

**Update on
Oklahoma Highways and Safety
by the
Oklahoma Department of Transportation**

January 22, 2009

**Oklahoma's Transportation Infrastructure
Condition and Needs Summary**

January 18, 2009

HIGHWAYS AND SAFETY

Oklahoma's rural nature and historically agricultural 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 seventy years ago, they are less than adequate when supporting today's heavier trucks, increased traffic demands and higher operating speeds. 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, 24% or approximately 2,980 of our 12,266 miles highway rate as critical or inadequate. Over 2,800 miles of the critical or inadequate highways are two-lane facilities.

Shoulders and roadway improvements to inadequate two-lane highways in the 8 Year Construction Work Plan.....
.....**438 miles**

Traffic on our major highways has increased dramatically in the past two decades and is expected to continue to compound for the foreseeable future. The daily vehicle miles traveled (DVMT) on facilities with more than two lanes in 2007 was 45.46 million miles. 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.

Surface, operational and capacity improvements to high-volume major highways in the 8 Year Construction Work Plan (estimated total investment).....
.....**\$2.12 B**

The greatest potential for tragic crossover accidents exists on divided high volume, high speed roads. These types of accidents resulted in 94 fatalities in a three year period from 2004 to 2006. The installation of median barriers minimizes the opportunity for such occurrences. The Department has under construction or completed 263 miles of median barrier since 2001.

Median barrier (cable and concrete) in the 8 Year Construction Work Plan.....
.....**95.54 miles**

Much like our bridges, our pavement surfaces require systematic rehabilitative attention in order to maximize the life cycle of our highways. In the past 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.....
.....**\$30 M**

However, over 2,380 miles of inadequate two-lane highways will remain unaddressed. To put this distance in the proper perspective, that is the equivalent of driving from Barstow, California to Winston-Salem, North Carolina on a highway with sharp curves, no shoulders, steep hills, blind intersections and high traffic demands. Also, hundreds of millions of dollars of improvements to our high volume arterial freeways will go unfunded as the Department cannot afford to be proactive or even effectively reactive to these expensive needs. 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.....
.....**2,300+ miles**

