

# OKLAHOMA TRANSPORTATION COMMISSION

**At Large – Member, Michael Junk, Tulsa, (918) 615-7700**

**District 1 – Member, Bob Coburn, Muskogee, (918) 869-7495**

Adair, Cherokee, Haskell, McIntosh, Muskogee, Okmulgee, Sequoyah, Wagoner

**District 2 – Member, James L. Grimsley, Calera, (405) 514-7365**

Atoka, Bryan, Choctaw, Latimer, LeFlore, McCurtain, Marshall, Pittsburg, Pushmataha

**District 3 – Member, T.W. Shannon, Oklahoma City, (405) 521-2701**

Coal, Cleveland, Garvin, Hughes, Johnston, Lincoln, McClain, Okfuskee, Pontotoc, Pottawatomie, Seminole

**District 4 – Member, Don Freymiller, Oklahoma City, (405) 792-8000**

Canadian, Garfield, Grant, Kay, Kingfisher, Logan, Noble, Oklahoma, Payne

**District 5 – Member, David Dyson, Elk City, (580) 225-0450**

Beckham, Blaine, Custer, Dewey, Greer, Harmon, Jackson, Kiowa, Roger Mills, Tillman, Washita

**District 6 – Member, Bobby J. Alexander, Woodward, (580) 254-3232**

Alfalfa, Beaver, Cimarron, Ellis, Harper, Major, Texas, Woods, Woodward

**District 7 – Member, Stephen LaForge, Chickasha, (405) 222-3050**

Caddo, Carter, Comanche, Cotton, Grady, Jefferson, Love, Murray, Stephens

**District 8 – Vice-Chairman, Member Robert Peterson, Tulsa (918) 281-2673**

Craig, Creek, Delaware, Mayes, Nowata, Osage, Ottawa, Pawnee, Rogers, Tulsa, Washington

**Secretary of Transportation – Tim J. Gatz (405) 425-3602**

## Oklahoma Department of Transportation

Executive Director	Tim J. Gatz	(405) 522-1800
Deputy Director	Dawn Sullivan	(405) 521-4768
Chief Engineer	Brian Taylor	(405) 521-2701
Chief Financial Officer	Chelley Hilmes	(405) 521-2591
Director of Operations	Shawn Davis	(405) 521-4675
Director of Engineering	Tim Tegeler	(405) 521-6916
Director of Project Delivery	Rick Johnson	(405) 522-6000
Director of Strategic Communications	Jessica Brown	(405) 521-6000
General Counsel	Sarah Penn	(405) 521-2630
Bridge Division	Justin Hernandez	(405) 521-2606
Comptroller	Stefani Hackney	(405) 522-7468
Construction Division Engineer	John Leonard	(405) 521-2561
Contract Compliance Division	Jennifer Hankins	(405) 521-2072
Environmental Programs Division	Joe Brutsche	(405) 521-3050
Facilities Management Division	Ken Phillips	(405) 522-7605
Human Resources Division	Scott Lange	(405) 521-2194
Lake/Industrial Access Programs	Mitch Surrect	(405) 522-0290
Local Government Division	Shelly Williams	(405) 521-2553
Maintenance Division	Taylor Henderson	(405) 521-2557
Materials Division	Matt Romero	(405) 521-2677
Multi-Modal Division	Jared Schwennesen	(405) 521-4203
Office Engineer	Anthony Delce	(405) 521-2625
Office Services	Jamie Bleeker	(405) 521-2587
Operations Review & Evaluation Division	Holly Lowe	(405) 521-4708
Procurement	Brad Smith	(405) 522-2451
Project Management Division	Daniel Nguyen	(405) 522-3618
Right-of-Way Division	Robert Blackwell	(405) 521-2661
Roadway Design	Randy Woods	(405) 521-2695
Survey Division		(405) 521-2621
Traffic Engineering Division	Lauren January	(405) 521-2861
Transportation Quality Engineer	Matthew Swift	(405) 227-2872

## ODOT Field Districts

<u>Location and District Engineer</u>	<u>Phone</u>	<u>Fax</u>
Dist. 1, Muskogee, Chris Wallace	(918)687-5407	(918) 687-9955
Dist. 2, Antlers, Anthony Echelle	(580)298-3371	(580) 298-6152
Dist. 3, Ada, Ron Brown	(580)332-1526	(580) 332-0261
Dist. 4, Perry, Trenton January	(580)336-7340	(580) 336-7350
Dist. 5, Clinton, Brent Almquist	(580)323-1431	(580) 323-1430
Dist. 6, Buffalo, Ron McDaniel	(580)735-2561	(580) 735-2248
Dist. 7, Duncan, Jay Earp	(580)255-7586	(580) 255-5064
Dist. 8, Tulsa, Randle White	(918)838-9933	(918) 832-9074



## AGENDA FOR THE TRANSPORTATION COMMISSION MEETING

**DATE:** Monday, February 6, 2023  
**TIME:** 11:00 a.m.  
**PLACE:** Commission Meeting Room  
ODOT Central Office  
200 NE 21<sup>st</sup> Street  
Oklahoma City, OK 73105

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The Oklahoma Transportation Commission's meeting on Monday, February 6th will be held with a quorum of Commissioners present at the Oklahoma Department of Transportation Central Office. Commissioner Peterson will be attending virtually in District VIII from 2542 E. 33<sup>rd</sup> Street in Tulsa, Oklahoma, telephone 918-270-2470.

The Oklahoma Transportation Commission Meeting is open to the general public, but it is also available to watch through the link listed below:

- **To watch:**

Public access meeting link: <http://www.ustream.tv/channel/odot-monthly-commission-meeting>  
Make sure the volume on your PC (or other device) and the Ustream volume are turned up.

This meeting will be electronically recorded and livestreamed from 200 NE 21st St., Oklahoma City, OK 73105 and the phone number is 405-522-8000.

Public Access to complete Commission Packet: <https://oklahoma.gov/odot/about/transportation-commission/commission-meetings.html>

**ITEMS TO BE PRESENTED BY COMMISSION CHAIRMAN**

Call to Order

Roll Call – Commission Secretary

**ITEMS TO BE PRESENTED BY THE SECRETARY TO THE COMMISSION**

**13. Approval of the Minutes of the Transportation Commission Meeting of January 5, 2023**

**CONSENT DOCKET TO BE PRESENTED BY COMMISSION CHAIRMAN**

**14. Programming of Federal Railroad Crossing Safety Funds - Section 130 Title 23 Funds - Mr. Schwennesen**

**a) Oklahoma County – Commission District VI**

In Jones, Construction funding for a signal and surface project which includes the installation of pedestal mounted flashing lights with gates and a 32' concrete crossing surfaces at the intersection of 4<sup>th</sup> Street with SLWC's mainline. Total cost is \$324,819.00

**15. Modification of Federal Railroad Crossing Safety Funds - Section 130 Title 23 Funds - Mr. Schwennesen**

**a)** Washita County – Sentinel – JP34640(14) – FMRC - \$8,560.00 – 1.55%

**b)** Tulsa County – Tulsa – JP33960(28) – BNSF- \$762,539.00 – 250.4%

**16. Speed Zone Revisions - Ms. January**

**a) Commission District I – One Location**

1. Muskogee County – Along US-64 including the Town of Webbers Falls for 8.55 miles

**b) Commission District II – One Location**

1. LeFlore and Pushmataha County – Along US-271 including the Town of Albion for 20.93 miles

**c) Commission District III – Two Locations**

1. Garvin County – Along SH-29 including the Town of Elmore City for 21.69 miles

2. Garvin County – Along SH-74 including the Town of Elmore City for 21.30 miles

**d) Commission District IV – One Location**

1. Garfield and Kingfisher Counties – Along SH-132 including the Town of Drummond for 18.94 miles.

**e) Commission District VII – Two Locations**

1. Cotton County – Along rural US-70 for 7.03 miles

2. Jefferson County – Along SH-32 including the Town of Ryan for 1.08 miles

**17. Safety Improvement Projects - Ms. January**

**a) Installation of School Zone – Commission Districts III, VII, & VIII**

1. Pottawatomie County – District III - One location along SH-59B, in the Town of Macomb, to include school zone advanced warning signs with flashing beacons, and pavement marking improvements.
2. Carter County – District VII - One location along US-70A, in the City of Wilson, to include school zone advanced warning signs with flashing beacons, and pavement marking improvements.
3. Murray County – District VII - One location along SH-7, in the City of Sulphur, to include school zone advanced warning signs with flashing beacons, and pavement marking improvements.
4. Stephens County – District VII - One location along SH-53 in the City of Comanche, to include 2 sets of Rectangular Rapid Flashing Beacons (RRFBs), and pavement marking improvements.
5. Creek County – District VIII - One location along SH-66 / SH-117A, in the City of Sapulpa, to include school zone advanced warning signs with flashing beacons, and pavement marking improvements.

The equipment is estimated to cost \$44,000.00

**18. Land Sales – Mr. Phillips**

- a) Bryan County – District II – located at the northwest quadrant of the US-70 and US-69 & 75 interchange on the south side of Durant, OK - \$75,001.00
- b) Choctaw County – District II – located on the west side of US-271, approximately 500 feet north of SH-109 and 2.80 miles south of US-70 in Hugo, OK - \$18,000.00
- c) Pottawatomie County – District III – located on the west side of SH-18, approximately 4.25 miles north of the I-40 and SH-18 interchange - \$600.00
- d) Custer County – District V – located on the south side of SH-33 and on the west side of Custer City, OK - \$3,003.33
- e) Washington County – District VIII - located on the north side of US-60, approximately 4.75 miles east of the US-60/75 intersection in Bartlesville, OK (Part of Parcel 16) - \$6,750.00
- f) Washington County – District VIII – located on the north side of US-60, approximately 4.75 miles east of the US-60/75 intersection in Bartlesville, OK (Part of Parcel 19) - \$32,000.00

**19. State Highway System Revisions – Mr. Planteen**

- a) Removal of Shields Blvd. Ramp in Moore and transference to the City of Moore



**20. Disclosure of Acquisition of Right-of-Way from an ODOT Employee – Mr. Blackwell**

Pottawatomie County – State Job No. 23288(05), SSP-163B(194)RW, Parcel No. 46.0, owned by Robert D. Gregg, ODOT Employee

**Information Only;** No Commission action required.

**END OF CONSENT DOCKET**

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**ITEMS TO BE PRESENTED BY DIRECTOR OF ENGINEERING – Mr. Tegeler**

**21. Engineering Contracts**

**a) Statewide – All Districts – Off-System Truss and Fracture Critical Bridge Inspections**

CI-2415A	Burgess & Niple, Inc.
CI-2415B	CONSOR Engineers, LLC

Total Aggregate Not to Exceed Amount for these two (2) contracts is \$3,525,330.00

**b) Statewide – All Districts – On-System Truss and Fracture Critical Bridge Inspections**

CI-2416	Burgess & Niple, Inc.	\$1,602,900.00
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**c) Beaver County – District VI - to prepare construction plans for US-64: beginning approximately 6.0 miles west of junction US-270, extending east approximately 6 miles (thru Forgan). Project includes adding shoulders and new surface to an existing 2-lane rural highway.**

CI-2404C	Walter P. Moore and Associates, Inc	\$902,500.00
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**d) Cimarron County – District VI – LLC to prepare construction plans for US-287: beginning approximately 13.28 miles north of Van Buren Street in Boise City, extending north approximately 4.5 miles. Project includes adding shoulders and new surface to an existing 2-lane rural highway.**

CI-2405A	Cowan Group Engineering, LLC	\$609,250.00
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**e) Woodward County – District VI – to prepare construction plans for SH-34: beginning at the junction of US-60 in Vici, extending north approximately 8.0 miles, and SH-34: beginning approximately 8.0 miles north of junction US-60, extending north approximately 4.2 miles. Project includes adding shoulders and new surface to an existing 2-lane rural highway.**

CI-2406A	Smith Roberts Baldischwiler, LLC	\$2,289,168.00
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**f) Grady County – District VII – to prepare construction plans for SH-4: from the H.E. Bailey Turnpike, north 5.26 miles to SH-37. Project includes adding shoulders, 2 additional lanes and new surface to an existing 2-lane rural highway for a 4-lane divided highway.**

CI-2405B	CEC Corporation	\$1,588,290.00
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- g)** Grady County – District VII – to prepare construction plans for SH-92: from US-62, extending north 5 miles to County Road E1310 and SH-92: from County Road E1310, extending north 5.4 miles to Section Line E1260. Project includes adding shoulders and new surface to an existing 2-lane rural highway.

CI-2406B	TEIM Design, PLLC	\$2,454,360.00
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- h)** Mayes County – District VIII – to provide preliminary engineering and prepare construction plans for SH-412B: at US-412 junction. Project includes adding on and off ramps to an existing at grade intersection for a new fully controlled access interchange.

CI-2440	Garver, LLC	\$3,500,000.00
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**22. Engineering Contract Supplements**

- a)** Statewide – All District – On-Demand Bridge Assessment

CI-2381A	Supplement 1	Burgess & Niple, Inc.	
CI-2381B	Supplement 1	CONSORS Engineers, LLC	
CI-2381C	Supplement 1	H W Lochner, Inc.	
CI-2381D	Supplement 1	Walter P. Moore and Associates, Inc.	

The total aggregate increase for these Contract supplements is \$1,000,000.00

- b)** Cherokee County – District I – this supplement is for additional engineering to develop final construction plans for SH-51 from Hulbert, east approximately 7.5 miles to Tahlequah. Project includes adding shoulders and new surface to an existing 2-lane rural highway.

EC-1914	Supplement 1	Tetra Tech, Inc.	\$47,100.00
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- c)** Haskell County – District I – this supplement is for additional engineering to develop final construction plans for SH-71: over Longtown Creek, from 1.15 miles north of Pittsburg County line, north 0.3 miles. Project includes replacing several inadequate cross drain pipes with a new bridge structure.

CI-2261A	Supplement 3	CONSORS Engineers, LLC	\$69,050.00
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- d)** Muskogee County – District I – this supplement is for final construction plans for US-62/SH-16/US-64/SH-72 intersection (bridge over SH-72). Project includes adding a bridge and modifying the intersection due to high accident counts.

CI-2264A	Supplement 2	MKEC Engineering, Inc.	\$15,500.00
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- e)** Atoka County – District II – this supplement is for additional engineering to develop final construction plans for US-69: from 12 miles north of the Bryan County line, extending north approximately 2.5 miles thru Tushka. Project includes adding a center turn lane to an existing 4-lane urban highway.

CI-2222E	Supplement 3	HNTB Corporation	\$69,200.00
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- f)** Oklahoma County – District IV – this supplement is for additional engineering to develop final construction plans for I-35: over Waterloo Road at the Logan County line. Project includes replacing a functionally obsolete bridge, increase traffic capacity and improve safety with a new interchange.

EC-1500N	Supplement 6	Garver, LLC	\$271,547.00
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- g) Tulsa County – District VIII – this supplement is for additional engineering to develop final construction plans for US-75: over 81st Street South, northbound and southbound, 7 miles north of junction US-75/SH-67. Project includes modifying existing interchange to increase capacity and improve safety.

EC-1847 Supplement 4 Benham Design, LLC \$1,170,275.00

- h) Tulsa County – District VIII – this supplement is for additional engineering to develop final construction plans for I-44/US-75: interchange reconstruction from I-244 thru the Arkansas River (Work Packages #2 and #5). Project includes multiple safety and operational improvements.

CI-2123A Supplement 3 Benham Design, LLC \$1,917,111.00

- i) Tulsa County – District VIII – this supplement if for additional engineering to develop final construction plans for I-44/US-75: interchange reconstruction from I-244 thru the Arkansas River (Work Package #3). Project includes multiple safety and operational improvements.

CI-2123B Supplement 5 Poe & Associates, Inc. \$543,400.00

**ITEMS TO BE PRESENTED BY CONSTRUCTION DIVISION ENGINEER – Mr. Leonard**

**23. Change Orders with Cumulative Total of \$75,000.00 or Less – Information Only**

- a) Bryan County - SH-78 - STP-207C(105)PM / 24088(04), \$15,418.72, 0.16%
- b) Choctaw County - County Road - STP-212D(065)CI / 32893(04), \$17,408.50, 1.71%
- c) Cleveland County - City Street - TAP-214E(102)AG / 33271(04), \$65,740.57, 6.46%
- d) Craig County - SH-10 - SSR-218C(103)(102)SR / 34294(04), \$51,636.03, 1.75%
- e) Creek County - SH-66 - SSR-219N(095)SR / 35451(04), \$58,058.04, 2.29%
- f) Custer County - County Road - STP-120B(059)UR / STP-220B(087)UR / 19411(04), \$76,522.68, -1.19% Underrun
- g) Garfield County - US-81 - SSP-011N(114)SB / 33748(04), \$71,325.55, 9.26%
- h) Garvin County - US-77 - STP-225C(085)PM / 29544(04), \$2,480.00, 0.05%
- i) Garvin County - City Street - TAP-225F(101)TP / 34116(04), \$2,628.96, 1.33%
- j) Hughes County - US-75 - STP-232B(062)PM / 29545(04), \$66,548.23, 3.63%
- k) Jackson County - US-62 - SBR-020N(051)SB / 34757(04), \$4,940.00, 0.28%
- l) Jefferson County - SH-89 - STP-234C(053)AD / 32946(04), \$16,882.60, 6.46%
- m) Johnston County - SH-7 - STP-235C(053)PM / 29561(04), \$312.34, 0.03%
- n) Johnston County - SH-48 - STP-235C(055)PM / 31052(04), \$23,375.00, -2.77% Underrun
- o) Kay County - I-35 - NHPP-3500-(072)PM / 24432(14), \$62,568.07, 0.65%
- p) McCurtain County - SH-3 - NHPP-245N(006)PM / 24409(04), \$63,801.21, 0.33%
- q) McCurtain County - County Road - STP-245C(070)CI / 29962(04), \$33,498.26, 2.26%
- r) McCurtain County - County Road - STP-245C(065)CI / 31276(04), \$6,938.64, 0.29%
- s) Muskogee County - US-62 - NHPP-251N(117)PM / SBR-251B(121)SB / 30416(04), \$19,837.54, 0.03%
- t) Muskogee County - County Road - STP-251D(136)CI / 33053(04), \$0.00, 0.00%
- u) Oklahoma County - I-35 - NHPP-3500-(132)FP / 29844(04), \$21.37, -0.00% Underrun
- v) Oklahoma County - PALMER LOOP TRAIL - TAP-255D(326)AG / 31433(04), \$6,772.45, 3.16%
- w) Oklahoma County - City Street - STP-255D(479)AG / 33124(04), #2, \$6,000.00, 0.22%
- x) Oklahoma County - City Street - STP-255D(479)AG / 33124(04), #3, \$6,900.00, 0.25%
- y) Oklahoma County - City Street - STP-255B(550)AG / 34166(04), \$24,948.00, 0.23%
- z) Okmulgee County - US-62 / US-75 - EMC-256N(071)ES / 35467(04), \$2,000.00, 0.16%
- aa) Ottawa County - SH-69A - STP-258B(089)PM / 32698(04), \$8,154.08, 0.22%
- bb) Ottawa County - County Road - CIRB-258D(071)RB / CIRB-258C(072)RB / 33563(04), \$19,241.81, 0.89%

- cc) Pittsburg County - County Road - STP-161D(198)CI / 23886(04), \$14,029.99, 3.15%
- dd) Pontotoc County - County Road - STP-262C(043)CI / 28571(08), \$29,451.38, 2.64%
- ee) Seminole County - SH-99A - MC-267C(095)MD / 35796(04), \$7,701.69, 1.44%
- ff) Sequoyah County - SH-101 - STP-268C(084)PM / 29780(04), \$9,456.25, 0.24%
- gg) Tillman County - SH-36 - STP-271C(077)PM / 31061(04), \$39,000.00, 1.18%

