions of the turnpikes will be extremely congested by 2016 and would provide inferior service if capacity and safety issues are not addressed. Governor Fallin proposes to widen sections of these roads to alleviate congestion and insure that Oklahoma's two largest cities are serviced by modern, easily navigated turnpikes.
- On Aug. 28, 2011, the Oklahoma Turnpike Authority received approval from the Council of Bond Oversight to issue new debt to fund the plan.
- This is the first major bond issue and related construction program without increasing tolls.
- The Governor has requested that the OTA include these two expansions in its Capital Plan. Construction plans are being completed to add lanes in the median and begin in spring 2012. Estimated costs are about \$76 million for the Creek and \$68 million on the Kilpatrick.
- Construction is estimated to take about two years to complete. Two travel lanes would remain open in each direction for turnpike customers during that time.
- Governor Fallin has requested these turnpike projects be expedited and completed ahead of schedule.
- The OTA will be required to provide an annual progress report of these improvements to bondholders and the public.