*Statewide
Inadequate
Highways
and
Safety*

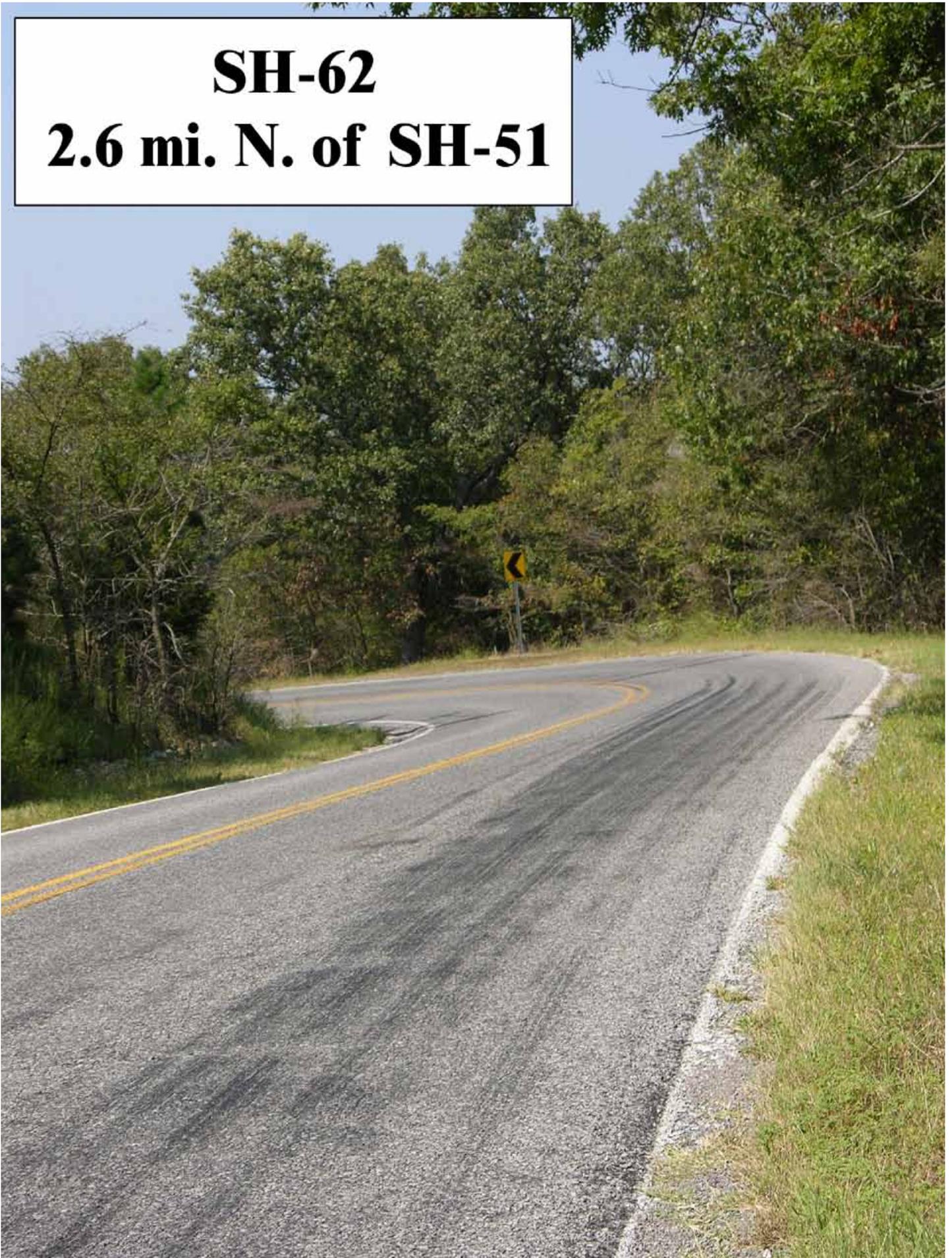
SH-51
4 mi. W of SH-80



SH-10
6 mi. S. of SH-412

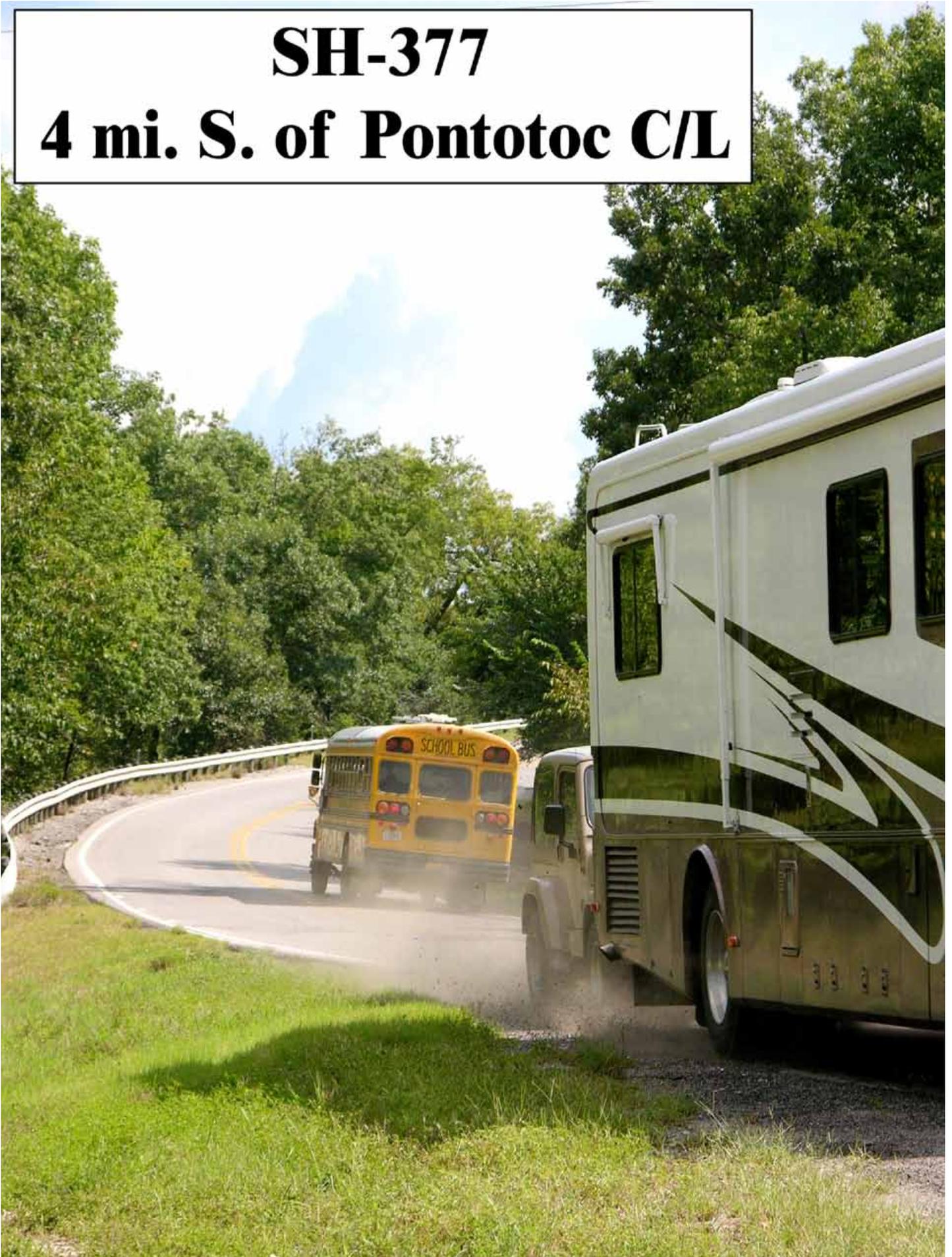


SH-62
2.6 mi. N. of SH-51