Total amount of presented Change Orders: \$633,759.86

#### 24. Change Orders with Cumulative Total Greater than \$75,000.00

- a) Atoka County - US-69 - SSP-013N(202)PM / 34366(04), \$143,125.00, 3.77%
- b) Blaine County - SH-3 - NHPP-017N(261)PM / 27913(11), \$143,187.87, 1.24%
- c) Bryan County - US-69 - BSAP-207N(012)FM / BSAP-207C(102)FM / SSP-013N(182)PM / 25909(17), \$4,050.00, 0.02%
- d) Canadian County - US-281 - STP-109B(154)PM / 26360(04), \$108,668.00, 0.32%
- e) Cleveland County - SH-9 - STP-214B(103)PM / 20266(11), #7, \$209,431.40, 1.33%
- f) Cleveland County - SH-9 - STP-214B(103)PM / 20266(11), #8, \$98,943.24, 0.63%
- g) Ellis County - SH-15 - NHPP-019N(118)PM / 26497(04), \$80,881.03, 1.26%
- h) Ellis County - County Road - STP-223D(022)CI / 31128(04), \$9,049.70, 1.32%
- i) Grady County - SH-37 - STP-126C(063) / 20301(04), \$495,691.51, 4.21%
- j) Harmon County - SH-30 - STP-229C(017)PM / 31825(04), \$76,867.02, 3.96%
- k) Hughes County - US-75 - STP-232B(062)PM / 29545(04), \$44,695.88, 2.44%
- l) Johnston County - SH-7 - STP-235C(037)PM / 29666(04), \$45,417.12, 2.61%
- m) Kingfisher County - SH-51 - STP-237C(034)PM / 27945(04), \$28,198.60, 0.23%
- n) Lincoln County - SH-66 - STP-241C(073)PM / 27947(04), \$16,250.00, 0.23%
- o) Logan County - SH-33 - STP-242B(098)PM / 26996(04), \$618,738.33, 6.21%
- p) Logan County - SH-74 - STP-242C(102)3P / 34327(04), \$127,656.76, 4.33%
- q) Love County - I-35 - NHPPI-3500-(081)PM / 19576(05), \$13,449.18, 0.04%
- r) McClain County - SH-59 - STP-244C(072)PM / 29459(04), \$72,938.26, 2.11%
- s) McClain County - I-35 - NHPPI-3500(094)PM / 31045(04), \$120,500.00, 0.98%
- t) Nowata County - US-169 - NHPP-030N(079)PM / 28892(04), #2, \$0.00, 0.00%
- u) Nowata County - US-169 - NHPP-030N(079)PM / 28892(04), #3, \$329,837.52, 6.25%
- v) Okfuskee County - SH-27 - SSR-254C(056)SR / 33767(04), \$23,645.44, 1.92%
- w) Oklahoma County - I-235 - NHPPI-2350-(009)PM / 09033(27), \$45,373.00, 0.04%
- x) Oklahoma County - I-40 - NHPPI-0040-5(394)129SS / NHPPI-4000-(095)PM / 23310(04), \$1,200,000.00, 1.60%
- y) Osage County - SH-99 - STP-257B(089)(088)3P / 33785(04), \$203,808.51, 8.93%
- z) Ottawa County - US-60 - STP-258B(084)PM / 29687(04), \$70,335.08, 1.83%
- aa) Pittsburg County - US-69 - NHPP-261N(084)PM / 14999(09), \$12,225.00, 0.04%
- bb) Pittsburg County - SH-31 - STP-161C(205)PM / 24331(04), \$82,200.00, 1.00%
- cc) Pittsburg County - US-69 - SSP-261N(092)PM / 34341(04), \$641,522.09, -6.06% Underrun
- dd) Pottawatomie County - SH-39 - STP-163B(212)SS / 24240(07), \$85,275.95, 1.23%
- ee) Seminole County - SH-3E - SBR-9595(004)SB / 29595(04), \$229.00, 0.01%
- ff) Tillman County - SH-36 - STP-271C(077)PM / 31061(04), \$92,029.51, 2.77%
- gg) Tulsa County - SH-20 - STP-172B(360)SS / 24346(04), \$429,443.08, 2.78%
- hh) Tulsa County - I-444 - NHPPI-4440(009)PM / SBR-014N(112)SB / 28899(04), #5, \$192,180.87, 0.74%
- ii) Tulsa County - I-444 - NHPPI-4440(009)PM / SBR-014N(112)SB / 28899(04), #6, \$109,341.26, -0.42% Underrun
- jj) Tulsa County - County Road - CIRB-272D(303)CO / 33566(04), \$45,147.02, 2.33%
- kk) Tulsa County - City Street - STP-272B(297)IG / 33958(04), \$3,104.88, 0.18%
- ll) Woodward County - US-183 - NHPP-017N(206)(256)PM / 17457(54), \$55,902.70, 0.27%

Total amount of presented Change Orders: \$4,577,613.11

## **ITEMS TO BE PRESENTED BY THE COMPTROLLER DIVISION**

### **25. Proposed Bid Openings – Mr. Hackney, Project Funding Manager**

- a) Final March, 2023 Proposed Bid Opening
- b) Tentative April, 2023 Proposed Bid Opening
- c) Tentative May, 2023 Proposed Bid Opening

## **ITEMS TO BE PRESENTED BY THE DIRECTOR OF OPERATIONS – Mr. Davis**

### **26. Declaration of Emergency Bridge Repair Project**

McClain County – District III – I-35 SB & NB Bridges over SH-39 near the City of Purcell - \$750,000.00

**Information Only;** No Commission action required.

## **ITEMS TO BE PRESENTED BY GENERAL COUNSEL DIVISION - Ms. Endres**

### **27. Amendments to Department Administrative Rules as required pursuant to the Administrative Procedures Act, 75 O.S. §303**

- a) Approval to Add New Chapter 50. Size and Weight Permit Rules; OAC Rules 730:50-1-1 through 730:50-9-1 with Attached Appendix A
- b) Approval to Revoke the OAC Rule No.: 730:1-5-5. Collection of damage claims
- c) Approval to Revoke Rules, OAC Rule No.: 730:30-9-2 through 730:30-9-16 and Appendices C, D & E
- d) Approval to Revoke the Highway Construction Materials Technician Certification Board Rules, Title 318, Chapter 1, OAC Rule No.: 318-1-1-1 through 318-1-1-6; Title 318, Chapter 10, OAC Rule No. 318:10-1-1 through 318:10-1-11; and Title 318 Chapter 20, OAC Rule No. 318:20-1-1 through 318:20-1-16
- e) Approval to Amend the OAC Rule No.: 730:1-5-2. Personnel policies
- f) Approval to Amend the OAC Rule No.: 730:30-3-2. Standard specifications
- g) Approval to Amend the OAC Rule No.: 730:35-1-4. Maintenance responsibilities and 730:35-7-3. Traffic control responsibilities,
- h) Approval to Amend the OAC Rules No.: 730:35-13-1. Freeway Signage Supplement Guide Signs; 730:35-13-2. Criteria and limitations for traffic generator signs; 730:35-13-3. Traffic generators that do not normally warrant signing; and 730:35-13-4. Tourist Oriented directional signs (TODS) with revoked Appendices D, E & F
- i) Approval to Amend the OAC Rule No.: 730: 45-1-3. Administration and 730:45-1-4. Use of funds

The rules requested for approval are referenced and located in the Commission Materials associated with this Agenda Item.

## **ITEMS TO BE PRESENTED BY LOCAL GOVERNMENT DIVISION ENGINEER – Ms. Williams**

### **28. Request for Final Approval of the County Designation Order for FY-2023**

In accordance with Title 69 O.S. § 636.3 Subsection B this Designation Order is prepared for use by the County Road Machinery & Equipment Revolving Fund and has been approved by the Department of Transportation County Advisory Board (CAB)

**29. Municipal Road Drilling Activity Revolving Fund**

House Bill 3037 was recently signed into law creating the Municipal Road Drilling Activity Revolving Fund. This legislation provides funding assistance to municipalities with populations less than 15,000 who have experienced roadway damage due to increased oilfield activities.

After reviewing requests for participation in funding, the Department recommends award of the Municipal Road Drilling Activity Funds totaling \$5,000,000. This award will assist 15 cities to repair or replace 16.67 miles of municipal roadways.

**ITEM TO BE PRESENTED BY THE OFFICE ENGINEER – Mr. Delce**

**30. Awards**

- a) Deferral from December 22, 2022 Bid Opening
- b) January 12, 2023 – Regular Bid Opening
- c) January 19, 2023 – Regular Bid Opening

**ITEM TO BE PRESENTED BY THE DIRECTOR – Mr. Gatz**

**31. Director’s Report**

**Information Only:** No Commission action required.

**ITEM TO BE PRESENTED BY COMMISSION CHAIRMAN**

**32. Adjournment Motion**

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*The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. To request an accommodation please contact the ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353. If you have any ADA or Title VI questions email [ODOT-ada-titlevi@odot.org](mailto:ODOT-ada-titlevi@odot.org).*

**FOR PRESENTATION AT COMMISSION MEETING OF FEBUARY 6, 2023**

**AGENDA ITEM NO.:** 14

**SUBJECT:** Programming of Federal Railroad Crossing Safety Funds-Section 130  
Title 23 Funds

**COUNTIES:** Oklahoma

**COMMISSIONER DISTRICT:** IV

Item(s) below qualify for safety improvements in Oklahoma under Section 130 of the Highway Safety Act. These railroad crossing improvements could include signal installations, signal preemption improvements, surface installation, concrete median installation, crossing elimination by closure, lens upgrades, crossbucks, advance warning signs, pavement markings and clearing of sight obstructions at grade crossings.

**a) Oklahoma County – Commission District IV**

In Jones, Construction funding for a signal and surface project which includes the installation of pedestal mounted flashing lights with gates and a 32' concrete crossing surface at the intersection of 4<sup>th</sup> St. with SLWC's mainline. Total cost is \$324,819.00. 100% Federal-aid grade crossing funds.

**COMMISSION APPROVAL IS RECOMMENDED.**

**PROJECT LIST**

**FEDERAL AT-GRADE RAILROAD CROSSING SAFETY FUNDS SECTION 130 TITLE 23 FUNDS**

**STATE OF OKLAHOMA RAILROAD MAINTENANCE REVOLVING FUNDS**

<b>PART NO</b>	<b>COUNTY</b>	<b>C D</b>	<b>HIGHWAY/ ROADWAY</b>	<b>DESCRIPTION</b>	<b>DOT ID NUMBER</b>	<b>FEDERAL FUNDS</b>	<b>STATE FUNDS</b>	<b>RAILROAD COMPANY FUNDS</b>	<b>CITY/ COUNTY FUNDS</b>	<b>TOTAL FUNDS</b>
<b>a</b>	<b>Oklahoma</b>	<b>IV</b>	4th St.	SLWC	668899W	\$324,819.00	\$0.00	\$0.00	\$0.00	\$324,819.00
			<b>Grand Totals</b>			\$324,819.00	\$0.00	\$0.00	\$0.00	\$324,819.00



## FOR PRESENTATION AT COMMISSION MEETING OF FEBRUARY 6, 2023

**AGENDA ITEM NO.:** 15

**SUBJECT:** Modification of Federal Railroad Crossing Safety Funds-Section 130 Title 23 Funds

**COUNTIES:** Tulsa, Washita

**COMMISSIONER DISTRICTS:** V, VIII

Item(s) below qualify for safety improvements in Oklahoma under Section 130 of the Highway Safety Act. These railroad crossing improvements could include signal installations, signal preemption improvements, surface installation, concrete median installation, crossing elimination by closure, lens upgrades, crossbucks, advance warning signs, pavement markings and clearing of sight obstructions at grade crossings.

**a) Washita County – Sentinel- JP 34640(14) FMRC -\$8,650.00 – 1.55%**

In Sentinel, at the crossing of SH-55 and the Farmrail Corporation mainline, additional funding for the signal/surface project that was originally commissioned on January 3, 2020. The additional authorization is being requested due to additional surface costs resulting in additional labor charges during construction at a total of \$8,560.00. The revised total cost of the project is \$559,654.00.

**b) Tulsa County – Tulsa- JP 33960(28) BNSF -\$762,539.00 – 250.4%**

In Tulsa, at the crossing of Southwest Boulevard and the BNSF mainline, addition funding to the signal/surface project that was originally commissioned on March 4, 2019. The additional authorization is being requested due to an unforeseen drainage issue adjacent to the crossing under the I-244 bridge over the Arkansas River. Drainage construction and the raise 240' of track for a total of \$762,539.00. The revised total cost of the project is \$1,067,011.00.

**COMMISSION APPROVAL IS RECOMMENDED.**

**PROJECT LIST****FEDERAL AT-GRADE RAILROAD CROSSING SAFETY FUNDS SECTION 130 TITLE 23 FUNDS****STATE OF OKLAHOMA RAILROAD MAINTENANCE REVOLVING FUNDS**

<b>PART NO</b>	<b>COUNTY</b>	<b>C D</b>	<b>HIGHWAY/ ROADWAY</b>	<b>DESCRIPTION</b>	<b>DOT ID NUMBER</b>	<b>FEDERAL FUNDS</b>	<b>STATE FUNDS</b>	<b>RAILROAD COMPANY FUNDS</b>	<b>CITY/ COUNTY FUNDS</b>	<b>TOTAL FUNDS</b>
a	Washita	5	SH-55	FMRC	018168X	\$7,704.00	\$0.00	\$856.00	\$0.00	\$8,560.00
b	Tulsa	8	SW Blvd	BNSF	669341U	\$686,285.10	\$0.00	\$76,253.90	\$0.00	\$762,539.00
			<b>Grand Totals</b>			\$693,989.10	\$0.00	\$77,109.90	\$0.00	\$771,099.00

**FOR PRESENTATION AT COMMISSION MEETING OF FEBRUARY 6, 2023**

**AGENDA ITEM NO:        16**

**SUBJECT:                    Speed Zone Revisions**

**a) One Location – Commission District I**

	1. <u>Along US-64 in Muskogee County including the Town of Webbers Falls</u>	Length
65 MPH	Beginning at a point 0.51 miles east of 7 <sup>th</sup> Ave, extending easterly 6.68 miles to a point 0.08 miles west of the SH-351 SB offramp.	
	<u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 65 MPH (ZONING CHANGE)</u>	6.68 miles
55 MPH	Beginning at a point 0.08 miles west of the SH-351 SB offramp, extending northeasterly 1.87 miles to the US-64 & SH-100 intersection.	
	<u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 65 MPH (CHANGE)</u>	1.87 miles
		=====
	TOTAL APPROXIMATE LENGTH ZONED	8.55 miles

**b) One Location – Commission District II**

	1. <u>Along US-271 in LeFlore and Pushmataha County including the Town of Albion</u>	Length
65 MPH	Beginning at the US 271 & SH 2 junction, extending easterly 13.00 miles to a point 0.82 mile west of Hansford Avenue (North CR 4460 Road)	
	<u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 65 MPH (ZONING CHANGE)</u>	13.00 miles

60 MPH	Beginning at a point 0.82 mile west of Hansford Road (North CR 4460 Road), extending easterly 0.22 mile to a point 0.60 mile west of Hansford Avenue (North CR 4460 Road)	
	<u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 55 MPH (NO CHANGE)</u>	0.22 mile
50 MPH	Beginning at a point 0.60 mile west of Hansford Avenue (North CR 4460 Road), extending easterly 0.11 mile to a point 0.49 mile west of Hansford Avenue (North CR 4460 Road)	
	<u>PRESENTLY ZONED 50, 60 MPH</u> <u>PRESENTLY POSTED 50 MPH (CHANGE)</u>	0.11 mile
40 MPH	Beginning at a point 0.49 mile west of Hansford Avenue (North CR 4460 Road), extending easterly 0.60 mile to a point 0.11 mile east Hansford Avenue (North CR 4460 Road)	
30 MPH (School)	<u>SCHOOL ZONE (0.18 mile)</u> Beginning at a point 0.12 mile west of South CR N4580 Road, extending easterly 0.19 mile to a point 0.07 mile east of South CR N4580 Road  Effective only on regular school days, From 7:00 am to 8:00 am and from 3:00 pm to 4:00 pm	
	<u>PRESENTLY ZONED 40, 50, 65 MPH</u> <u>SCHOOL ZONE PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 40, 50, 60 MPH (CHANGE)</u>	0.60 mile
50 MPH	Beginning at a point 0.11 mile east of Hansford Avenue (North CR 4460 Road), extending easterly 0.11 mile to a point 0.22 mile east of Hansford Avenue (North CR 4460 Road)	
	<u>PRESENTLY ZONED 65 MPH</u> <u>PRESENTLY POSTED 60 MPH (ZONING CHANGE)</u>	0.11 mile
60 MPH	Beginning at a point 0.22 mile east of Hansford Avenue (North CR 4460 Road), extending easterly 0.30 mile to a point 0.52 mile east of Hansford Avenue (North CR 4460 Road)	
	<u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 65 MPH (CHANGE)</u>	0.30 mile

65 MPH	Beginning at a point 0.52 east of Hansford Avenue (North CR 4460 Road), extending easterly 2.50 mile to the Pushmataha & LeFlore County Line	
	<u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 65 MPH (ZONING CHANGE)</u>	2.50 miles
65 MPH	Beginning at the Pushmataha & LeFlore County Line, extending easterly 4.09 miles to a point 0.41 mile south of the US 271 & SH 63 junction	
	<u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 65 MPH (ZONING CHANGE)</u>	4.09 miles
		=====
	TOTAL APPROXIMATE LENGTH ZONED	20.93 miles

**c) Two Locations – Commission District III**

	1. <u>Along SH-29 in Garvin County including the Town of Elmore City</u>	Length
65 MPH	Beginning at the Stephens and Garvin County line, extending easterly 8.98 miles to a point 0.60 miles west of the SH-29 & SH-74 intersection.	
	<u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 65 MPH (ZONING CHANGE)</u>	8.98 miles
55 MPH	Beginning at a point 0.60 miles west of the SH-29 & SH-74 intersection, extending easterly 0.18 miles to a point 0.42 miles west of the SH-29 & SH-74 intersection.	
	<u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 55 MPH (ZONING CHANGE)</u>	0.18 miles
45 MPH	Beginning at a point 0.42 miles west of the SH-29 & SH-74 intersection, extending easterly 0.20 miles to a point 0.22 miles west of the SH-29 & SH-74 intersection.	
	<u>PRESENTLY ZONED 45 MPH</u>	

35 MPH	<p><u>PRESENTLY POSTED 45 MPH (NO CHANGE)</u> Beginning at a point 0.22 miles west of the SH-29 &amp; SH-74 intersection, extending easterly 0.17 miles to a point 0.05 miles west of the SH-29 &amp; SH-74 intersection.</p>	0.20 miles
	<p><u>PRESENTLY ZONED 35 MPH</u> <u>PRESENTLY POSTED 35 MPH (NO CHANGE)</u></p>	0.17 miles
25 MPH	Beginning at a point 0.05 miles west of the SH-29 & SH-74 intersection, extending easterly 0.37 miles to a point 0.18 miles west of Haskell St.	
20 MPH (School)	<p><u>SCHOOL ZONE (0.18 Mile)</u> Beginning at a point 0.10 miles west of Muse Ave, extending easterly 0.18 miles to a point 0.08 miles east of Muse Ave.</p> <p>Effective only on regular school days, From 7:15 AM to 8:15 AM and From 2:45 PM to 3:30 PM</p>	
	<p><u>PRESENTLY ZONED 25, 35 MPH</u> <u>SCHOOL ZONE PRESENTLY NOT ZONED</u> <u>POSTED 25 &amp; 25 SZ MPH (CHANGE)</u></p>	0.37 miles
35 MPH	Beginning at a point 0.18 miles west of Haskell St, extending easterly 0.09 miles to a point 0.09 miles east of Haskell St.	
	<p><u>PRESENTLY 35 MPH</u> <u>PRESENTLY POSTED 35 MPH (NO CHANGE)</u></p>	0.09 miles
45 MPH	Beginning at a point 0.09 miles east of Haskell St, extending easterly 0.40 miles to a point 0.31 miles east of Haskell St.	
	<p><u>PRESENTLY ZONED 45 MPH</u> <u>PRESENTLY POSTED 45 MPH (NO CHANGE)</u></p>	0.40 miles
55 MPH	Beginning at a point 0.31 miles east of Haskell St, extending easterly 0.17 miles to a point 0.48 miles east of Haskell St.	
	<p><u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 55 MPH (ZONING CHANGE)</u></p>	0.17 miles