SH-377

4 mi. S. of Pontotoc C/L



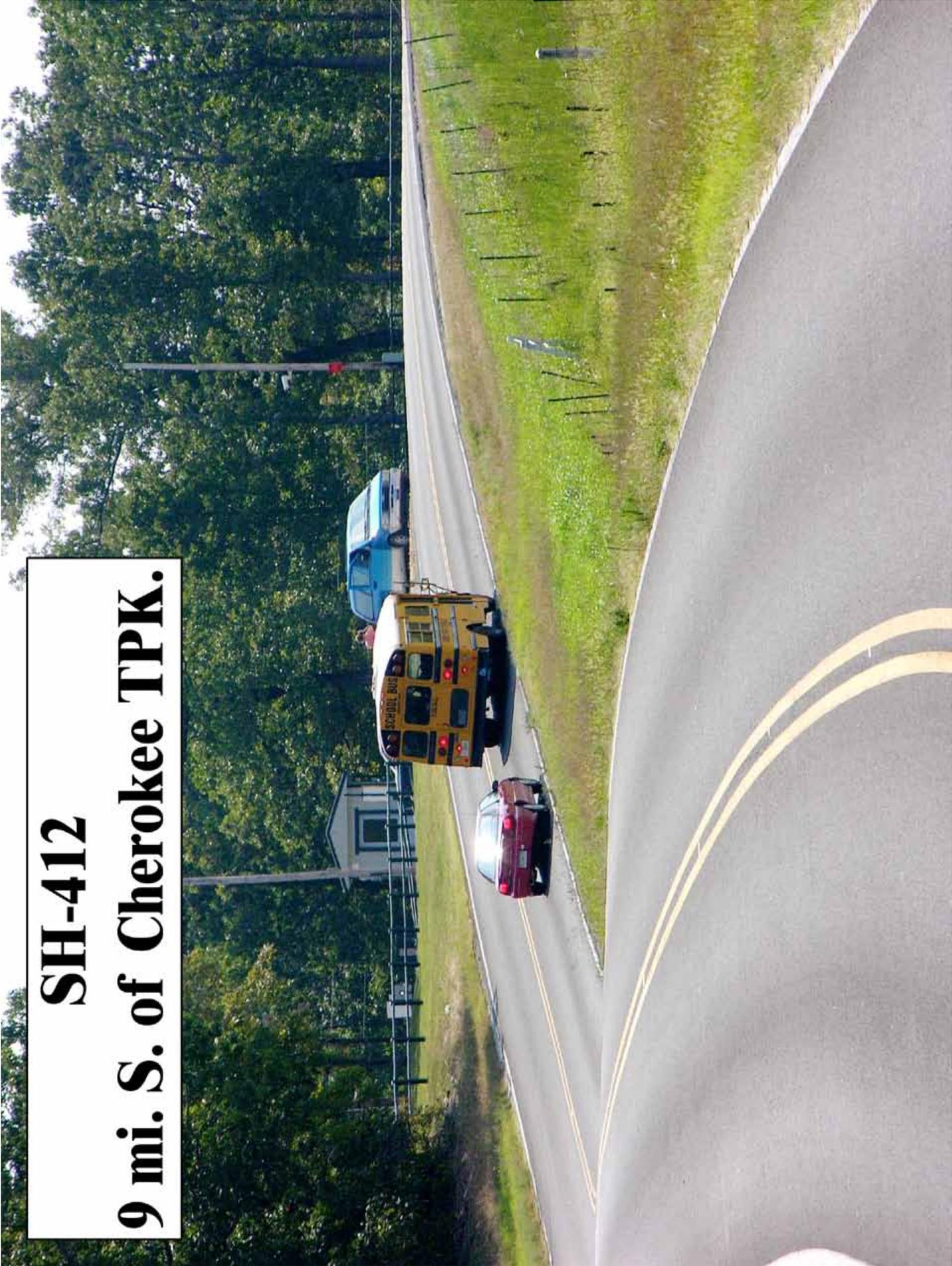


SH-37
8.5 mi. N of SH-152

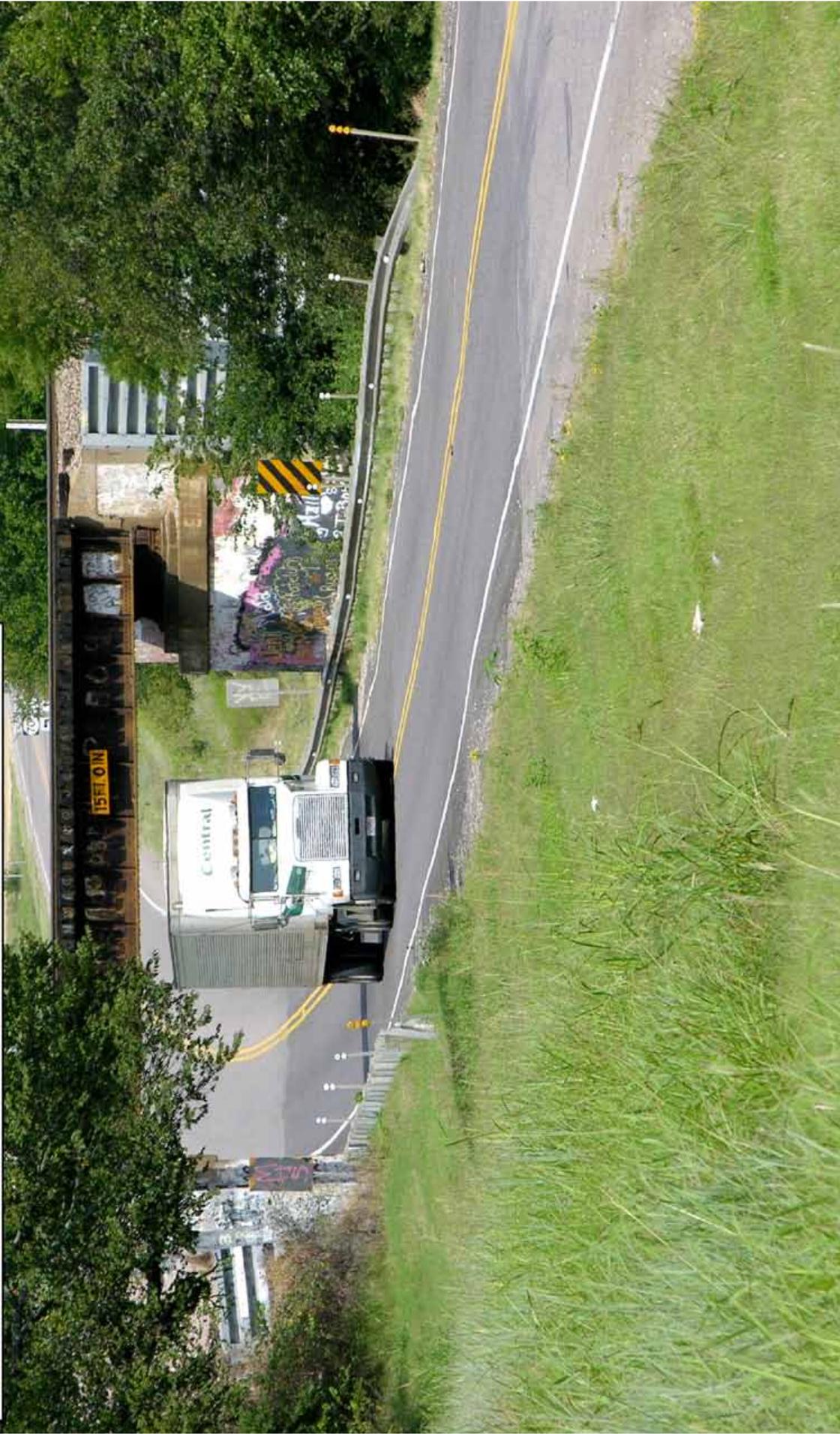


SH-3
3.2 mi. E. Pontotoc CA

SH-412
9 mi. S. of Cherokee TPK.