65 MPH	Beginning at a point 0.48 miles east of Haskell St, extending northeasterly 9.66 miles to a point 0.28 miles west of the I-35 SB Ramps.	
	<u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 65 MPH (ZONING CHANGE)</u>	9.66 miles
55 MPH	Beginning at a point 0.28 miles west of the I-35 SB ramps, extending easterly 1.47 miles to the US-77 & SH-29 intersection.	
	<u>PRESENTLY NOT ZONED, 55 MPH</u> <u>PRESENTLY POSTED 55 MPH (ZONING CHANGE)</u>	1.47 miles
		=====
	TOTAL APPROXIMATE LENGTH ZONED	21.69 miles
2. <u>Along SH-74 in Garvin County including the Town of Elmore City</u>		Length
65 MPH	Beginning at the Carter and Garvin County line, extending northerly 7.19 miles to a point 0.32 miles south of the E1655 Rd & N3140 Rd intersection.	
	<u>PRESENTLY NOT ZONED, 50 MPH</u> <u>PRESENTLY POSTED 65 MPH (ZONING CHANGE)</u>	7.19 miles
55 MPH	Beginning at a point 0.32 miles south of the E1655 Rd & N3140 Rd intersection, extending northerly 0.12 miles to a point 0.20 miles south of the E1655 Rd & N3140 Rd intersection.	
	<u>PRESENTLY ZONED 50 MPH</u> <u>PRESENTLY POSTED 55 MPH (ZONING CHANGE)</u>	0.12 miles
45 MPH	Beginning at a point 0.20 miles south of the E1655 Rd & N3140 Rd intersection, extending northerly then easterly 0.60 miles to Arkansas St.	
	<u>PRESENTLY ZONED 45 MPH</u> <u>PRESENTLY POSTED 55 MPH (ZONING CHANGE)</u>	0.60 miles

35 MPH	Beginning at Arkansas St, extending easterly then northerly 0.32 miles to a point 0.26 miles south of the SH-29 & SH-74 intersection.	
	<u>PRESENTLY ZONED 35 MPH</u> <u>PRESENTLY POSTED 35 MPH (NO CHANGE)</u>	0.32 miles
25 MPH	Beginning at a point 0.26 miles south of the SH-29 & SH-74 intersection, extending northerly 0.61 miles to a point 0.05 miles north of Shirley St.	
20 MPH (School)	<u>SCHOOL ZONE (0.14 Mile)</u> Beginning at a point 0.09 miles north of the SH-29 & SH-74 intersection, extending northerly 0.14 miles to a point 0.07 miles south of Shirley St.  Effective only on regular school days, From 7:15 AM to 8:15 AM and From 2:45 PM to 3:30 PM	
	<u>PRESENTLY ZONED 35, 25 MPH</u> <u>SCHOOL ZONE PRESENTLY NOT ZONED</u> <u>POSTED 35, 25, &amp; 25 SZ MPH (CHANGE)</u>	0.61 miles
35 MPH	Beginning a point 0.05 miles north of Shirley St, extending northerly 0.12 miles to a point 0.17 miles north of Shirley St.	
	<u>PRESENTLY ZONED 35, 45 MPH</u> <u>PRESENTLY POSTED 35 MPH (ZONING CHANGE)</u>	0.12 miles
45 MPH	Beginning a point 0.17 miles north of Shirley St, extending northwesterly 0.60 miles to a point 0.24 miles northwest of N3145 Rd.	
	<u>PRESENTLY ZONED 35, 45 MPH</u> <u>PRESENTLY POSTED 45 MPH (ZONING CHANGE)</u>	0.60 miles
55 MPH	Beginning a point 0.24 miles northwest of N3145 Rd, extending northwesterly 0.18 miles to a point 0.42 miles northwest of N3145 Rd.	
	<u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 55 MPH (ZONING CHANGE)</u>	0.18 miles



65 MPH	Beginning a point 0.42 miles northwest of N3145 Rd, extending northerly 11.56 miles to a point 0.75 miles south of the SH-19 & SH-74 intersection.	
	<u>PRESENTLY NOT ZONED</u>	
	<u>PRESENTLY POSTED 65 MPH (ZONING CHANGE)</u>	11.56 miles
		=====
	TOTAL APPROXIMATE LENGTH ZONED	21.30 miles

**d) One Location – Commission District IV**

1. Along SH-132 in Garfield and Kingfisher Counties including the Town of Drummond

Length

65 MPH	Beginning at the SH-51 & SH-132 intersection, extending north 12.02 miles to a point 0.49 miles south of Otoe St.	
	<u>PRESENTLY NOT ZONED</u>	
	<u>POSTED 65 MPH (ZONING CHANGE)</u>	12.02 miles
55 MPH	Beginning at a point 0.49 miles south of Otoe St, extending north 0.13 miles to a point 0.36 miles south of Otoe St.	
	<u>PRESENTLY NOT ZONED</u>	
	<u>POSTED 55 MPH (ZONING CHANGE)</u>	0.13 miles
45 MPH	Beginning at a point 0.36 miles south of Otoe St, extending north 0.11 miles to a point 0.25 miles south of Otoe St.	
	<u>PRESENTLY NOT ZONED</u>	
	<u>POSTED 45 MPH (ZONING CHANGE)</u>	0.11 miles

35 MPH	Beginning at a point 0.25 miles south of Otoe St, extending north 0.73 miles to a point 0.07 miles north of Cheyenne St.	
25 MPH (School)	<p><u>SCHOOL ZONE (0.26 Mile)</u> Beginning at a point 0.18 miles south of Otoe St, extending north 0.26 miles to a point 0.08 miles north of Otoe St.</p> <p>Effective only on regular school days, From 7:30 AM to 8:15 AM and From 3:00 PM to 3:45 PM</p> <p><u>PRESENTLY NOT ZONED</u> <u>SCHOOL ZONE PRESENTLY NOT ZONED</u> <u>POSTED 35, 25 SZ MPH (CHANGE)</u></p>	0.73 miles
45 MPH	Beginning at a point 0.07 miles north of Cheyenne St, extending north 0.21 miles to a point 0.28 miles north of Cheyenne St.	
	<p><u>PRESENTLY NOT ZONED</u> <u>POSTED 45 MPH (ZONING CHANGE)</u></p>	0.21 miles
55 MPH	Beginning at a point 0.28 miles north of Cheyenne St, extending north 0.20 miles to a point 0.48 miles north of Cheyenne St.	
	<p><u>PRESENTLY NOT ZONED</u> <u>POSTED 55 MPH (ZONING CHANGE)</u></p>	0.20 miles
65 MPH	Beginning at a point 0.48 miles north of Cheyenne St, extending north 5.54 miles to the US-60/412 & SH-132 intersection.	
	<p><u>PRESENTLY NOT ZONED</u> <u>POSTED 65 MPH (ZONING CHANGE)</u></p>	5.54 miles
		=====
	TOTAL APPROXIMATE LENGTH ZONED	18.94 miles

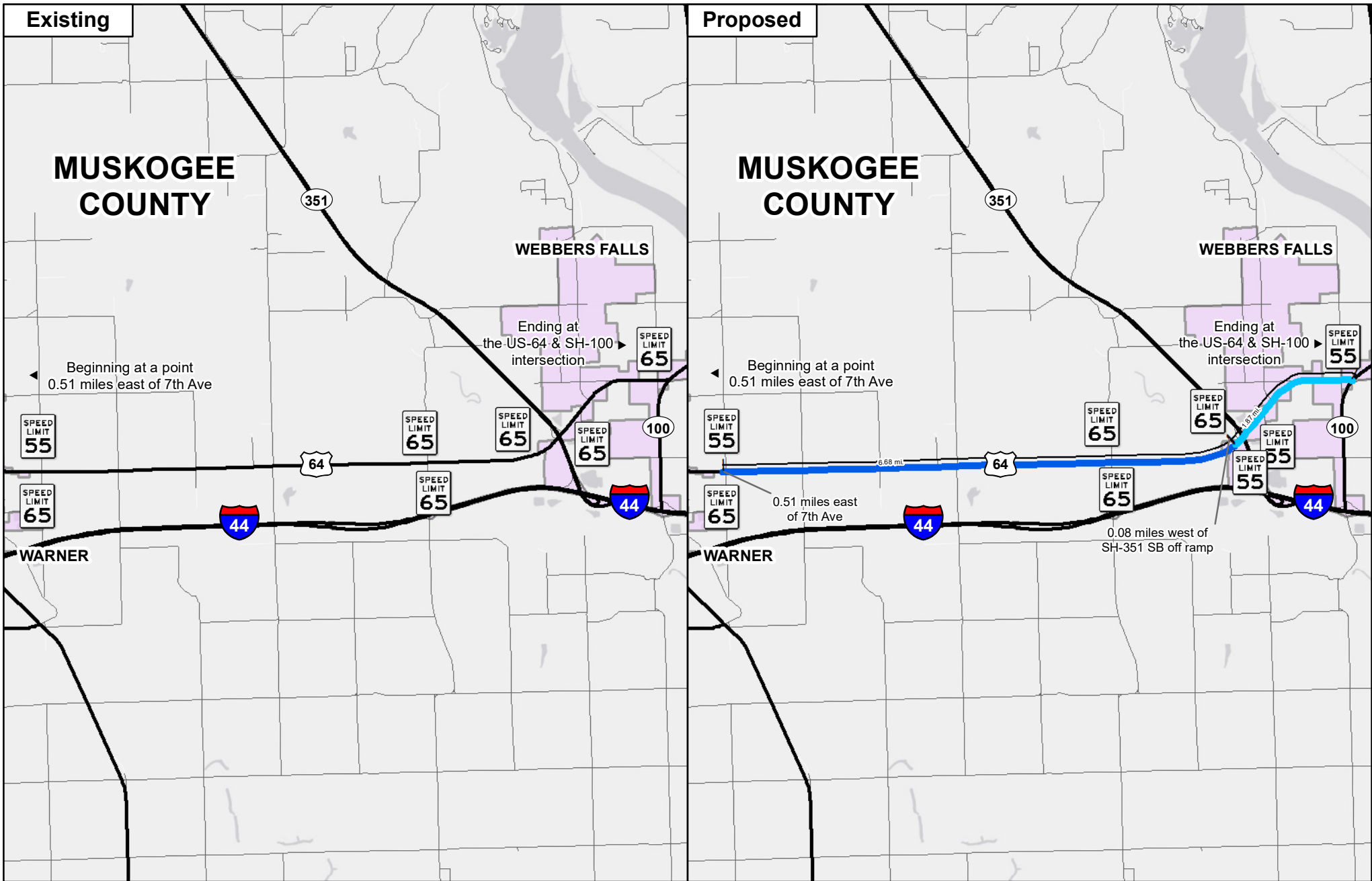
**e) Two Locations – Commission District VII**

		Length
1. <u>Along US-70 in Cotton County</u>		
65 MPH	Beginning at E19550 Rd, extending southeasterly 5.12 miles to a point 0.35 miles west of the I-44 overpass.  <u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 65 MPH (ZONING CHANGE)</u>	5.12 miles
55 MPH	Beginning at a point 0.35 miles west of the I-44 overpass, extending easterly 0.77 miles to a point 0.42 miles east of the I-44 overpass.  <u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 65 MPH (CHANGE)</u>	0.77 miles
65 MPH	Beginning at a point 0.42 miles east of the I-44 overpass, extending easterly 1.14 miles to a point 0.17 miles west of 12 <sup>th</sup> St.  <u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 65 MPH (ZONING CHANGE)</u>	1.14 miles
		=====
TOTAL APPROXIMATE LENGTH ZONED		7.03 miles

2. <u>Along SH-32 in Jefferson County including the Town of Ryan</u>		Length
35 MPH	Beginning at the US-81 & SH-32 intersection, extending northeasterly 0.73 miles to a point 0.17 miles southwest of N 2830 Rd.	
25 MPH (School)	<u>SCHOOL ZONE (0.15 Mile)</u> Beginning at a point 0.02 miles southwest of 12 <sup>th</sup> St, extending northeasterly 0.15 miles to a point 0.04 miles northeast of 13 <sup>th</sup> St.  Effective only on regular school days, From 7:30 AM to 8:15 AM and From 3:00 PM to 4:00 PM	
	<u>PRESENTLY ZONED 35 MPH</u> <u>SCHOOL ZONE PRESENTLY NOT ZONED</u> <u>POSTED 35 &amp; 25 SZ MPH (CHANGE)</u>	0.73 miles
45 MPH	Beginning at a point 0.17 miles southwest of N 2830 Rd, extending northeasterly 0.20 miles to a point 0.03 miles east of N 2830 Rd.  <u>PRESENTLY ZONED 45 MPH</u> <u>PRESENTLY POSTED 45 MPH (NO CHANGE)</u>	0.20 miles
55 MPH	Beginning at a point 0.03 miles east of N 2830 Rd, extending easterly 0.15 miles to a point 0.18 miles east of N 2810 Rd.  <u>PRESENTLY NOT ZONED</u> <u>PRESENTLY POSTED 55 MPH (ZONING CHANGE)</u>	0.15 miles
		=====
	TOTAL APPROXIMATE LENGTH ZONED	1.08 miles

Engineering studies have been conducted at these locations in accordance with current Department of Transportation Rules, Regulations, and Policies.

**Commission Approval is Recommended**

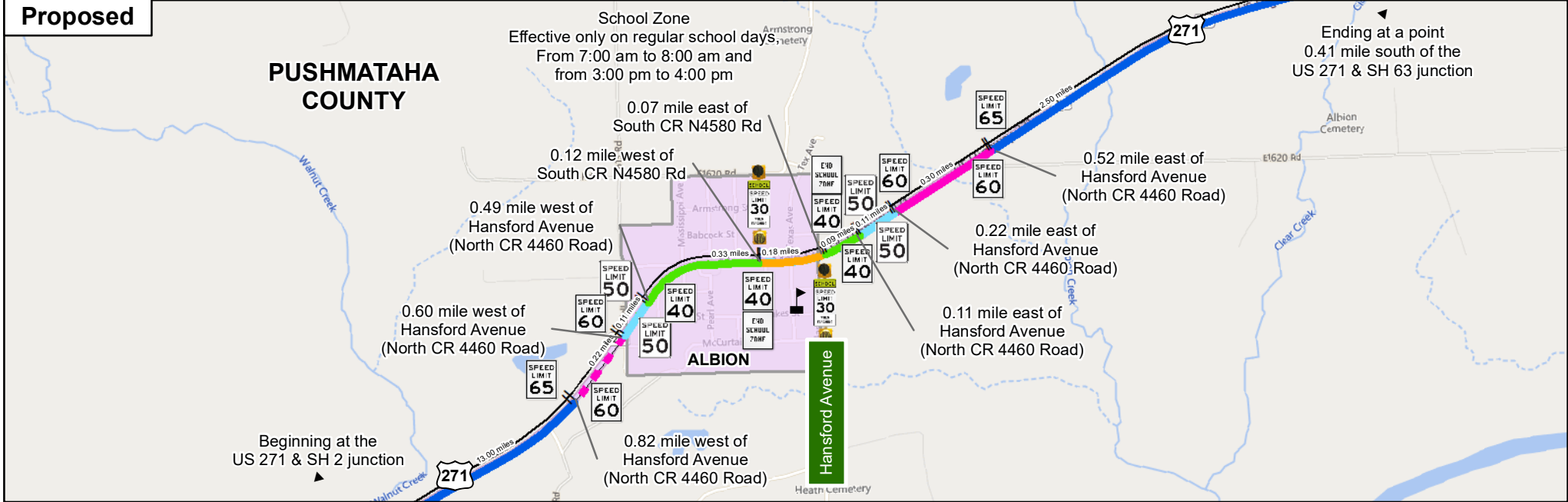
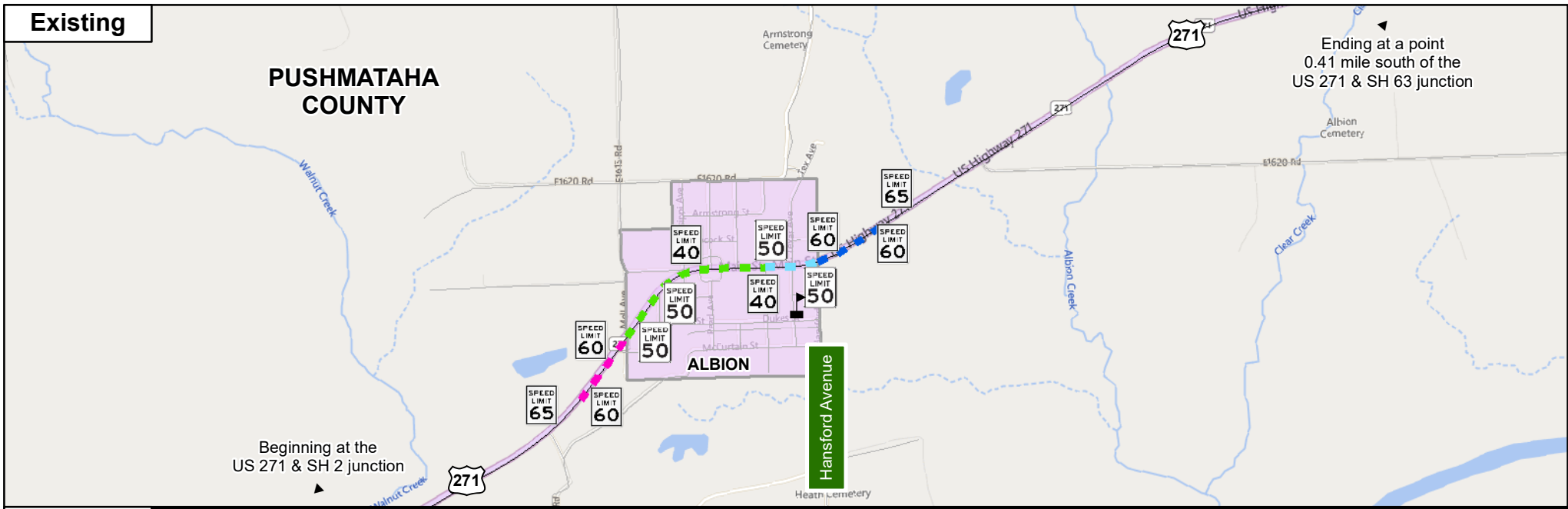