US-70 1.4 mi. W. of Kingston



*Urban
Congestion
and
Safety*



I-40 in
Eastern Oklahoma Co.
Current ADT
60,000
Vehicles per Day

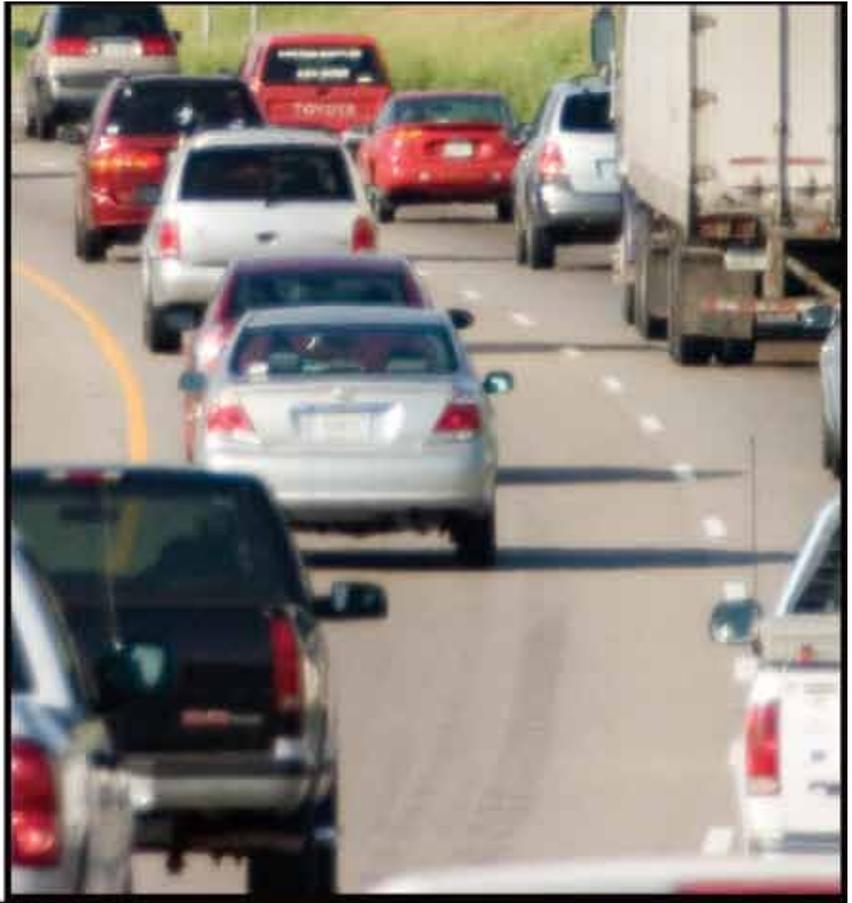




I-44/I-235 Interchange
Current ADT
82,000
Vehicles per Day



US-169