# US-64 Webbers Falls Speed Zone Revision

**Legend**

- Proposed 55 mph
- Proposed 65 mph
- Highways
- Non-Highways
- Cities





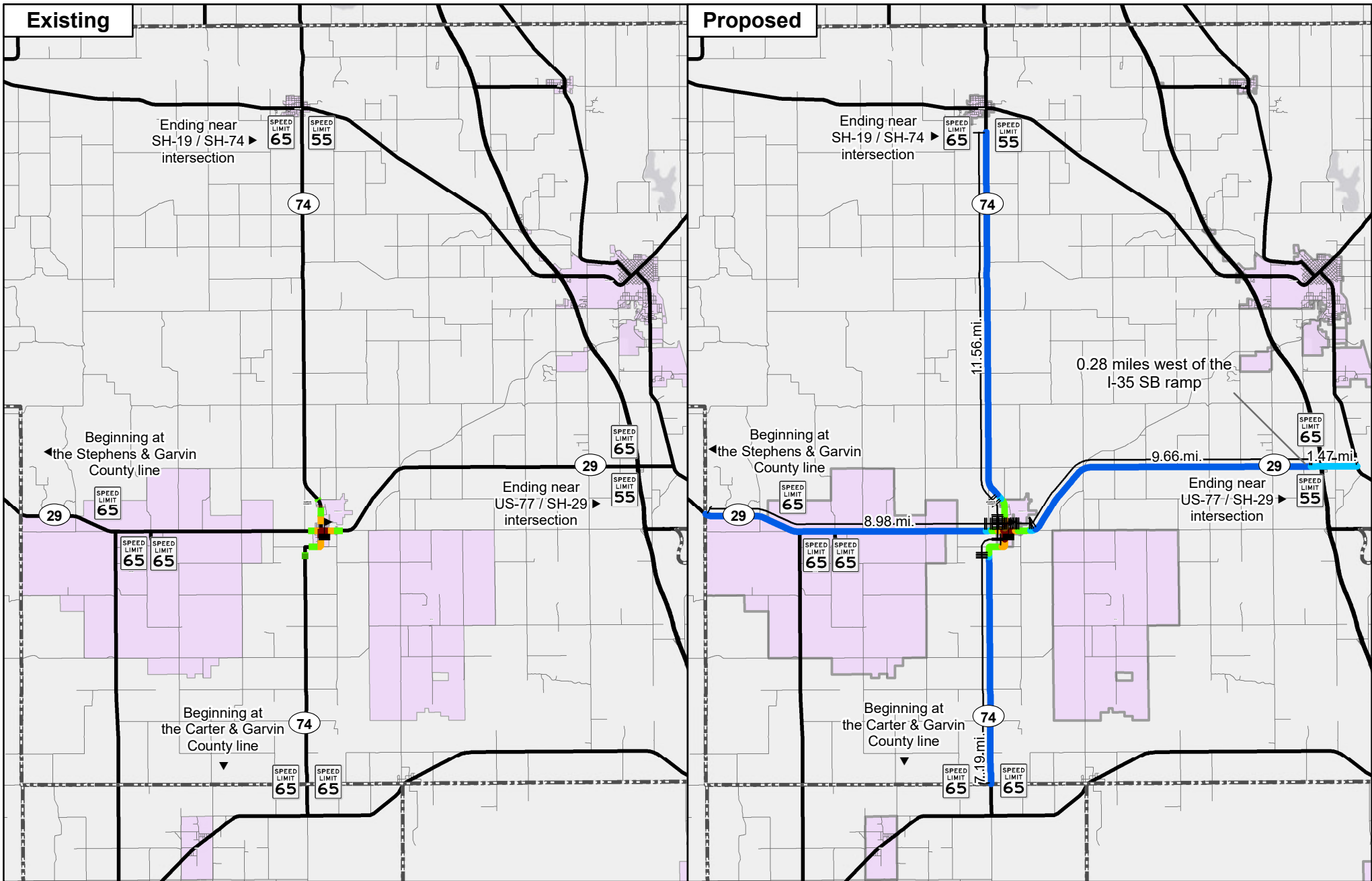
**Legend**

- Existing 65 mph
- Existing 60 mph
- Existing 50 mph
- Existing 40 mph
- Proposed 65 mph
- Proposed 60 mph
- Proposed 50 mph
- Proposed 40 mph
- Proposed 30 mph School Zone

- 📍 School
- Highways
- Cities



# US-271 Albion Speed Zone Revision



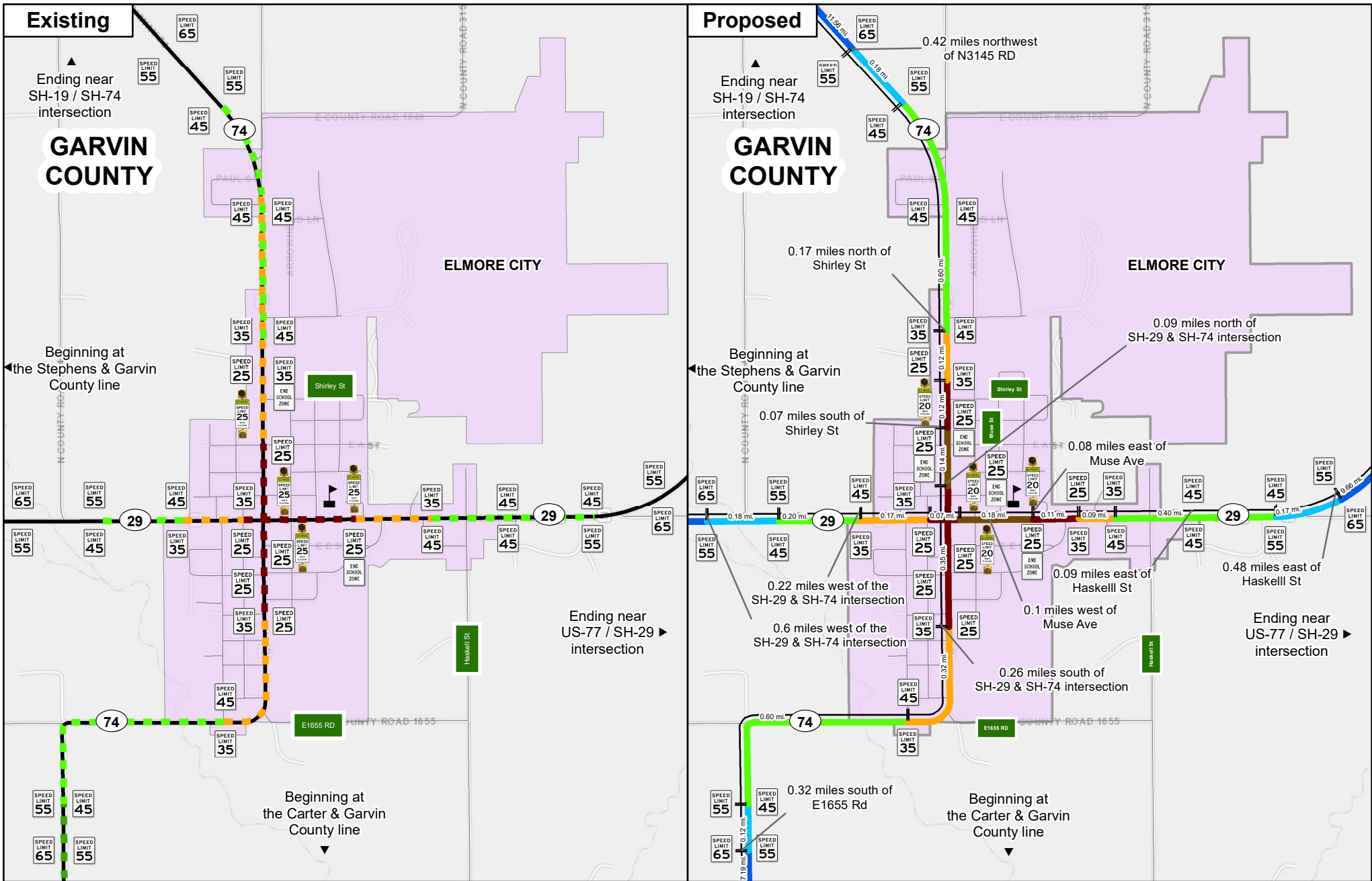
**Legend**

- Existing 25 mph
- Existing 35 mph
- Existing 45 mph
- Existing 50 mph
- Proposed 20 mph
- Proposed 25 mph
- Proposed 35 mph
- Proposed 45 mph
- Proposed 55 mph
- Proposed 65 mph
- 🚶 Crossing
- 🏫 School
- 🗺 Counties
- 🛣 Highways
- Non-Highways
- 🏠 Cities



# SH-29 and SH-74 Speed Zone Revision





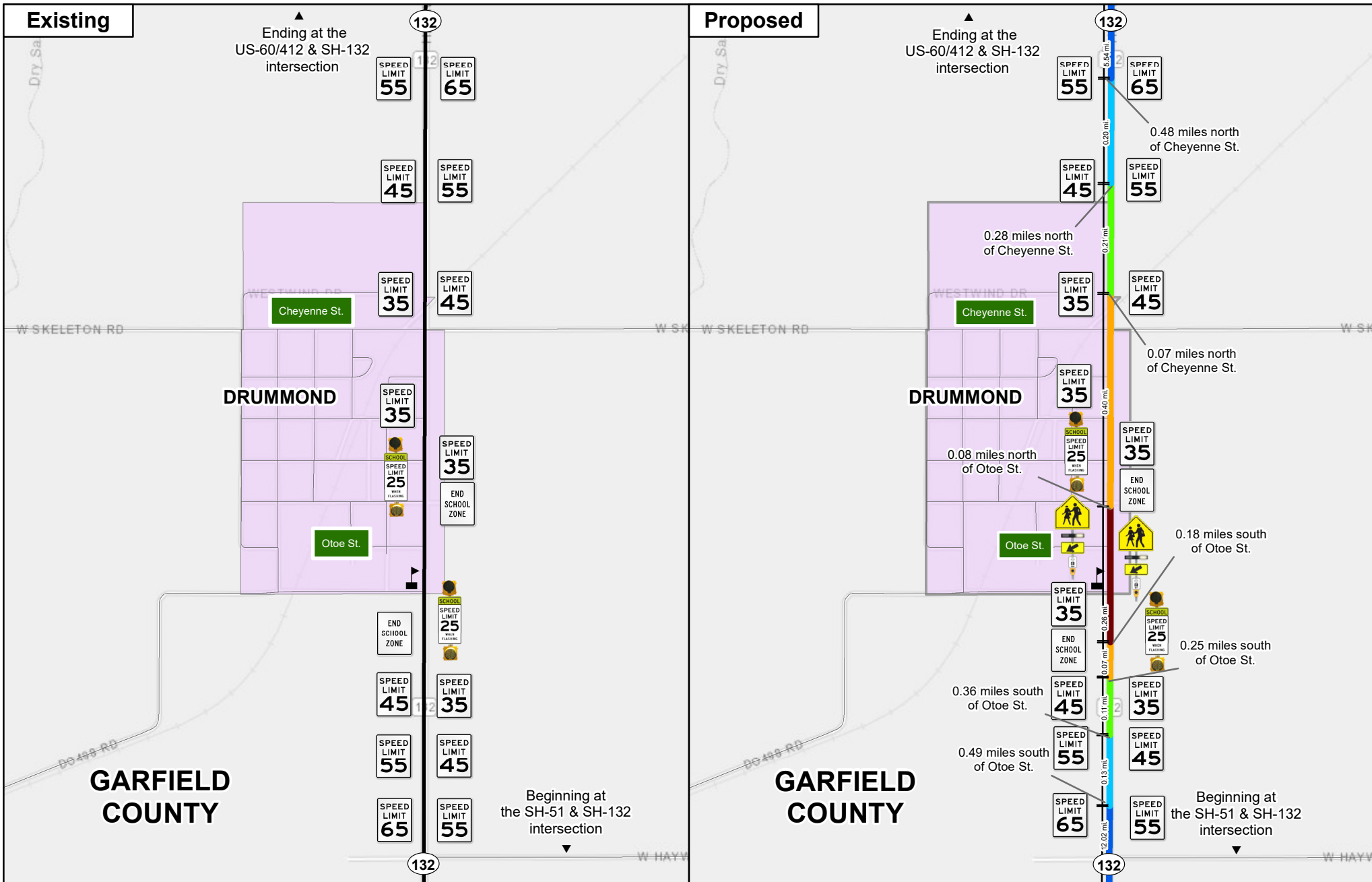
**Legend**

- Existing 25 mph
- Existing 35 mph
- Existing 45 mph
- Existing 50 mph
- Proposed 20 mph
- Proposed 25 mph
- Proposed 35 mph
- Proposed 45 mph
- Proposed 55 mph
- Proposed 65 mph
- 🚶 Crossing
- 🏫 School
- Highways
- Non-Highways
- Cities



# SH-29 and SH-74 Elmore City Speed Zone Revision

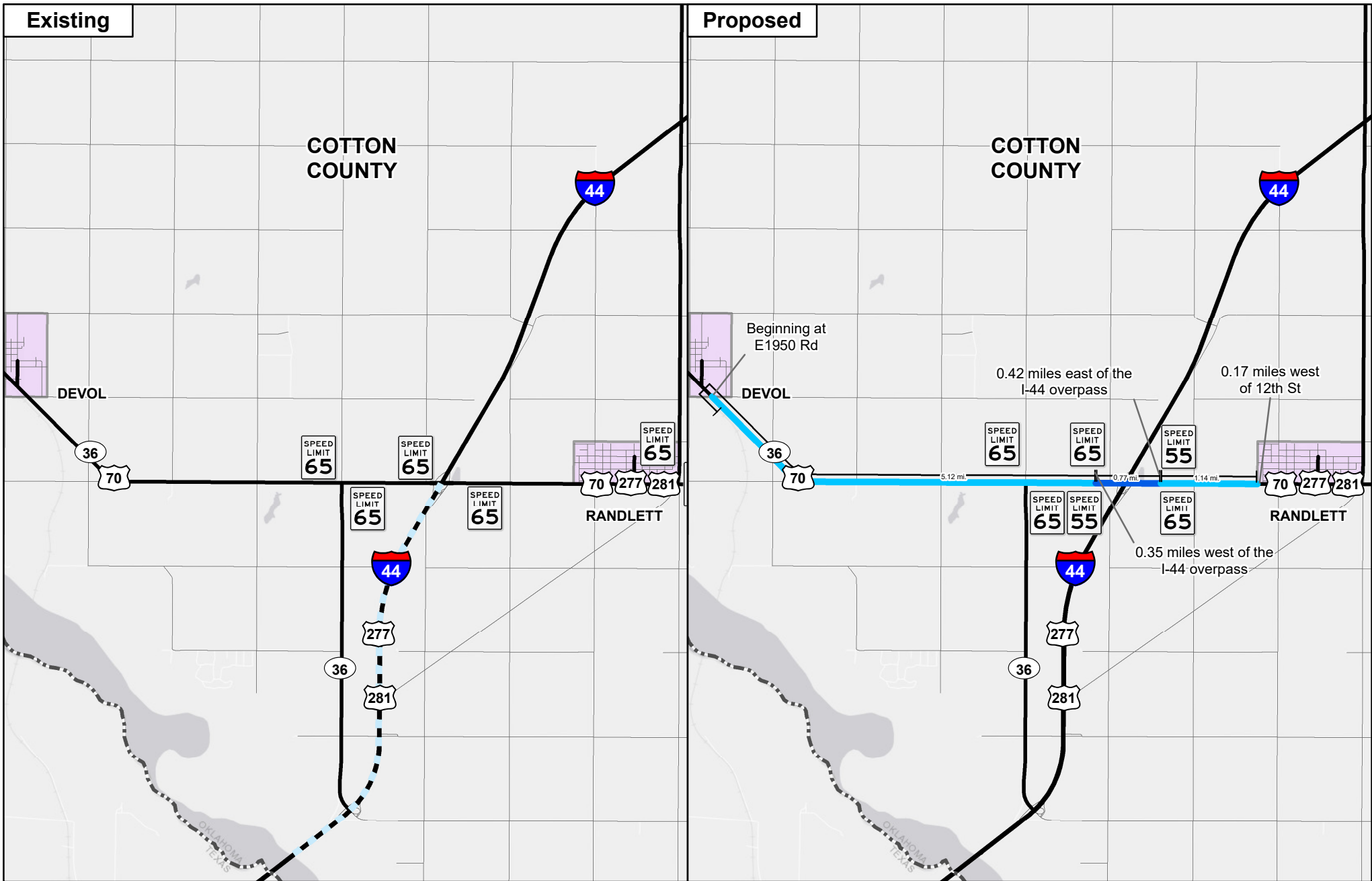




# SH-132 Drummond Speed Zone Revision

- Legend**
- █ Proposed 25 mph
  - █ Proposed 35 mph
  - █ Proposed 45 mph
  - █ Proposed 55 mph
  - █ Proposed 65 mph
  - School
  - Crossing
  - Highways
  - Non-Highways
  - Cities



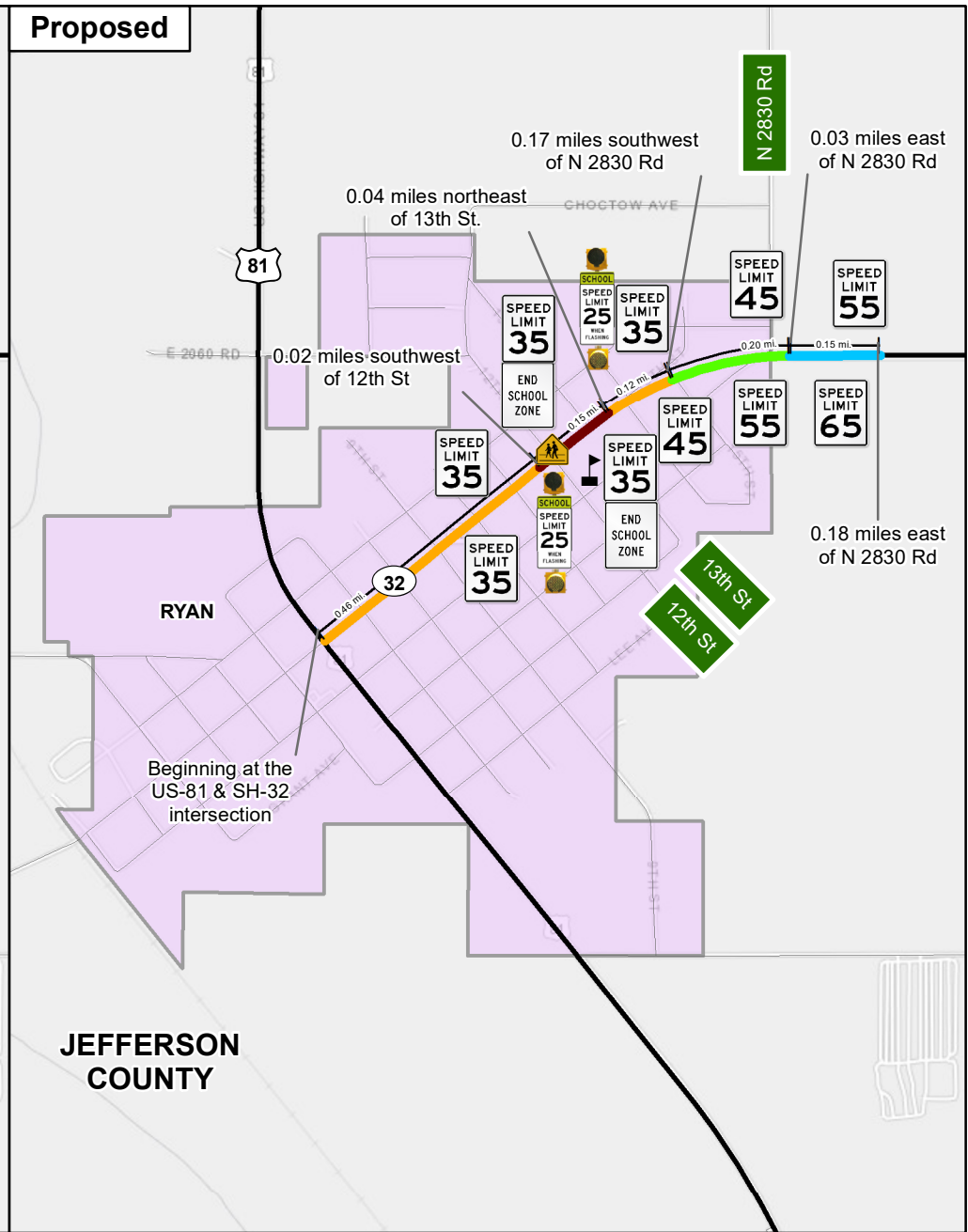
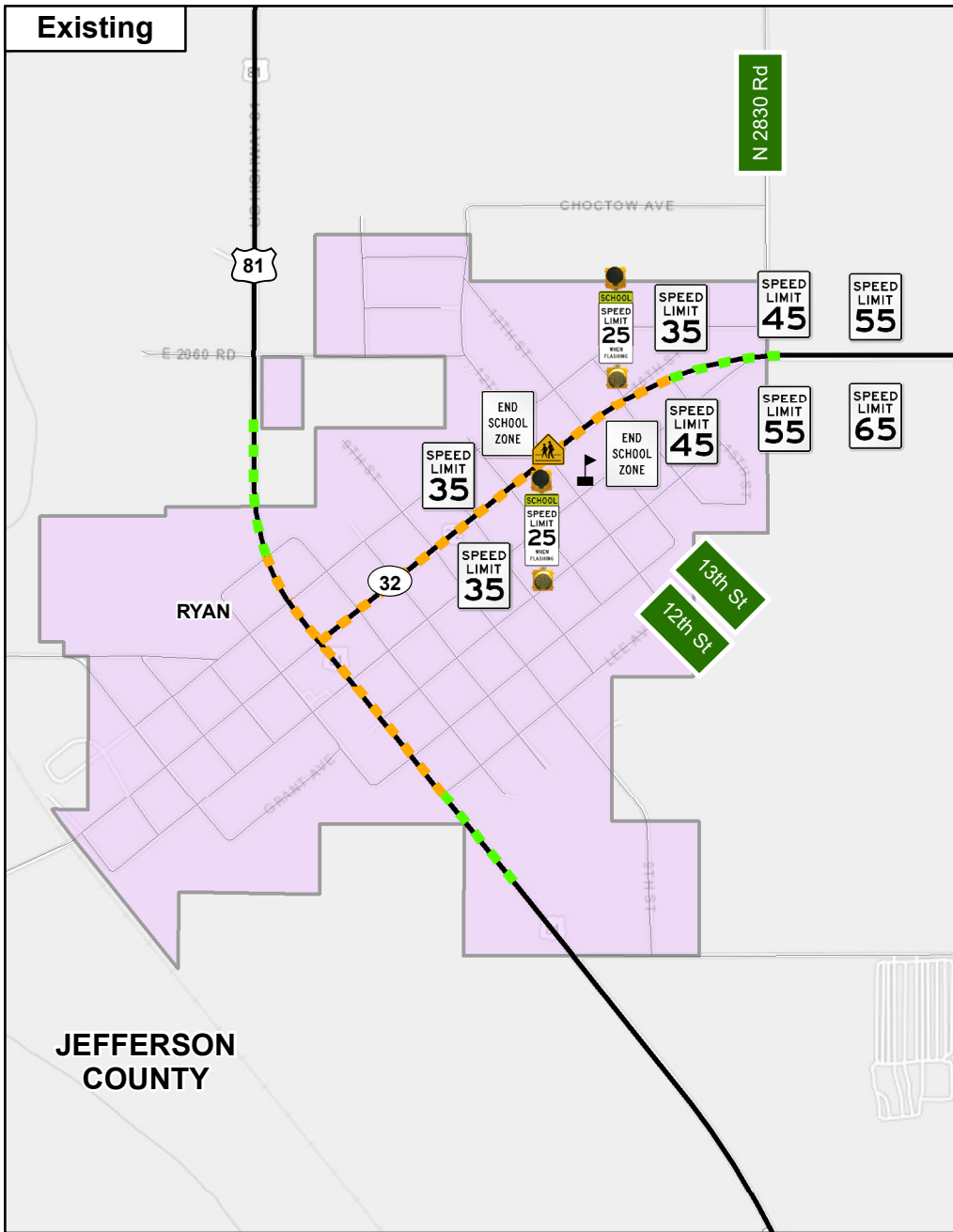


# US-70 Devol and Randlett Speed Zone Revision

### Legend

- Existing 70 mph
- Proposed 55 mph
- Proposed 65 mph
- Highways
- Non-Highways
- Counties
- Cities





**Legend**

- Existing 35 mph
- Existing 45 mph
- Proposed 25 mph
- Proposed 35 mph
- Proposed 45 mph
- Proposed 55 mph
- Highways
- Non-Highways
- Cities
- Crossing
- School



# SH-32 Ryan Speed Zone Revision



**FOR PRESENTATION AT COMMISSION MEETING OF FEBRUARY 6, 2023**

**AGENDA ITEM NO:        17**

**SUBJECT:                    Safety Improvement Project**

**a)        Installation of School Zone - Commission District III, VII, VIII**

We have received requests from the District III, VII, & VIII Engineers for the purchase of solar powered equipment for the installation of new school zone at the following locations:

- 1) One location along SH-59B, in the Town of Macomb, Pottawatomie County in District III, to include school zone advanced warning signs with flashing beacons, and pavement marking improvements. Estimated Cost \$8,000.00
  
- 2) One location along US-70A, in the City of Wilson, Carter County in District VII, to include school zone advanced warning signs with flashing beacons, and pavement marking improvements. Estimated Cost \$8,000.00
  
- 3) One location along SH-7, in the City of Sulphur, Murray County in District VII, to include school zone advanced warning signs with flashing beacons, and pavement marking improvements. Estimated Cost \$8,000.00
  
- 4) One location along SH-53, in the City of Comanche, Stephens County in District VII, to include 2 sets of Rectangular Rapid Flashing Beacons (RRFBs), and pavement marking improvements. Estimated Cost \$12,000.00
  
- 5) One location along SH-66 / SH-117A, in the City of Sapulpa, Creek County in District VIII, to include school zone advanced warning signs with flashing beacons, and pavement marking improvements. Estimated Cost \$8,000.00

The equipment is estimated to cost \$44,000.00 and will be funded with 100% Federal Safety funds utilized by the Traffic Engineering Division on an annual basis for safety projects. The plans will be prepared by the Department and the installation will be completed by district maintenance forces.

**Commission approval is recommended.**

**FOR PRESENTATION AT THE FEBRUARY 6, 2023 COMMISSION MEETING**

**AGENDA ITEM NO.:** 18(a)

**SUBJECT:** Land Sale, District II, 18847(10), Part of Parcels 38 & 39, Part of the W/2 NE/4, Section 1, T7S, R9E, Bryan County.

**LOCATION:** Located at the northwest quadrant of the US-70 and US-69 & 75 interchange on the south side of Durant, OK.

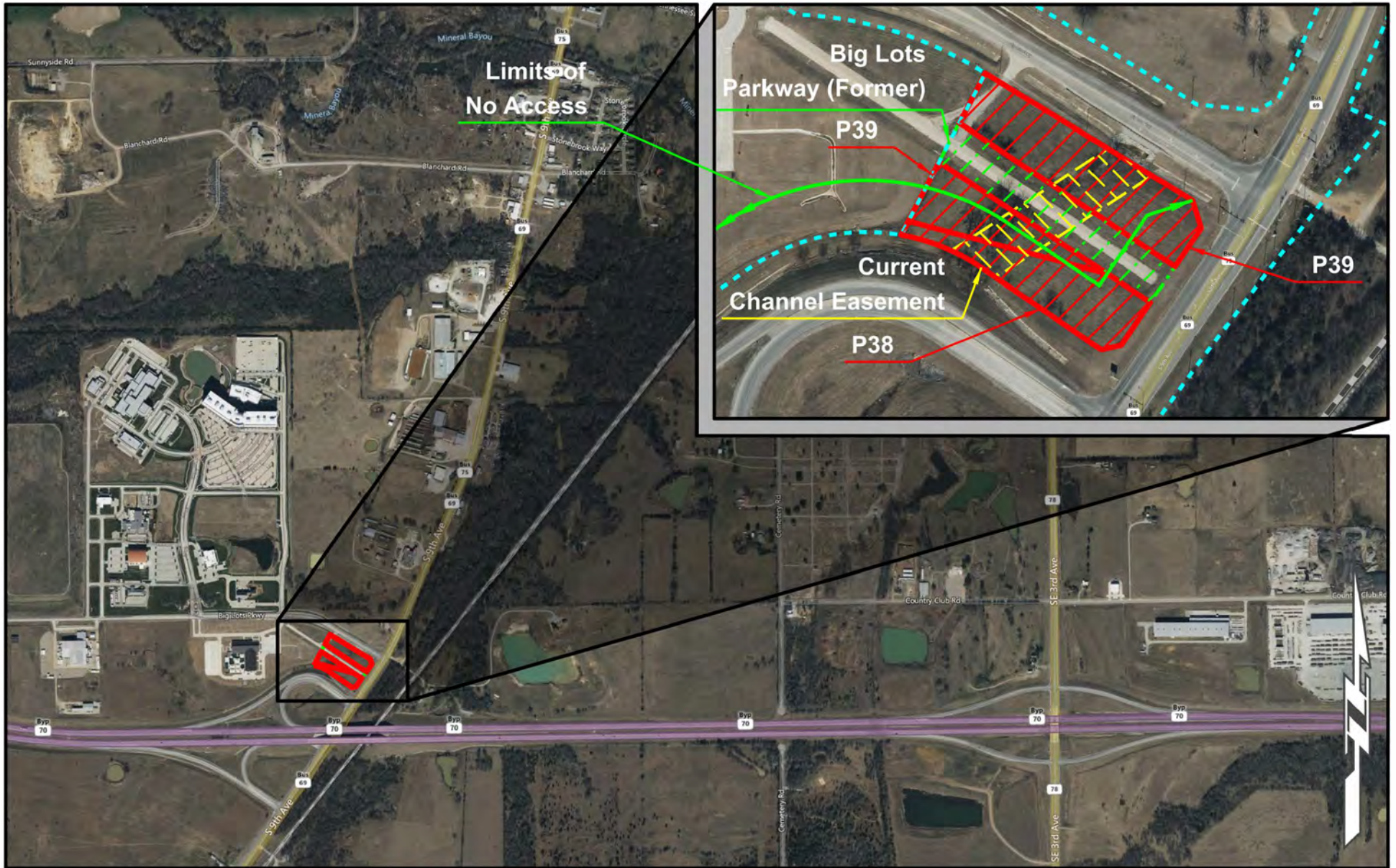
In 2007, the Oklahoma Department of Transportation acquired in fee as a partial taking of 11.38 acres of right-of-way and access rights on the above referenced project.

The Department received a request from Demilade Oloyede, asking the Department to dispose of any excess portion of Parcels 38 & 39 on the above-referenced project. Demilade Oloyede is requesting the property for future development. The Department has determined that the 2.50 acres of Parcels 38 & 39 is surplus to the Department's needs.

Bid packets were prepared and sent out with the minimum bid based on the current fair market value of \$65,250.00 for the 2.50 acres of property. On January 12, 2023 the Department received and opened two (2) bids. The Department accepted the high bid of \$75,001.00 for the 2.50 acres from Vision Bank.

We recommend approval of this sale.





 <b>OKLAHOMA</b> Transportation	<h1>LOCATION MAP</h1> <p>US-70   18847(10)   Bryan County</p>	<b>SUBJECT PROPERTY:</b> Part of Parcels 38 & 39
		<b>SURPLUS LAND:</b> ≈ 2.50 acres
		<b>SALE PRICE:</b> \$75,001.00

**FOR PRESENTATION AT THE FEBRUARY 6, 2023 COMMISSION MEETING**

**AGENDA ITEM NO.:** 18(b)

**SUBJECT:** Land Sale, District II, SAP-12(12), Part of Parcel 51,  
Part of the SE/4 SE/4, Section 9, T7S, R17E,  
Choctaw County.

**LOCATION:** Located on the west side of US-271, approximately 500 feet  
north of SH-109 and 2.80 miles south of US-70 in Hugo, OK.

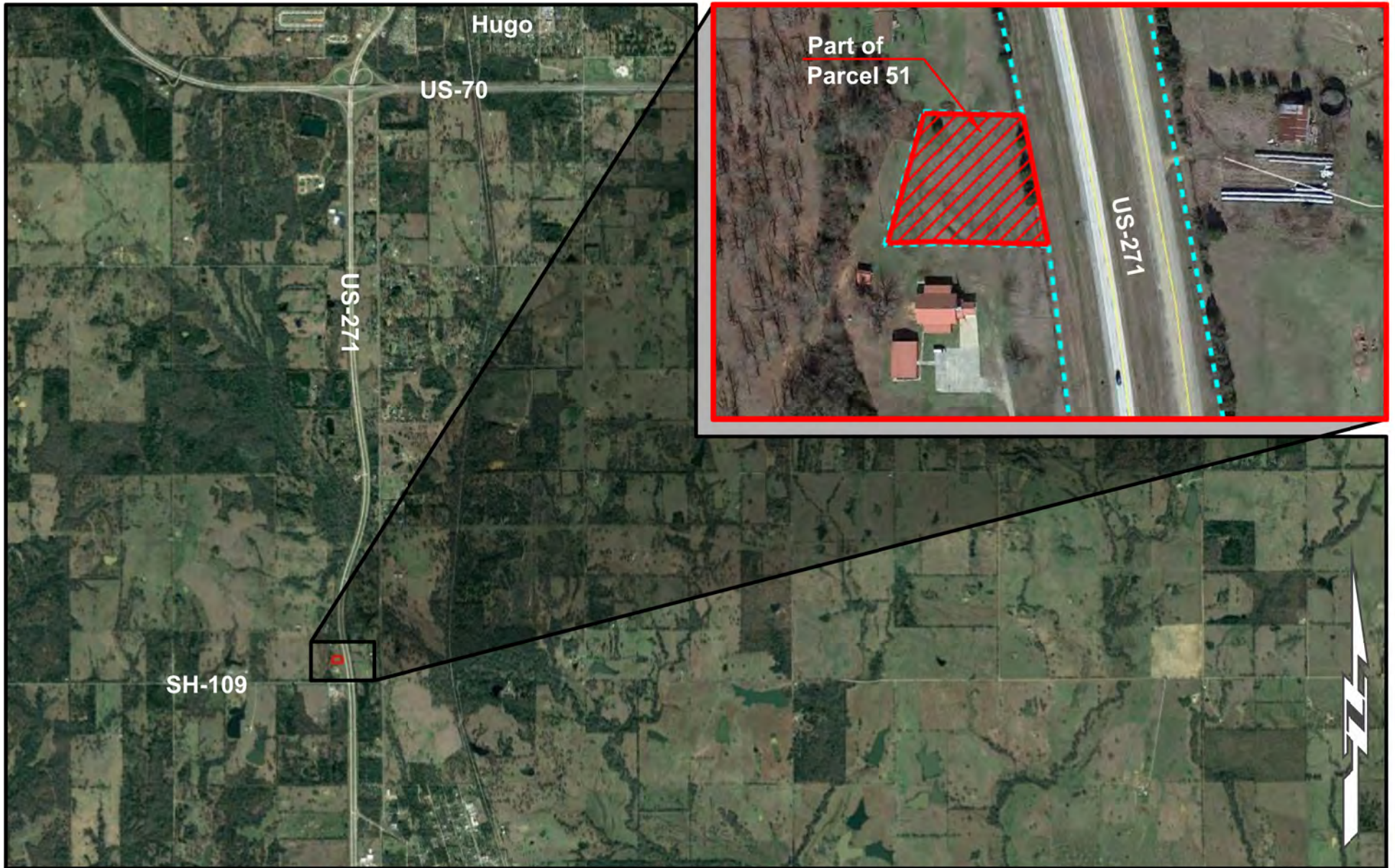
In 1967, the Oklahoma Department of Transportation acquired in fee as a total taking of 1.65 acres of right-of-way and access rights on the above referenced project.

The Department received a request from Rickey Butler, asking the Department to dispose of any excess portion of Parcel 51 on the above-referenced project. Rickey Butler is requesting the property to incorporate into his abutting property. The Department has determined that the 1.06 acres of Parcel 51 is surplus to the Department's needs.

Bid packets were prepared and sent out with the minimum bid based on the current fair market value of \$5,300.00 for the 1.06 acres of property. On January 12, 2023 the Department received and opened two (2) bids. The Department accepted the high bid of \$18,000.00 for the 1.06 acres from Knobhill Holdings, LLC.

We recommend approval of this sale.





Limits of No Access

Existing Right-of-Way

Requested Area

Easement



**OKLAHOMA**  
Transportation

# LOCATION MAP

US-271 | SAP-12(12) | Choctaw County

**SUBJECT PROPERTY:**  
**SURPLUS LAND:**  
**SALE PRICE:**

Part of Parcel 51  
≈ 1.06 acres  
\$18,000.00



**FOR PRESENTATION AT THE FEBRUARY 6, 2023 COMMISSION MEETING**

**AGENDA ITEM NO.:** 18(c)

**SUBJECT:** Land Sale, District III, 05859(14), Part of Parcel 50, Part of Lots 12 & 15, Block 2, Hansmeyer Addition, Section 7, T11N, R4E, Pottawatomie County.

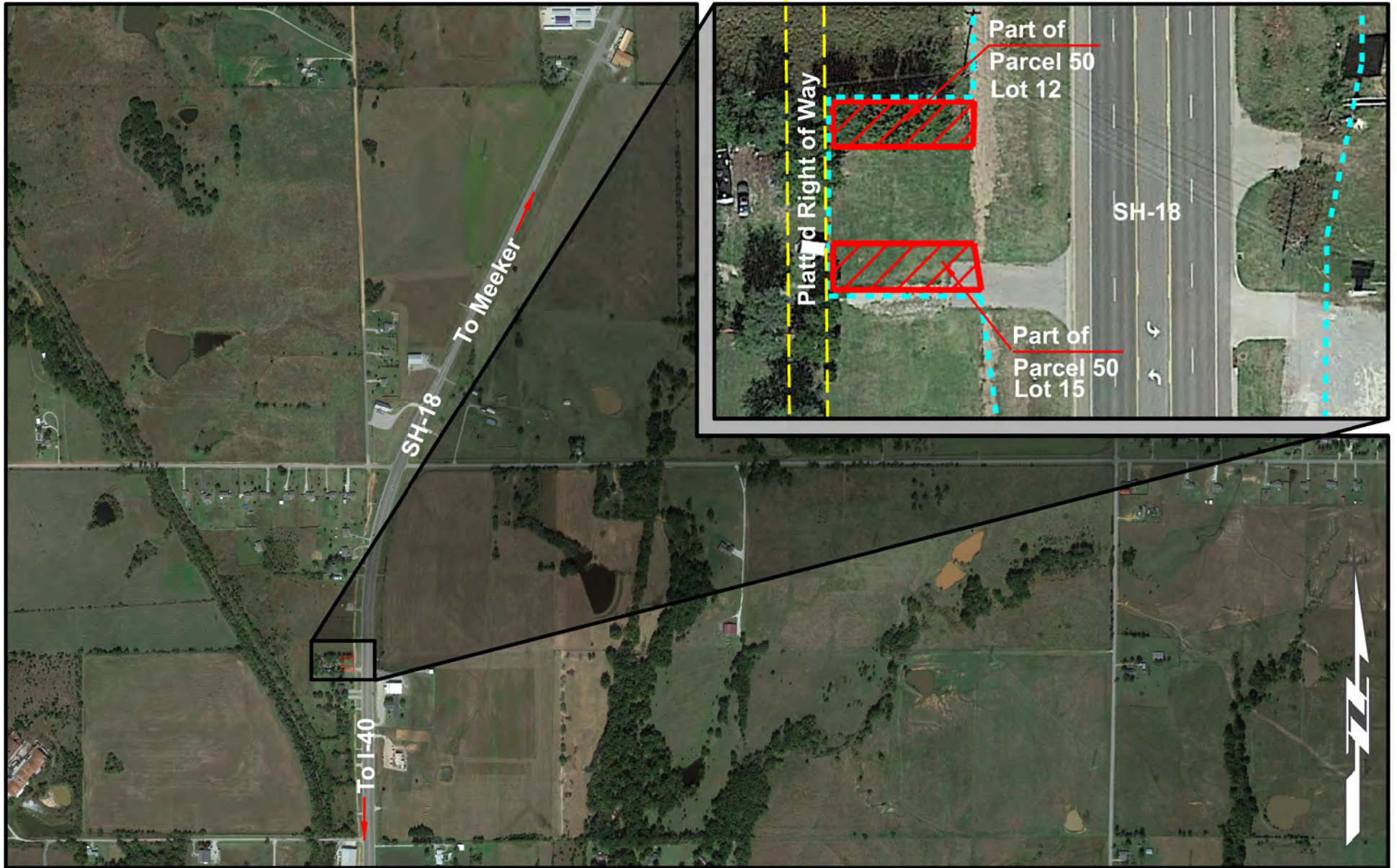
**LOCATION:** Located on the west side of SH-18, approximately 4.25 miles north of the I-40 and SH-18 interchange.

In 2004, the Oklahoma Department of Transportation acquired in fee as a total taking of 0.30 acres of right-of-way on the above referenced project.