north of I-244
Current ADT
57,000
Vehicles per Day



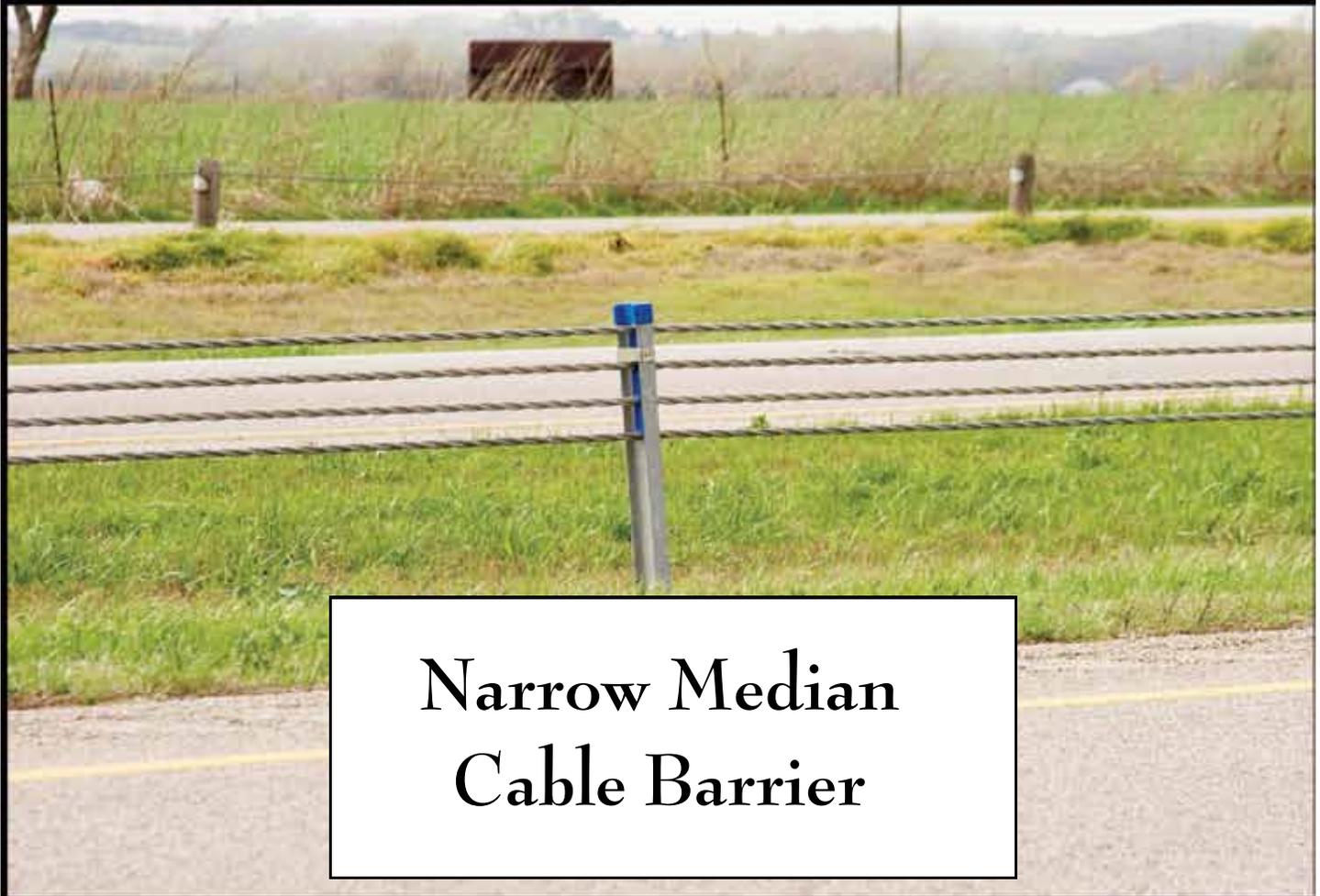


US-75 between
I-44 and the
Creek Turnpike
Current ADT
48,700
Vehicles per Day



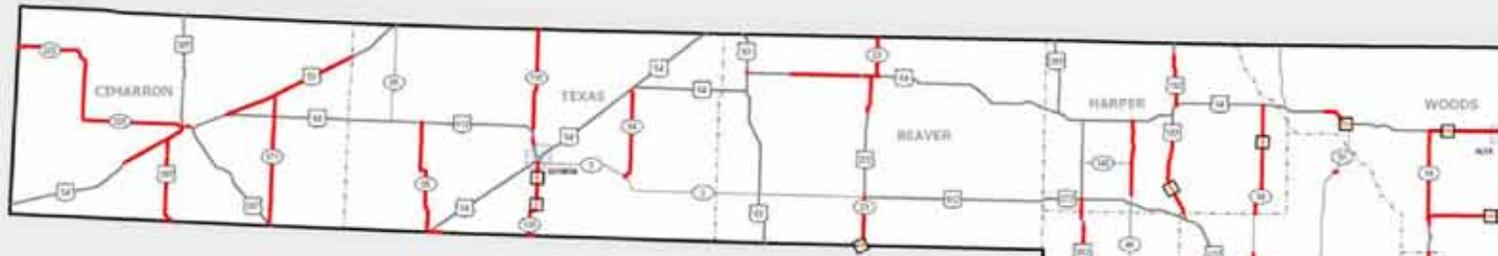
Narrow Median Concrete Barrier