The Department received a request from Jerry Brown, asking the Department to dispose of any excess portion of Parcel 50 on the above-referenced project. Jerry Brown is requesting that part of the property to incorporate into his abutting property. The Department has determined that the 0.06 acres of Parcel 50 is surplus to the Department's needs.

Jack Romine has accepted the Department's individual offer for the 0.06 acres of property, based on the current fair market value, of \$600.00.

We recommend approval of this sale.



Limits of No Access	Existing Right-of-Way	Requested Area	Platted Right of Way
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 <b>OKLAHOMA</b> Transportation	<h1>LOCATION MAP</h1> <p>SH-18   05859 (14)   Pottawatomie County</p>	SUBJECT PROPERTY: Part of Parcel 50, Lots 12 & 15
		SURPLUS LAND: ≈ 0.06 acres
		SALE PRICE: \$600.00

**FOR PRESENTATION AT THE FEBRUARY 6, 2023 COMMISSION MEETING**

**AGENDA ITEM NO.:** 18(d)

**SUBJECT:** Land Sale, District V, 00125(05), Part of Parcel 22, Part of Lots 1 to 12, inclusive, Block 4, Evans Addition to the City of Custer City, Custer County.

**LOCATION:** Located on the south side of SH-33 and on the west side of Custer City, OK.

In 1998, the Oklahoma Department of Transportation acquired in fee 0.82 acres of right-of-way on the above referenced project.

The Department received a request from Jeffery Pinion, asking the Department to dispose of any portion of Parcel 22 on the above-referenced project. Jeffery Pinion is an abutting property owner. The Department has now determined that the 0.49 acres of Parcel 22 is surplus to the Department's needs.

Bid packets were prepared and sent out with the minimum bid based on the current fair market value of \$2,750.00 for the 0.49 acres of property. On January 12, 2023 the Department received and opened two (2) bids. The Department accepted the high bid of \$3,000.33 for the 0.49 acres from Nicole Ford and Naomi D. Stevenson.

We recommend approval of this sale.





Limits of No Access

Existing Right-of-Way

Requested Area

Easement



**OKLAHOMA**  
Transportation

# LOCATION MAP

SH-33 | 00125(05) | Custer County

**SUBJECT PROPERTY:**  
**SURPLUS LAND:**  
**SALE PRICE:**

Part of Parcel 22  
≈ 0.49 acres  
\$3,000.33

## FOR PRESENTATION AT THE FEBRUARY 6, 2023 COMMISSION MEETING

**AGENDA ITEM NO.:** 18(e)

**SUBJECT:** Land Sale, District VIII, 24242(05), Part of Parcel 16,  
Part of the SE/4 SE/4, Section 18, T26N, R14E, Washington  
County

**LOCATION:** Located on the north side of US-60, approximately 4.75  
miles east of the US-60/75 intersection in Bartlesville, OK,

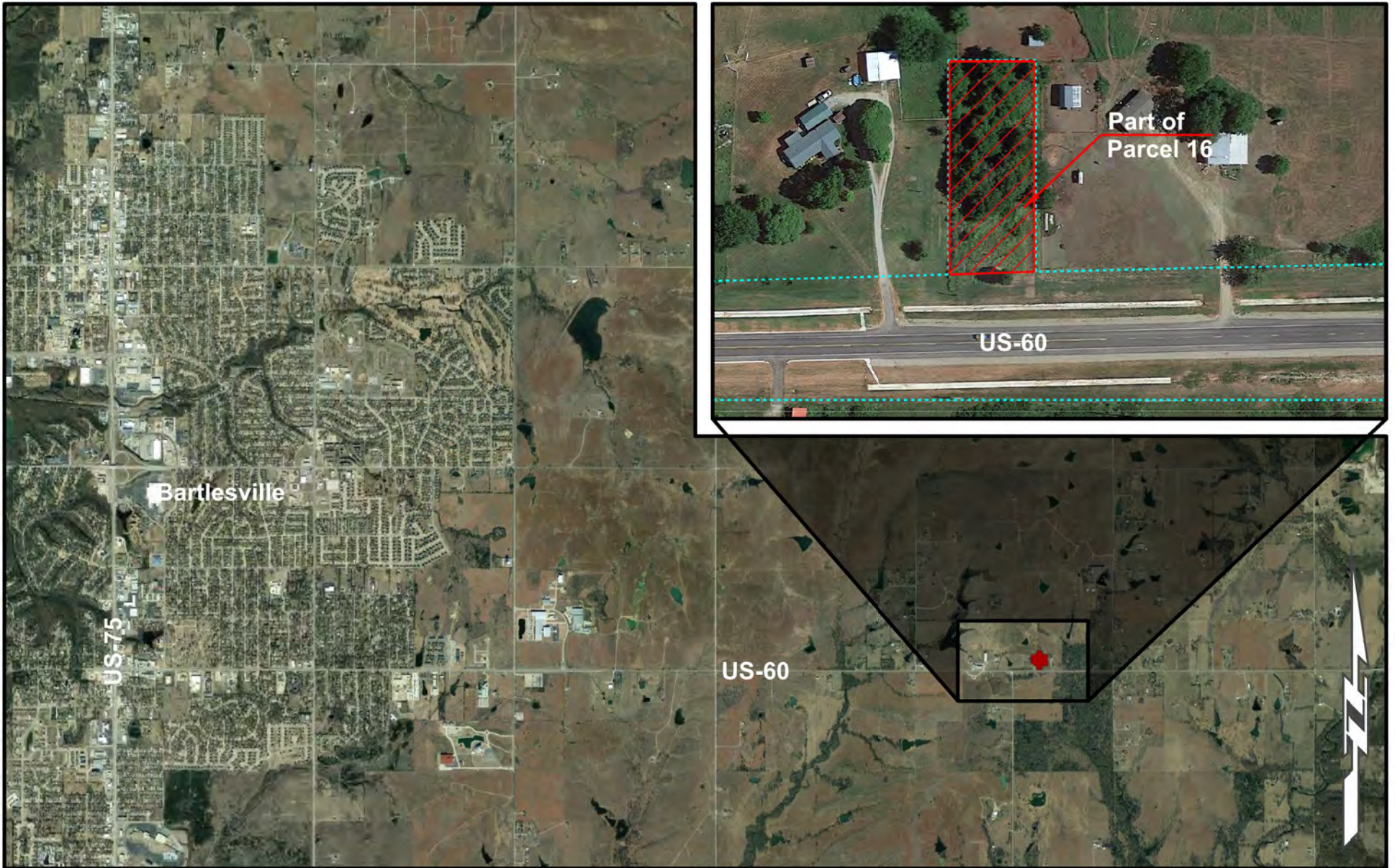
In 2014, the Oklahoma Department of Transportation acquired in fee as a total taking of 1.00 acre of right-of-way on the above referenced project.

The Department received a request from the Burl Estes, asking the Department to dispose of a portion of Parcel 16 on the above-referenced project. Burl Estes is requesting the property to reclaim for his family. The Department has now determined that the 0.78 acres of Parcel 16 is surplus to the Department's needs.

Bid packets were prepared and sent out with the minimum bid based on the current fair market value of \$4,700.00 for the 0.78 acres of property. On January 12, 2023 the Department received and opened two (2) bids. The Department accepted the high bid of \$6,750.00 for the 0.78 acres from Moon Park, LLC.

We recommend approval of this sale.





Limits of No Access
Existing Right-of-Way
Requested Area
Easement

	<h2 style="margin: 0;">LOCATION MAP</h2> <p style="margin: 0;">US-60   24242(05)   Washington County</p>	<p><b>SUBJECT PROPERTY:</b></p> <p><b>SURPLUS LAND:</b></p> <p><b>SALE PRICE:</b></p>	<p>Part of Parcel 16</p> <p>≈ 0.78 acres</p> <p>\$6,750.00</p>
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## FOR PRESENTATION AT THE FEBRUARY 6, 2023 COMMISSION MEETING

**AGENDA ITEM NO.:** 18(f)

**SUBJECT:** Land Sale, District VIII, 24242(05), Part of Parcel 19,  
Part of the SE/4 SE/4 SE/4, Section 18, T26N, R14E,  
Washington County

**LOCATION:** Located on the north side of US-60, approximately 4.75 miles  
east of the US-60/75 intersection in Bartlesville, OK,

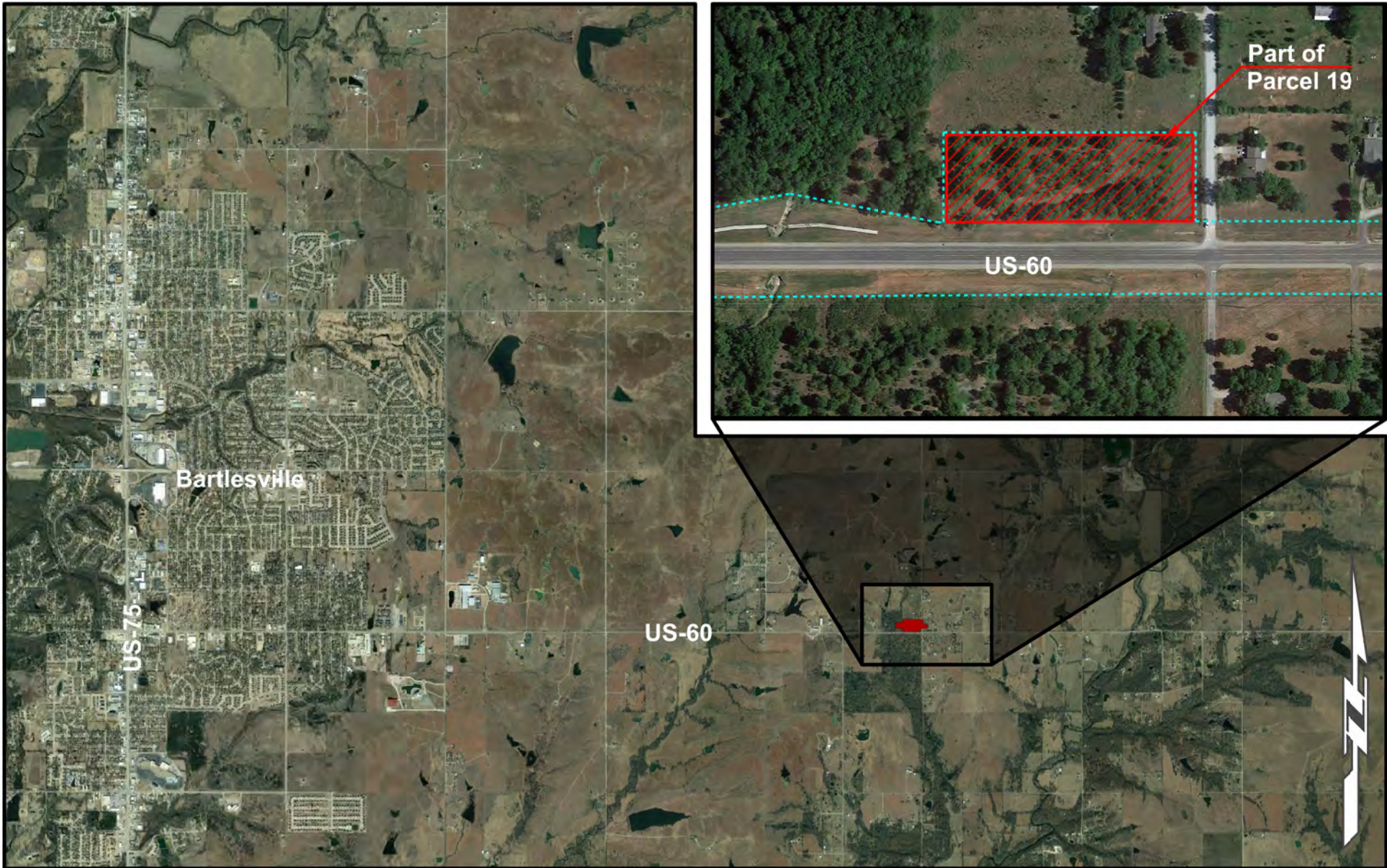
In 2014, the Oklahoma Department of Transportation acquired in fee as a total taking of 4.26 acres of right-of-way on the above referenced project.

The Department received a request from the Genghis Toker, asking the Department to dispose of a portion of Parcel 19 on the above-referenced project. Genghis Toker is requesting the property to build a residence. The Department has now determined that the 2.66 acres of Parcel 19 is surplus to the Department's needs.

Bid packets were prepared and sent out with the minimum bid based on the current fair market value of \$16,000.00 for the 2.66 acres of property. On January 12, 2023 the Department received and opened two (2) bids. The Department accepted the high bid of \$32,000.00 for the 2.66 acres from Gary & Kaylene Glick.

We recommend approval of this sale.





 <b>OKLAHOMA</b> Transportation	<h1>LOCATION MAP</h1> <p>US-60   24242(05)   Washington County</p>	<p><b>SUBJECT PROPERTY:</b>  <b>SURPLUS LAND:</b>  <b>SALE PRICE:</b></p>	<p>Part of Parcel 19          ≈ 2.66 acres          \$32,000.00</p>
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**FOR PRESENTATION AT THE COMMISSION MEETING ON FEBRUARY 6<sup>th</sup>, 2023**

**AGENDA ITEM NO.:** 19

**SUBJECT:** State Highway System Revision

- a) Removal of Shields Blvd Ramp in Moore and transference to the City of Moore

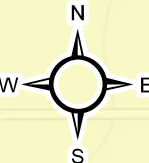
**COUNTY:** Cleveland

This item is necessitated to honor the agreement between ODOT and the City of Moore.

A portion of the Shields Boulevard Ramp in Moore, Oklahoma will be removed from the State Highway System, from a point 400 feet South of the center of Moore Avenue extending North along Shields Boulevard. All the right-of-way of this segment will remain with ODOT until transferred to the City for operation as a Municipal street.

This revision will become effective upon approval by the State Transportation Commission.

**The Department recommends approval of this item.**



**MOORE**  
Pop. 62,793






NW 27th St

Shields Blvd

Moore Ave



**Shields Blvd Removal District 3**

-  Removal
-  Highway
-  Ramp
-  Local Road
-  Corporate Limit

**FOR PRESENTATION AT THE COMMISSION MEETING ON FEBRUARY 6, 2023**

**AGENDA ITEM NO: 20**

**SUBJECT: DISCLOSURE OF ACQUISITION OF RIGHT-OF-WAY FROM AN OKLAHOMA DEPARTMENT OF TRANSPORTATION EMPLOYEE, State Job No. 23288(05), SSP-163B(194)RW, Pottawatomie County, Parcel No. 46.0, owned by Robert D. Gregg, ODOT Employee.**

In the course of normal acquisition of right-of-way for the above-referenced highway improvement project located on SH-9, from SH-102 extending east approximately 5.5 miles to the west side of Tecumseh. It has become necessary to acquire the above parcel from the above-named owner. Mr. Robert Gregg, is currently employed in District 3 at the Tecumseh Maintenance Office in Pottawatomie County.

In order to comply with existing policies and procedures relating to the acquisition of right-of-way from Department employees, it was first necessary to secure written approvals of this acquisition from the Director and the Chairman of the Transportation Commission. The acquisition is then disclosed to the Transportation Commission.

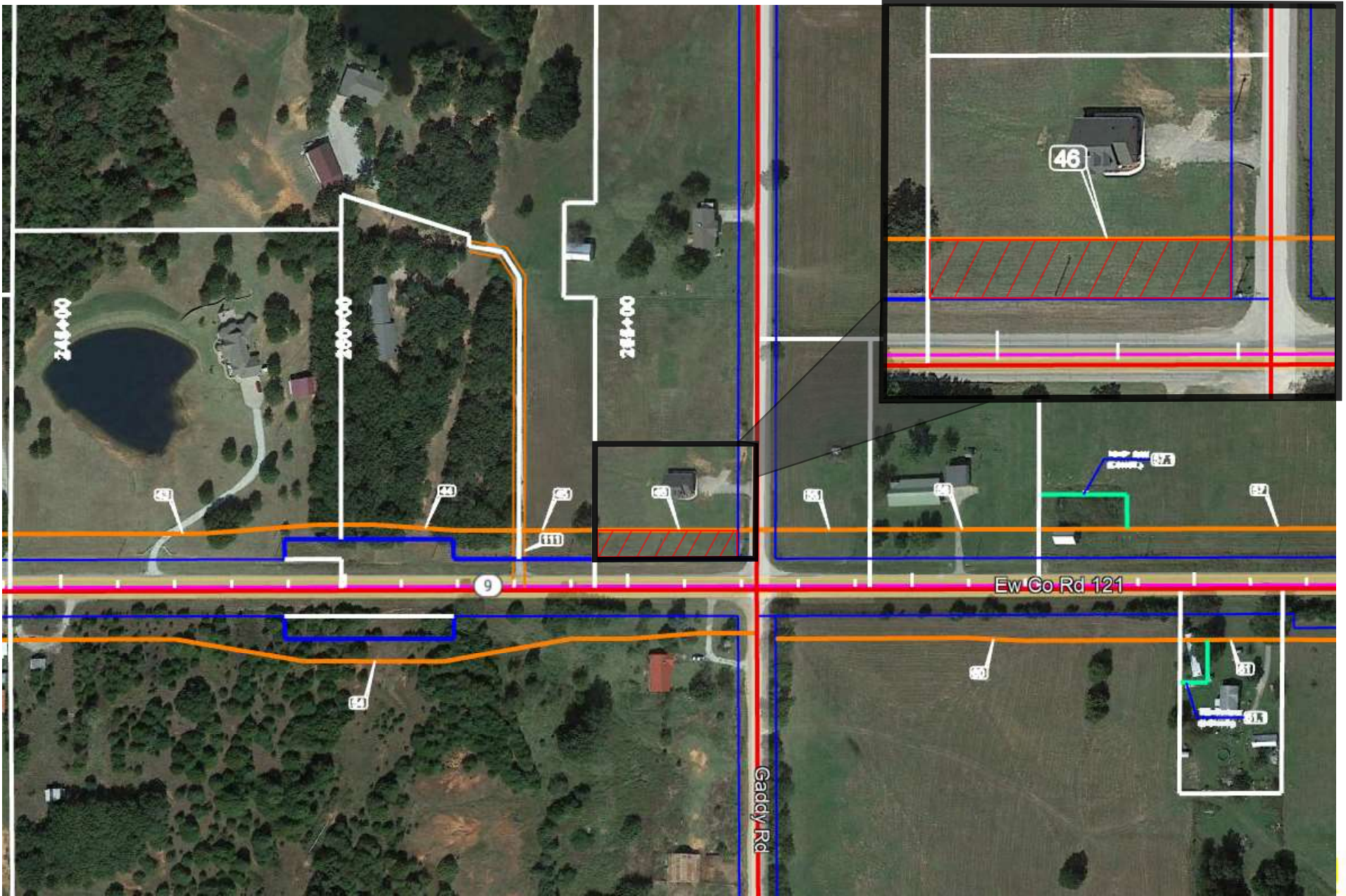
The owner of the subject parcel was contacted by an agent from our Right-of-Way Division regarding the purchase of the necessary right-of-way required for the eventual construction of this project. The fair market value (FMV) for all interests in this parcel as established by our Chief Appraiser is \$29,900.00. A breakdown of the \$29,900.00 FMV offer is as follows: \$3,480.00 is for 0.29 acres of permanent right-of-way, \$7,000.00 for replacement of a septic system, \$19,392.00 for proximity damages to the residence, rounded to \$29,900.00.

The owner declined to accept the Department's offer and submitted a counter offer in the amount of \$33,500.00. The Department has agreed to this amount as an administrative settlement to avoid litigation through a condemnation action which would be more expensive to the Department and potentially delay right of entry.

This 0.29 acres is part of a 1.67 acre tract utilized as his home site which he has occupied since November of 2017. The location of this parcel is part of the SE 1/4 of Section 8, Township 9 North, Range 3 East, in Pottawatomie County, Oklahoma.

Director Gatz and Chairman McKown (prior to his resignation) have both approved, in writing, this conveyance and immediately subsequent to this public disclosure the Department will conclude negotiations as outlined above.