**Narrow Median
Cable Barrier**

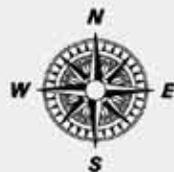
Maps



Oklahoma City Metro Area

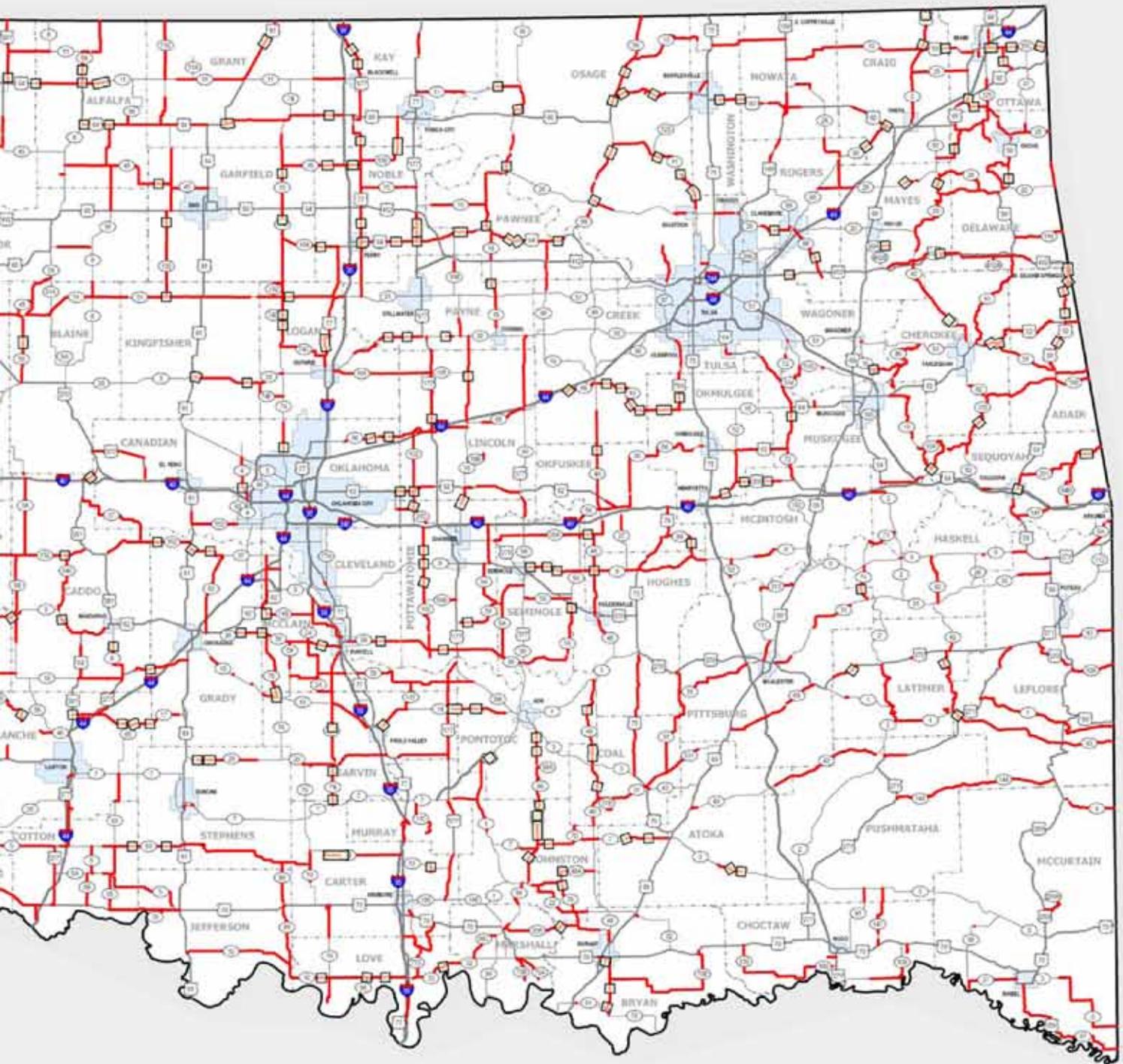


Tulsa Metro Area

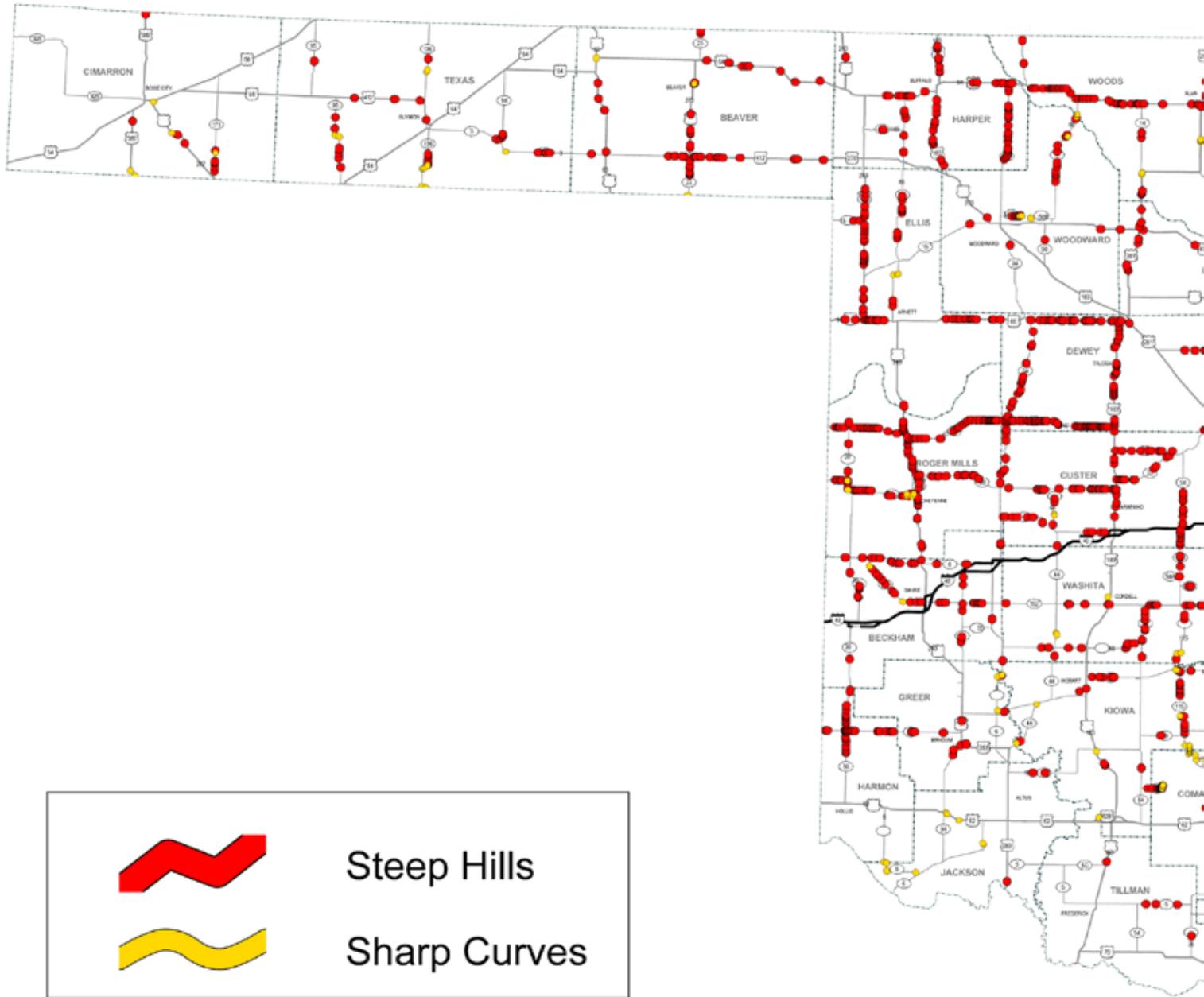


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Two Lane Highways



Roads Without Paved Shoulders



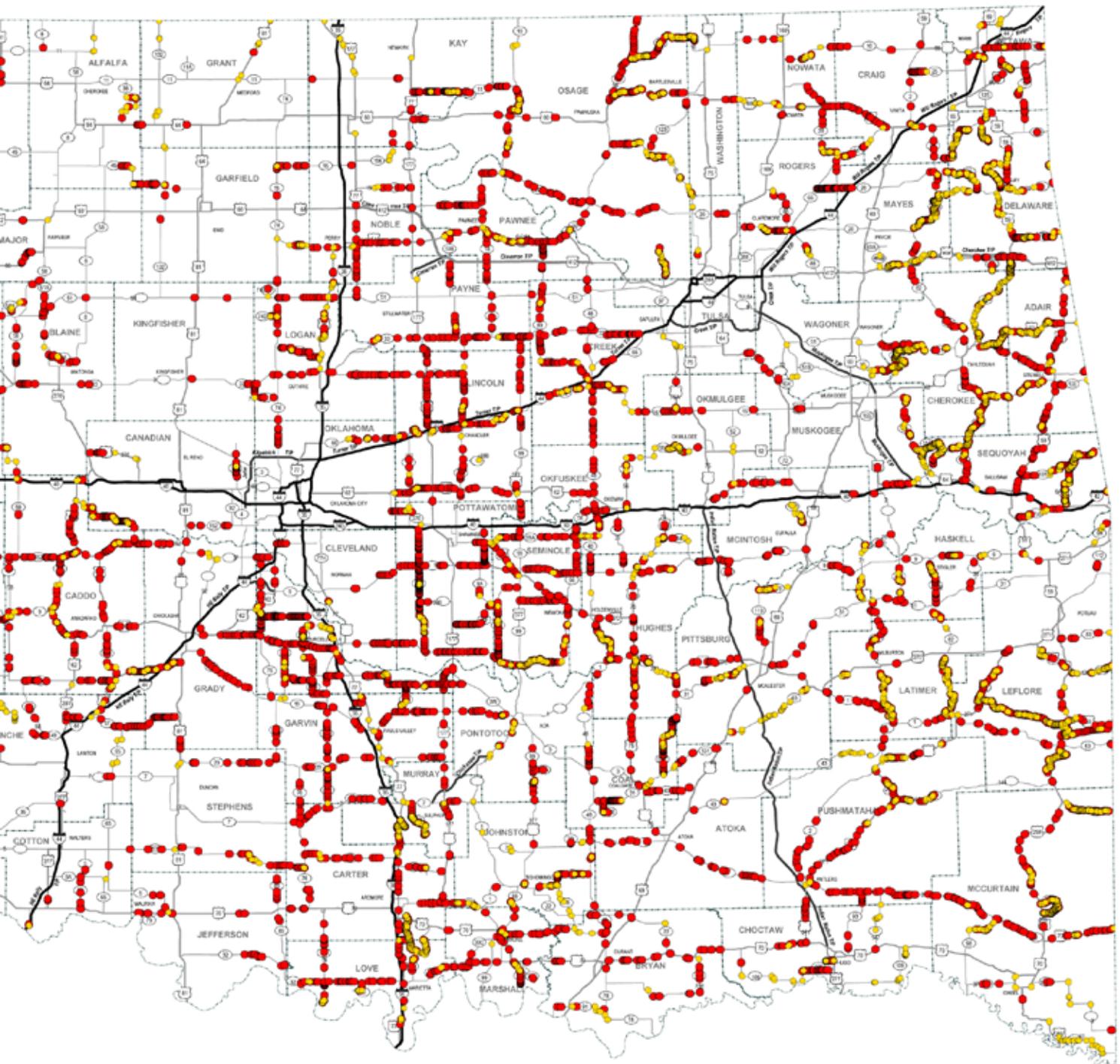
Steep Hills

Sharp Curves



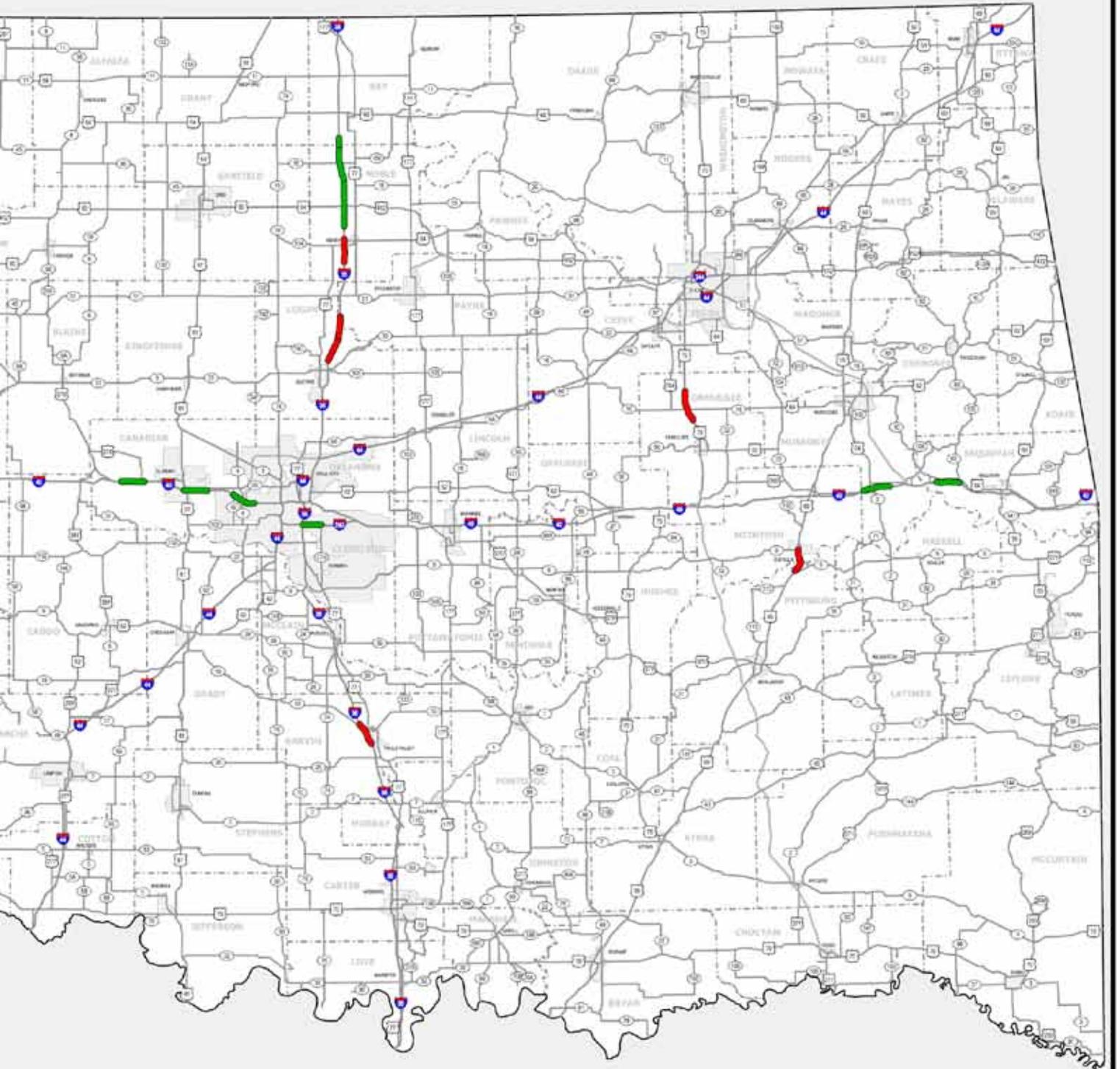
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Steep Hills a