**CONSENT DOCKET - INFORMATION ITEM ONLY**



**OKLAHOMA**  
Transportation

23288(05) Pottawatomie County

**SUBJECT PROPERTY:** Parcel 46  
≈ 0.29 acres



**FOR PRESENTATION AT THE COMMISSION MEETING ON FEBRUARY 6, 2023**

**AGENDA ITEM NO: 21**

**SUBJECT: Engineering Contracts**

**a) Statewide – All Districts – Off-System Truss and Fracture Critical Bridge Inspections (CI-2415)**

The Department has selected two (2) firms to provide Off-System Truss and Fracture Critical Bridge Inspection services.

CI-2415A  
CI-2415B

Burgess & Niple, Inc.  
CONSOR Engineers, LLC

The aggregate not to exceed amount for these two (2) contracts is \$3,525,330.00

**b) Statewide – All Districts - On-System Truss and Fracture Critical Bridge Inspections (CI-2416)**

The Department has selected Burgess & Niple, Inc. to provide On-System Truss and Fracture Critical Bridge Inspection services.

CI-2416

Burgess & Niple, Inc.

The not to exceed amount for this contract is \$1,602,900.00

**c) Beaver County – District VI (CI-2404C)**

The Department has selected Walter P. Moore and Associates, Inc. to prepare construction plans for US-64: beginning approximately 6.0 miles west of junction US-270, extending east approximately 6 miles (thru Forgan). Project includes adding shoulders and new surface to an existing 2-lane rural highway. Services to include geotechnical investigations, pavement design, utilities, preliminary and final design and will culminate in the submittal of plans, specifications and estimates, (PS&E).

CI-2404C

Walter P. Moore and Associates, Inc.

Total Not to Exceed Amount

\$902,500.00

Project JP-34962(04) is included in the 8-year construction work plan with a scheduled let date in FFY 2028. The total estimate for construction of this project is \$13,400,000.00.

**d) Cimarron County – District VI (CI-2405A)**

The Department has selected Cowan Group Engineering, LLC to prepare construction plans for US-287: beginning approximately 13.28 miles north of Van Buren Street in Boise City, extending north approximately 4.5 miles. Project includes adding shoulders and new surface to an existing 2-lane rural highway. Services to include survey, geotechnical investigations, pavement design, utilities, preliminary and final design and will culminate in the submittal of plans, specifications and estimates, (PS&E).

CI-2405A	Cowan Group Engineering, LLC
Total Not to Exceed Amount	\$609,250.00

Project JP-13337(23) is included in the 8-year construction work plan with a scheduled let date in FFY 2026. The total estimate for construction of this project is \$11,200,000.00.

**e) Woodward County – District VI (CI-2406A)**

The Department has selected Smith Roberts Baldischwiler, LLC to prepare construction plans for SH-34: beginning at the junction of US-60 in Vici, extending north approximately 8.0 miles. Services to include geotechnical investigations, pavement design, utilities, preliminary and final design and will culminate in the submittal of plans, specifications and estimates, (PS&E) and SH-34: beginning approximately 8.0 miles north of junction US-60, extending north approximately 4.2 miles. Project includes adding shoulders and new surface to an existing 2-lane rural highway. Services to include survey, geotechnical investigations, pavement design, utilities, preliminary and final design and will culminate in the submittal of plans, specifications and estimates, (PS&E).

CI-2406A	Smith Roberts Baldischwiler, LLC
Total Not to Exceed Amount	\$2,289,168.00

Project JP-34270(04) is included in the 8-year construction work plan with scheduled let date in FFY 2027 and JP-34967(04) is included in the 8-year construction work plan with scheduled let date in FFY 2028. The total estimate for construction of these two projects is \$23,600,000.00.

**f) Grady County – District VII (CI-2405B)**

The Department has selected CEC Corporation to prepare construction plans for SH-4: from the H.E. Bailey Turnpike, north 5.26 miles to SH-37. Project includes adding shoulders, 2 additional lanes and new surface to an existing 2-lane rural highway for a 4-lane divided highway. Services to include survey, environmental, geotechnical investigations, pavement design, utilities, preliminary and final design and will culminate in the submittal of plans, specifications and estimates, (PS&E).

CI-2405B	CEC Corporation
Total Not to Exceed Amount	\$1,588,290.00

Project JP-35161(04) is included in the 8-year construction work plan with a scheduled let date in FFY 2027. The total estimate for construction of this project is \$21,915,329.00.

**g) Grady County – District VII (CI-2406B)**

The Department has selected TEIM Design, PLLC to prepare construction plans for SH-92: from US-62, extending north 5 miles to County Road E1310 and SH-92: from County Road E1310, extending north 5.4 miles to Section Line E1260. Project includes adding shoulders and new surface to an existing 2-lane rural highway. Services to include survey, environmental, geotechnical investigations, pavement design, utilities, preliminary and final design and will culminate in the submittal of plans, specifications and estimates, (PS&E).

CI-2406B	TEIM Design, PLLC
Total Not to Exceed Amount	\$2,454,360.00

Project JP-35170(04) is included in the 8-year construction work plan with scheduled let date in FFY 2028 and JP-35170(07) is included in the 8-year construction work plan with scheduled let date in FFY 2029. The total estimate for construction of these two projects is \$39,851,160.00.

**h) Mayes County – District VIII (CI-2440)**

The Department has selected Garver, LLC to provide preliminary engineering and prepare construction plans for SH-412B: at US-412 junction. Project includes adding on and off ramps to an existing grade intersection for a new fully controlled access interchange. Services to include preliminary engineering, survey, geotechnical investigations, pavement design, utilities, preliminary and final design and will culminate in the submittal of plans, specifications and estimates, (PS&E).

CI-2440	Garver, LLC
Total Not to Exceed Amount	\$3,500,000.00

Project JP-35050(04) is included in the 8-year construction work plan with a scheduled let date in FFY 2024. The total estimate for construction of this project is \$30,000,000.00.

**APPROVAL IS RECOMMENDED**

**FOR PRESENTATION AT THE COMMISSION MEETING ON FEBRUARY 6, 2023**

**AGENDA ITEM NO: 22**

**SUBJECT: Engineering Contract Supplements**

**a) Statewide – All Districts - On-Demand Bridge Assessment (CI-2381, Supplement 1)**

The Department previously selected four (4) consulting firms to provide Bridge Assessments.

CI-2381A	Burgess & Niple, Inc.
CI-2381B	CONSOR Engineers, LLC
CI-2381C	H W Lochner, Inc.
CI-2381D	Walter P. Moore and Associates, Inc.

The total aggregate increase for these Contract supplements is \$1,000,000.00.

The aggregate not to exceed amount for these four (4) contracts is \$2,000,000.00 and will be task driven for the on-call services and agreed upon by the Consulting Firm and Department as needed.

**b) Cherokee County – District I (EC-1914, Supplement 1)**

The Department previously authorized Tetra Tech, Inc. to perform preliminary engineering and prepare construction plans for SH-51 from Hulbert, east approximately 7.5 miles to Tahlequah. Project includes adding shoulders and new surface to an existing 2-lane rural highway. This supplement is for additional engineering to develop final construction plans.

EC-1914	Tetra Tech, Inc.
Supplement Not to Exceed Amount	\$47,100.00

This brings the total engineering contract cost, including this supplement to \$807,400.00.

JP-30553(04) is included in the 8-year construction work plan with a scheduled let date in FFY 2024. Total estimate for construction of this project is \$12,257,144.00.



**c) Haskell County – District I (CI-2261A, Supplement 3)**

The Department previously authorized CONSORS Engineers, LLC to prepare construction plans for SH-71: over Longtown Creek, from 1.15 miles north of Pittsburg County line, north 0.3 miles. Project includes replacing several inadequate cross drain pipes with a new bridge structure. This supplement is for additional engineering to develop final construction plans.

CI-2261A	CONSORS Engineers, LLC
Supplement Not to Exceed Amount	\$69,050.00

This brings the total engineering contract cost, including this supplement to \$529,385.00.

JP-32824(04) is included in the 8-year construction work plan with a scheduled let date in FFY 2027. Total estimate for construction of this project is \$2,700,000.00.

**d) Muskogee County – District I (CI-2264A, Supplement 2)**

The Department previously authorized MKEC Engineering, Inc. to prepare construction plans for US-62/SH-16/US-64/SH-72 intersection (bridge over SH-72). Project includes adding a bridge and modifying the intersection due to high accident counts. This supplement is for additional engineering to develop final construction plans.

CI-2264A	MKEC Engineering, Inc.
Supplement Not to Exceed Amount	\$15,500.00

This brings the total engineering contract cost, including this supplement to \$586,218.00.

JP-32823(04) is included in the 8-year construction work plan with a scheduled let date in FFY 2028. Total estimate for construction of this project is \$7,761,000.00.

**e) Atoka County – District II (CI-2222E, Supplement 3)**

The Department previously authorized HNTB Corporation to prepare construction plans for US-69: from 12 miles north of the Bryan County line, extending north approximately 2.5 miles thru Tushka. Project includes adding a center turn lane to an existing 4-lane urban highway. This supplement is for additional engineering to develop final construction plans.

CI-2222E	HNTB Corporation
Supplement Not to Exceed Amount	\$69,200.00

This brings the total engineering contract cost, including this supplement to \$978,289.00.

JP-30410(04) is included in the 8-year construction work plan with a scheduled let date in FFY 2026. Total estimate for construction of this project is \$25,776,000.00.

**f) Oklahoma County – District IV (EC-1500N, Supplement 6)**

The Department previously authorized Garver, LLC to perform preliminary engineering and prepare construction plans for I-35: over Waterloo Road at the Logan County line. Project includes replacing a functionally obsolete bridge, increase traffic capacity and improve safety with a new interchange. This supplement is for additional engineering to develop final construction plans.

EC-1500N	Garver, LLC
Supplement Not to Exceed Amount	\$271,547.00

This brings the total engineering contract cost, including this supplement to \$2,815,497.00.

JP-29843(04) is included in the 8-year construction work plan with a scheduled let date in FFY 2025. Total estimate for construction of this project is \$54,546,869.00.

**g) Tulsa County – District VIII (EC-1847, Supplement 4)**

The Department previously authorized Benham Design, LLC to perform preliminary engineering and prepare construction plans for US-75: over 81st Street South, northbound and southbound, 7 miles north of junction US-75/SH-67. Project includes modifying existing interchange to increase capacity and improve safety. This supplement is for additional engineering to develop final construction plans.

EC-1847	Benham Design, LLC
Supplement Not to Exceed Amount	\$1,170,275.00

This brings the total engineering contract cost, including this supplement to \$1,963,375.00.

JP-30374(04) is included in the 8-year construction work plan with a scheduled let date in FFY 2025. Total estimate for construction of this project is \$19,247,814.00.

**h) Tulsa County – District VIII (CI-2123A, Supplement 3)**

The Department previously authorized Benham Design, LLC to prepare construction plans for I-44/US-75: interchange reconstruction from I-244 thru the Arkansas River (Work Packages #2 and #5). Project includes multiple safety and operational improvements. This supplement is for additional engineering to develop final construction plans.

CI-2123A	Benham Design, LLC
Supplement Not to Exceed Amount	\$1,917,111.00

This brings the total engineering contract cost, including this supplement to \$9,181,771.00.

JP-33788(08) is included in the 8-year construction work plan with a scheduled let date in FFY 2023 and JP-33788(11) is included in the 8-year construction work plan with a scheduled let date in FFY 2024. Total estimate for construction of these two projects is \$147,421,400.00.

i) **Tulsa County – District VIII (CI-2123B, Supplement 5)**

The Department previously authorized Poe & Associates, Inc. to prepare construction plans for I-44/US-75: interchange reconstruction from I-244 thru the Arkansas River (Work Package #3). Project includes multiple safety and operational improvements. This supplement is for additional engineering to develop final construction plans.

CI-2123B	Poe & Associates, Inc.
Supplement Not to Exceed Amount	\$543,400.00

This brings the total engineering contract cost, including this supplement to \$4,297,722.00.

JP-33788(09) is included in the 8-year construction work plan with a scheduled let date in FFY 2023. Total estimate for construction of this project is \$54,800,000.00.

**APPROVAL IS RECOMMENDED**

**Change Orders with Cumulative Total of \$75,000 or Less (Information Only)**

**FEBRUARY 06, 2023 Commission Meeting**

ITEM	COUNTY	PROJECT NUMBER	FED OVER	CONTRACT	JPN	CHANGE ORDER	UNDER/ OVER RUN
23A	BRYAN	STP-207C(105)PM	<input type="checkbox"/>	210129	2408804	003	\$15,418.72
23B	CHOCTAW	STP-212D(065)CI	<input type="checkbox"/>	220284	3289304	001	\$17,408.50
23C	CLEVELAND	TAP-214E(102)AG	<input type="checkbox"/>	220120	3327104	002	\$65,740.57
23D	CRAIG	SSR-218C(103)SR / SSR-218C(102)SR	<input type="checkbox"/>	220015	3429404	002	\$51,636.03
23E	CREEK	SSR-219N(095)SR	<input type="checkbox"/>	220216	3545104	001	\$58,058.04
23F	CUSTER	STP-120B(059)UR / STP-220B(087)UR	<input type="checkbox"/>	220188	1941104	002	-\$76,522.68
23G	GARFIELD	SSP-011N(114)SB	<input type="checkbox"/>	220184	3374804	003	\$71,325.55
23H	GARVIN	STP-225C(085)PM	<input type="checkbox"/>	210206	2954404	001	\$2,480.00
23I	GARVIN	TAP-225F(101)TP	<input type="checkbox"/>	220250	3411604	001	\$2,628.96
23J	HUGHES	STP-232B(062)PM	<input type="checkbox"/>	200065	2954504	002	\$66,548.23
23K	JACKSON	SBR-020N(051)SB	<input type="checkbox"/>	210314	3475704	002	\$4,940.00
23L	JEFFERSON	STP-234C(053)AD	<input type="checkbox"/>	220125	3294604	001	\$16,882.60
23M	JOHNSTON	STP-235C(053)PM	<input type="checkbox"/>	210019	2956104	002	\$312.34
23N	JOHNSTON	STP-235C(055)PM	<input type="checkbox"/>	210110	3105204	001	-\$23,375.00
23O	KAY	NHPPI-3500-(072)PM	<input type="checkbox"/>	210316	2443214	001	\$62,568.07
23P	MCCURTAIN	NHPP-245N(006)PM	<input type="checkbox"/>	220254	2440904	001	\$63,801.21
23Q	MCCURTAIN	STP-245C(070)CI	<input type="checkbox"/>	220078	2996204	003	\$33,498.26
23R	MCCURTAIN	STP-245C(065)CI	<input type="checkbox"/>	200317	3127604	002	\$6,938.64
23S	MUSKOGEE	NHPP-251N(117)PM / SBR-251B(121)SB	<input type="checkbox"/>	220075	3041604	001	\$19,837.54
23T	MUSKOGEE	STP-251D(136)CI	<input type="checkbox"/>	220132	3305304	001	\$0.00
23U	OKLAHOMA	NHPPI-3500-(132)FP	<input type="checkbox"/>	220228	2984404	001	-\$21.37
23V	OKLAHOMA	TAP-255D(326)AG	<input type="checkbox"/>	220172	3143304	001	\$6,772.45
23W	OKLAHOMA	STP-255D(479)AG	<input type="checkbox"/>	220044	3312404	002	\$6,000.00
23X	OKLAHOMA	STP-255D(479)AG	<input type="checkbox"/>	220044	3312404	003	\$6,900.00
23Y	OKLAHOMA	STP-255B(550)AG	<input type="checkbox"/>	210280	3416604	002	\$24,948.00
23Z	OKMULGEE	EMC-256N(071)ES	<input type="checkbox"/>	220358	3546704	001	\$2,000.00
23AA	OTTAWA	STP-258B(089)PM	<input type="checkbox"/>	220265	3269804	001	\$8,154.08
23BB	OTTAWA	CIRB-258D(071)RB / CIRB-258C(072)RB	<input type="checkbox"/>	210256	3356304	001	\$19,241.81
23CC	PITTSBURG	STP-161D(198)CI	<input type="checkbox"/>	210335	2388604	001	\$14,029.99
23DD	PONTOTOC	STP-262C(043)CI	<input type="checkbox"/>	190255	2857108	002	\$29,451.38
23EE	SEMINOLE	MC-267C(095)MD	<input type="checkbox"/>	220116	3579604	003	\$7,701.69
23FF	SEQUOYAH	STP-268C(084)PM	<input type="checkbox"/>	220301	2978004	001	\$9,456.25
23GG	TILLMAN	STP-271C(077)PM	<input type="checkbox"/>	220071	3106104	002	\$39,000.00

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-207C(105)PM	<b>CO APPROVAL:</b>	Dec. 12, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	210129	<b>23A</b>
<b>Contractor :</b>	L & N BRIDGE, LLC	<b>Job Piece No.:</b>	24088(04)	
		<b>Highway No.:</b>	SH-78	
<b>Designer:</b>	SMITH, ROBERTS, & BALDISCHWILER, LLC.	<b>Div. / County.:</b>	02 / BRYAN	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE SH-78: FROM 0.3 MILES NORTH OF THE SH-91 JUNCTION, EXTEND NORTH IN ACHILLE. PROJECT LENGTH = 4.183 MILES			
<b>Contract Amount:</b>	\$9,778,751.06	<b>Funds Available:</b>	\$9,797,420.14	<b>Funds Paid(%) :</b> 57%
<b>Change Order</b>	3	<b>Original Time Used:</b>	103%	<b>Revised Time Used:</b> 103%

Change Order No. 3 approves a supplemental agreement and an additional appropriation in the amount of \$15,418.72.

Engineering: This change provides payment for the additional work required to re-lay the pipe for Structures No. 40, 41, and 42 at longer lengths after discovering the specified length of pipe was inadequate to facilitate the specified concrete end treatments. This change extends the contract time four days to complete this additional work.

<b>NEW ITEMS</b>			<b>\$8,838.72</b>
Relaying Culvert Pipe (24" Round)	152.00 LF	\$35.64 /LF	\$5,417.28
Relaying Culvert Pipe (30" Round)	96.00 LF	\$35.64 /LF	\$3,421.44
<b>OVERRUN ITEMS</b>			<b>\$6,580.00</b>
24" Corr. Galv. Steel Pipe	88.00 LF	\$40.00 /LF	\$3,520.00
30" Corr. Galv. Steel Pipe	68.00 LF	\$45.00 /LF	\$3,060.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$3,250.36	0.03%	\$3,250.36	0.03%	\$3,250.36	0.03%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$15,418.72	0.16%	\$15,418.72	0.16%	\$8,838.72	0.09%
4	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$18,669.08</b>	<b>0.19%</b>	<b>\$18,669.08</b>	<b>0.19%</b>	<b>\$12,089.08</b>	<b>0.12%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-212D(065)CI	<b>CO APPROVAL:</b>	Jan. 03, 2023	<b>AGENDA ITEM</b>
<b>Contractor :</b>	L & N BRIDGE, LLC	<b>Contract ID:</b>	220284	<b>23B</b>
		<b>Job Piece No.:</b>	32893(04)	
		<b>Highway No.:</b>	COUNTY ROAD	
<b>Designer:</b>	CED #3	<b>Div. / County.:</b>	02 / CHOCTAW	
<b>Description:</b>	BRIDGE AND APPROACHES COUNTY ROAD (EW-209): OVER ROCK CREEK, 7.2 MILES EAST OF THE US-271 JUNCTION NEAR SAWYER. PROJECT LENGTH = 0.151 MILE			
<b>Contract Amount:</b>	\$1,018,771.33	<b>Funds Available:</b>	\$1,036,179.83	<b>Funds Paid(%) :</b> 31%
<b>Change Order</b>	1	<b>Original Time Used:</b>	23%	<b>Revised Time Used:</b> 23%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$17,408.50.