and Sharp Curves





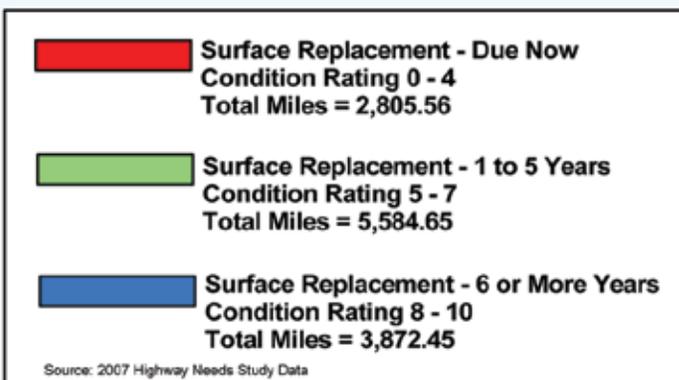
ent - Cable Barrier Projects

OKLAHOMA DEPARTMENT



Everybody's Problem

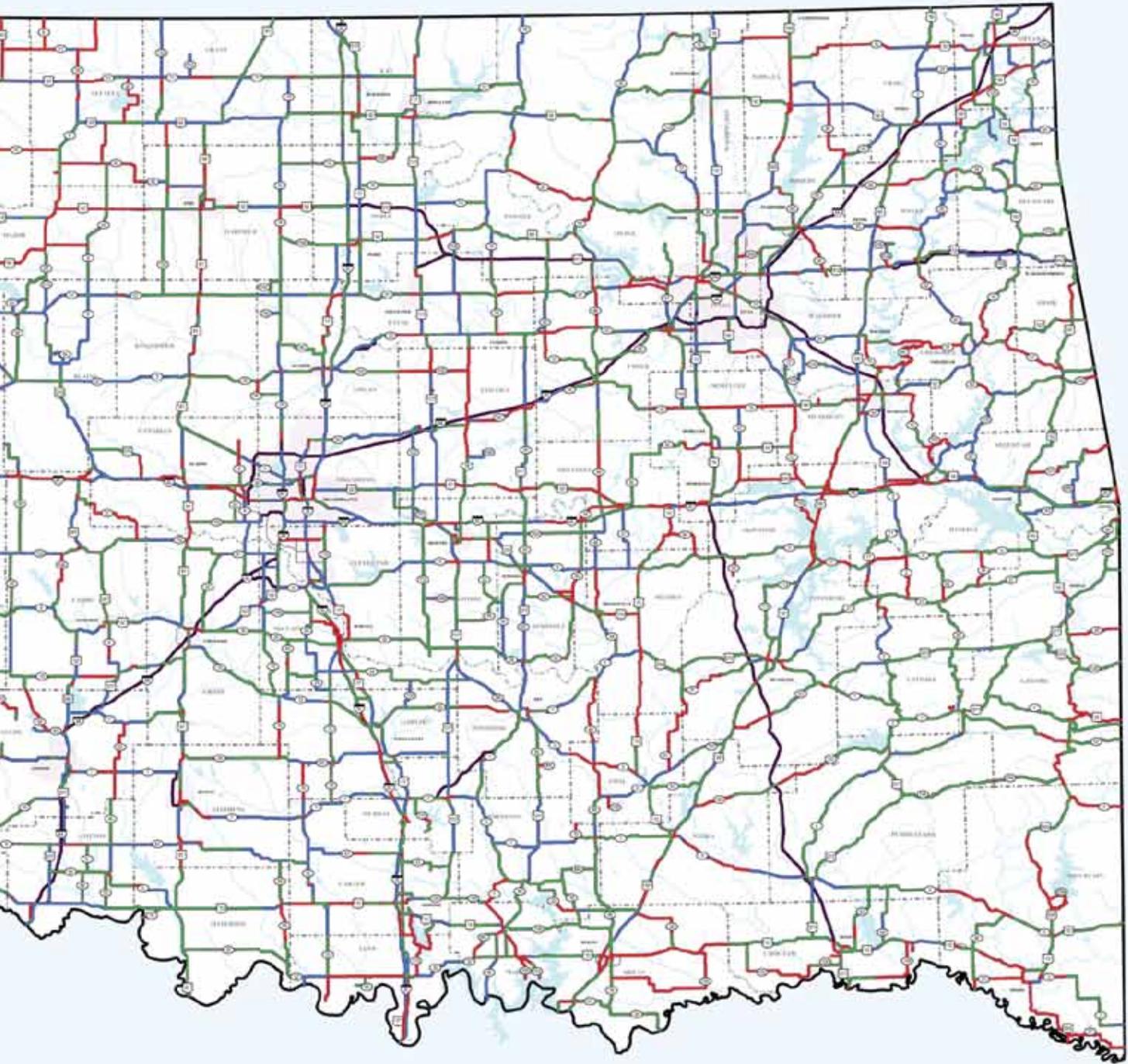
This map shows that the highway condition problem affects every part of the state. The routes shown in red need to have surface replacement now. Those in green should be repaired in the next five years. Together, that's close to two-thirds of the state highway system. That work costs money and with this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



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2007 HIGHWAY
YEARS TO NEXT SUR

ENT OF TRANSPORTATION



Y NEEDS STUDY
FACE REPLACEMENT



August 27, 2007

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