**Site Requirement:** This change provides payment for the overrun of the drilled shafts pay item required to raise the drilled shafts 4-feet higher to keep the column joint above the water; for the additional work required to install curb and gutter near the driveway at Station 16+91 to provide adequate drainage in lieu of constructing a side drain as planned due to minimal right-of-way and V-bottom ditches; and for the additional work required to relocate a private water line discovered during construction to be in conflict with the proposed ditches. This change extends the contract time three days to complete this additional work.

<b>NEW ITEMS</b>	<b>\$19,338.50</b>
Combined Curb & Gutter (6" Barrier)	200.00 LF      \$61.12 /LF      \$12,224.00
Water Line Relocation	1.00 LS      \$7,114.50 /LS      \$7,114.50
<b>OVERRUN ITEM</b>	<b>\$12,800.00</b>
Drilled Shafts 48" Diameter	8.00 LF      \$1,600.00 /LF      \$12,800.00
<b>UNDERRUN ITEMS</b>	<b>-\$14,730.00</b>
18" HDPE Pipe	-196.00 LF      \$35.00 /LF      -\$6,860.00
Junction Box (Special)	-2.00 EA      \$1,500.00 /EA      -\$3,000.00
Type A4 Culvert End Treatment	-1.00 EA      \$3,000.00 /EA      -\$3,000.00
Class A Concrete	-0.90 CY      \$1,300.00 /CY      -\$1,170.00
Reinforcing Steel	-400.00 LB      \$1.75 /LB      -\$700.00

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$17,408.50	1.71%	\$17,408.50	1.71%	\$17,408.50	1.71%
<b>TOTAL</b>	<b>\$17,408.50</b>	<b>1.71%</b>	<b>\$17,408.50</b>	<b>1.71%</b>	<b>\$17,408.50</b>	<b>1.71%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	TAP-214E(102)AG	<b>CO APPROVAL:</b>	Dec. 19, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220120	<b>23C</b>
<b>Contractor :</b>	SAC SERVICES, INC. SAC SERVICES, INC	<b>Job Piece No.:</b>	33271(04)	
		<b>Highway No.:</b>	CITY STREET	
<b>Designer:</b>	FREESE & NICHOLS	<b>Div. / County.:</b>	03 / CLEVELAND	
<b>Description:</b>	PEDESTRIAN IMPROVEMENTS (SIDEWALKS) CITY STREET (CONSTITUTION STREET): FROM JENKINS AVENUE, EXTEND EAST IN NORMAN. PROJECT LENGTH = 1.040 MILES			
<b>Contract Amount:</b>	\$1,017,981.00	<b>Funds Available:</b>	\$1,092,841.57	<b>Funds Paid(%) :</b> 47%
<b>Change Order</b>	2	<b>Original Time Used:</b>	61%	<b>Revised Time Used:</b> 61%

Change Order No. 2 approves a supplemental agreement and an additional appropriation in the amount of \$65,740.57.

Site Requirement: This change provides payment for the ornamental fence pay item required to replace an existing custom iron gate at the Jimmie Austin Golf Club in lieu of the chain link fence pay item as planned due to this work not being addressed in the contract; and for the additional work required to construct paved ditches and a junction box due to the original ditch design being in conflict with existing utilities. This change extends the contract time twenty days to complete the additional ditch work. Funding for the paved ditches and junction boxes will be non-participating in nature.

<b>NEW ITEM</b>	<b>\$50,963.04</b>
Ornamental Fence	432.00 LF      \$117.97 /LF      \$50,963.04
<b>NEW ITEMS (NON-PARTICIPATING)</b>	<b>\$37,657.53</b>
Class C Concrete	63.00 CY      \$454.91 /CY      \$28,659.33
Junction Boxes	90.00 CF      \$99.98 /CF      \$8,998.20
<b>UNDERRUN ITEM</b>	<b>-\$22,880.00</b>
Fence-Style CLF (6' High, Class A)	-352.00 LF      \$65.00 /LF      -\$22,880.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$9,120.00	0.90%	\$9,120.00	0.90%	\$9,120.00	0.90%
2	\$65,740.57	6.46%	\$65,740.57	6.46%	\$65,740.57	6.46%
<b>TOTAL</b>	<b>\$74,860.57</b>	<b>7.35%</b>	<b>\$74,860.57</b>	<b>7.35%</b>	<b>\$74,860.57</b>	<b>7.35%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	SSR-218C(103)SR / SSR-218C(102)SR	<b>CO APPROVAL:</b>	Jan. 12, 2023	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220015	<b>23D</b>
<b>Contractor :</b>	APAC-CENTRAL, INC.	<b>Job Piece No.:</b>	34294(04)	
		<b>Highway No.:</b>	SH-10	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION	<b>Div. / County.:</b>	08 / CRAIG	
<b>Description:</b>	RESURFACE (ASPHALT) SH-10: FROM THE SH-2 JUNCTION, EXTEND WEST NEAR WELCH. PROJECT LENGTH = 13.740 MILES			
<b>Contract Amount:</b>	\$2,952,006.44	<b>Funds Available:</b>	\$3,003,642.47	<b>Funds Paid(%) :</b> 92%
<b>Change Order</b>	2	<b>Original Time Used:</b>	78%	<b>Revised Time Used:</b> 78%

Change Order No. 2 approves an additional appropriation in the amount of \$51,636.03.

Site Requirement: This change provides payment for the pavement smoothness incentive earned by the contractor for exceptionally smooth asphalt pavement as defined in the contract.

**NEW ITEM**

**\$51,636.03**

Pavement / Bridge Smoothness Adjustment 1.00 LS \$51,636.03 /LS \$51,636.03

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$51,636.03	1.75%	\$51,636.03	1.75%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$51,636.03</b>	<b>1.75%</b>	<b>\$51,636.03</b>	<b>1.75%</b>	<b>\$0.00</b>	<b>0.00%</b>



## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	SSR-219N(095)SR	<b>CO APPROVAL:</b>	Dec. 19, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220216	<b>23E</b>
<b>Contractor :</b>	SHERWOOD CONSTRUCTION CO., INC.	<b>Job Piece No.:</b>	35451(04)	
		<b>Highway No.:</b>	SH-66	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION	<b>Div. / County.:</b>	08 / CREEK	
<b>Description:</b>	RESURFACE (ASPHALT) SH-66: FROM THE SH-117 JUNCTION, EXTEND EAST IN SAPULPA. PROJECT LENGTH = 4.16 MILES			
<b>Contract Amount:</b>	\$2,530,020.83	<b>Funds Available:</b>	\$2,588,078.87	<b>Funds Paid(%) :</b> 98%
<b>Change Order</b>	1	<b>Original Time Used:</b>	65%	<b>Revised Time Used:</b> 65%

Change Order No. 1 approves an additional appropriation in the amount of \$58,058.04.

Engineering: This change provides payment for the overrun of the multi-polymer traffic striping pay item due to a miscalculation of the plan quantity; and for the overrun of the loop detector wire pay item due to four locations being inadvertently omitted from the plans.

**OVERRUN ITEMS**

**\$58,058.04**

Loop Detector Wire	4.00 EA	\$3,579.63 /EA	\$14,318.52
Traffic Stripe (Multi-Poly.)(6" Wide)	57,552.00 LF	\$0.76 /LF	\$43,739.52

**CHANGE ORDER ACTIONS**

CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$58,058.04	2.29%	\$58,058.04	2.29%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$58,058.04</b>	<b>2.29%</b>	<b>\$58,058.04</b>	<b>2.29%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-120B(059)UR / STP-220B(087)UR	<b>CO APPROVAL:</b>	Jan. 13, 2023	<b>AGENDA ITEM</b>	
<b>Contractor :</b>	SAC SERVICES, INC. SAC SERVICES, INC	<b>Contract ID:</b>	220188	<b>23F</b>	
		<b>Job Piece No.:</b>	19411(04)		
		<b>Highway No.:</b>	COUNTY ROADS		
<b>Designer:</b>	MYERS ENGINEERING CONSULTING	<b>Div. / County.:</b>	05 / CUSTER		
<b>Description:</b>	GRADE, DRAIN, AND SURFACE COUNTY ROADS (LYLE ROAD/LAWTER ROAD): LYLE ROAD, FROM THE INTERSECTION OF DAVIS AVENUE EXTEND NORTH IN WEATHERFORD. LAWTER ROAD, FROM THE INTERSECTION OF LYLE ROAD EXTEND EAST IN WEATHERFORD. PROJECT LENGTH = 1.642 MILES				
<b>Contract Amount:</b>	\$6,454,068.49	<b>Funds Available:</b>	\$6,454,068.49	<b>Funds Paid(%) :</b>	0%
<b>Change Order</b>	2	<b>Original Time Used:</b>	0%	<b>Revised Time Used:</b>	0%

Change Order No. 2 approves a supplemental agreement resulting in an underrun to the contract in the amount of \$76,522.68.

Scope: This change provides for the utilization of corrugated polypropylene pipe to complete portions of the stormwater drainage system throughout this project in lieu of the reinforced concrete pipe specified due to a request made by the Contractor and approved by the Department and the City of Weatherford.

NEW ITEMS				<b>\$1,319,030.20</b>
18" Corrugated Polypropylene Pipe	960.00 LF	\$65.95 /LF		\$63,312.00
24" Corrugated Polypropylene Pipe	715.00 LF	\$81.70 /LF		\$58,415.50
30" Corrugated Polypropylene Pipe	356.00 LF	\$93.25 /LF		\$33,197.00
42" Corrugated Polypropylene Pipe	832.00 LF	\$129.25 /LF		\$107,536.00
48" Corrugated Polypropylene Pipe	1,695.00 LF	\$161.00 /LF		\$272,895.00
60" Corrugated Polypropylene Pipe	316.00 LF	\$261.50 /LF		\$82,634.00
30" Corrugated Polypropylene Pipe	802.52 LF	\$80.00 /LF		\$64,201.60
60" Corrugated Polypropylene Pipe	2,826.00 LF	\$225.35 /LF		\$636,839.10
UNDERRUN ITEMS				<b>-\$1,395,552.88</b>
18" R. C. Pipe Class III	-960.00 LF	\$74.95 /LF		-\$71,952.00
24" R. C. Pipe Class III	-715.00 LF	\$90.70 /LF		-\$64,850.50
30" R. C. Pipe Class III	-356.00 LF	\$102.25 /LF		-\$36,401.00
42" R. C. Pipe Class III	-832.00 LF	\$138.25 /LF		-\$115,024.00
48" R. C. Pipe Class III	-1,695.00 LF	\$170.00 /LF		-\$288,150.00
60" R. C. Pipe Class III	-316.00 LF	\$270.50 /LF		-\$85,478.00
30" R. C. Pipe Class III	-802.52 LF	\$89.00 /LF		-\$71,424.28
60" R. C. Pipe Class III	-2,826.00 LF	\$234.35 /LF		-\$662,273.10

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	-\$76,522.68	-1.19%	\$0.00	0.00%	\$0.00	0.00%
<b>TOTAL</b>	<b>-\$76,522.68</b>	<b>-1.19%</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	SSP-011N(114)SB		<b>CO APPROVAL:</b>	Dec. 14, 2022	<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	220184	<b>23G</b>
<b>Contractor :</b>	HASKELL LEMON GROUP, LLC		<b>Job Piece No.:</b>	33748(04)	
			<b>Highway No.:</b>	US-81	
<b>Designer:</b>	FREESE & NICHOLS, INC.		<b>Div. / County.:</b>	04 / GARFIELD	
<b>Description:</b>	BRIDGE REHABILITATION US-81: OVER UNNAMED CREEK, 1.1 MILES SOUTH OF THE US-412 JUNCTION IN ENID. PROJECT LENGTH = 0.029 MILE				
<b>Contract Amount:</b>	\$770,195.70	<b>Funds Available:</b>	\$841,521.25	<b>Funds Paid(%) :</b>	61%
<b>Change Order</b>	3	<b>Original Time Used:</b>	46%	<b>Revised Time Used:</b>	46%

Change Order No. 3 approves an additional appropriation in the amount of \$71,325.55.

Site Requirement: This change provides payment for the overrun of multiple pay items required to replace additional sections of concrete pavement at both approaches to the project due to being more deteriorated than expected; and for the overrun of the pay items required to construct a suitable base under the approach slabs due to the quantities for these areas being inadvertently omitted from the plans.

<b>OVERRUN ITEMS</b>				<b>\$71,325.55</b>
Aggregate Base Type A	116.00	CY	\$156.50 /CY	\$18,154.00
Subgrade, Method B	464.94	SY	\$15.90 /SY	\$7,392.55
Separator Fabric	535.00	SY	\$37.60 /SY	\$20,116.00
P. C. Concrete Pavement (Placement)	230.00	SY	\$43.10 /SY	\$9,913.00
P. C. Concrete for Pavement	63.00	CY	\$250.00 /CY	\$15,750.00

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$71,325.55	9.26%	\$71,325.55	9.26%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$71,325.55</b>	<b>9.26%</b>	<b>\$71,325.55</b>	<b>9.26%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-225C(085)PM	<b>CO APPROVAL:</b>	Dec. 14, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	210206	23H
<b>Contractor :</b>	SEWELL BROS., INC.	<b>Job Piece No.:</b>	29544(04)	
		<b>Highway No.:</b>	US-77	
<b>Designer:</b>	TETRA TECH	<b>Div. / County.:</b>	03 / GARVIN	
<b>Description:</b>	BRIDGE AND APPROACHES US-77: OVER WASHITA RIVER OVERFLOW AND UNNAMED CREEK, 1.4 MILES AND 1.6 MILES SOUTHEAST OF THE SH-29 JUNCTION NEAR WYNNEWOOD. PROJECT LENGTH = 0.995 MILE			
<b>Contract Amount:</b>	\$5,070,787.45	<b>Funds Available:</b>	\$5,073,267.45	<b>Funds Paid(%) :</b> 97%
<b>Change Order</b>	1	<b>Original Time Used:</b>	94%	<b>Revised Time Used:</b> 94%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$2,480.00.

Engineering: This change provides payment for the pavement marking removal pay item required to remove portions of the existing traffic stripe throughout the project as specified due to this pay item being inadvertently omitted from the plans.

<b>NEW ITEM</b>	<b>\$2,480.00</b>
Pavement Marking Removal (Traffic Stripe)	8,000.00 LF      \$0.31 /LF      \$2,480.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$2,480.00	0.05%	\$2,480.00	0.05%	\$2,480.00	0.05%
<b>TOTAL</b>	<b>\$2,480.00</b>	<b>0.05%</b>	<b>\$2,480.00</b>	<b>0.05%</b>	<b>\$2,480.00</b>	<b>0.05%</b>

**Change Orders with Cumulative Total of \$75,000 or Less (Information Only)**

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	TAP-225F(101)TP	<b>CO APPROVAL:</b>	Jan. 17, 2023	<b>AGENDA ITEM</b>	
<b>Contractor :</b>	RUDY CONSTRUCTION CO.	<b>Contract ID:</b>	220250	<b>23I</b>	
<b>Designer:</b>	FREESE AND NICHOLS	<b>Job Piece No.:</b>	34116(04)		
<b>Description:</b>	PEDESTRIAN IMPROVEMENTS (SIDEWALKS) CITY STREET (N. MISSOURI STREET): FROM THE SH-29 JUNCTION, EXTEND NORTH IN ELMORE CITY. PROJECT LENGTH = 0.146 MILE				
<b>Change Order</b>	1	<b>Original Time Used:</b>	0%	<b>Revised Time Used:</b>	0%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$2,628.96.

Scope: This change provides payment for the reclassification of the regulatory or warning sign assembly pay item required to power the signs by solar in lieu of wired electrical as specified due to a request made by Traffic Division.

<b>NEW ITEM</b>			<b>\$52,628.96</b>
Regulatory or Warning Sign Assembly (Reclassified)(Solar)	4.00 EA	\$13,157.24 /EA	\$52,628.96
<b>UNDERRUN ITEM</b>			<b>-\$50,000.00</b>
Regulatory or Warning Sign Assembly	-4.00 EA	\$12,500.00 /EA	-\$50,000.00

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$2,628.96	1.33%	\$2,628.96	1.33%	\$2,628.96	1.33%
<b>TOTAL</b>	<b>\$2,628.96</b>	<b>1.33%</b>	<b>\$2,628.96</b>	<b>1.33%</b>	<b>\$2,628.96</b>	<b>1.33%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-232B(062)PM	<b>CO APPROVAL:</b>	Dec. 14, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	200065	<b>23J</b>
<b>Contractor :</b>	TREAS CONSTRUCTION INC	<b>Job Piece No.:</b>	29545(04)	
		<b>Highway No.:</b>	US-75	
<b>Designer:</b>	DEWBERRY DESIGN GROUP, INC.	<b>Div. / County.:</b>	03 / HUGHES	
<b>Description:</b>	BRIDGE AND APPROACHES US-75: OVER SALT CREEK, 5.7 MILES SOUTH OF THE US-270 JUNCTION NEAR CALVIN. PROJECT LENGTH = 0.159 MILE			
<b>Contract Amount:</b>	\$1,832,059.37	<b>Funds Available:</b>	\$1,898,607.60	<b>Funds Paid(%) :</b> 96%
<b>Change Order</b>	2	<b>Original Time Used:</b>	147%	<b>Revised Time Used:</b> 147%

Change Order No. 2 approves a supplemental agreement and an additional appropriation in the amount of \$66,548.23.

Site Requirement: This change provides payment for the portable traffic signal system pay item required to maintain one lane of traffic through the project after heavy rains washed out a portion of the detour; for the excelsior mat pay item required to provide additional erosion control on the channel banks due to a request made by ODEQ; for receiving separator fabric into District III warehouse stock; and for the overrun of the asphalt surfacing and silt fence pay items due to an underestimation of the contract amounts. This change imposes a unit price reduction for the silt fence pay item due to the significant overrun of this item. Funding for the warehouse stock pay item will be non-participating in nature. This change extends the contract time fifty-four days due to various delays experienced by the contractor during construction.

<b>NEW ITEMS</b>				<b><u>\$45,320.75</u></b>
Excelsior Mat	800.00 SY	\$6.74 /SY		\$5,392.00
Temporary Silt Fence (Reclassified)	875.00 LF	\$5.85 /LF		\$5,118.75
Portable Traffic Signal System	118.00 SD	\$295.00 /SD		\$34,810.00
<b>NEW ITEM (NON-PARTICIPATING)</b>				<b><u>\$6,883.13</u></b>
Material Taken Into Warehouse Stock (Separator Fabric)	1.00 LS	\$6,883.13 /LS		\$6,883.13
<b>OVERRUN ITEMS</b>				<b><u>\$14,344.35</u></b>
Temporary Silt Fence	25.00 LF	\$6.18 /LF		\$154.50
Superpave, Type S4 (PG 70-28 OK)	115.00 TON	\$123.39 /TON		\$14,189.85

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$66,548.23	3.63%	\$66,548.23	3.63%	\$52,203.88	2.85%
3	\$44,695.88	2.44%	\$44,695.88	2.44%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$111,244.11</b>	<b>6.07%</b>	<b>\$111,244.11</b>	<b>6.07%</b>	<b>\$52,203.88</b>	<b>2.85%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	SBR-020N(051)SB	<b>CO APPROVAL:</b>	Dec. 08, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	210314	<b>23K</b>
<b>Contractor :</b>	B & B CONSTRUCTION SERVICE J.T., INC.	<b>Job Piece No.:</b>	34757(04)	
		<b>Highway No.:</b>	US-62	
<b>Designer:</b>	RHOMBIC	<b>Div. / County.:</b>	05 / JACKSON	
<b>Description:</b>	BRIDGE REHABILITATION US-62: OVER NORTH FORK RED RIVER AND BNSF RAILROAD, 13.1 MILES AND 14.0 MILES EAST OF THE US-283 JUNCTION NEAR HEADRICK. PROJECT LENGTH = 0.00 MILE			
<b>Contract Amount:</b>	\$1,763,596.68	<b>Funds Available:</b>	\$1,774,828.08	<b>Funds Paid(%) :</b> 76%
<b>Change Order</b>	2	<b>Original Time Used:</b>	100%	<b>Revised Time Used:</b> 100%

Change Order No. 2 approves a supplemental agreement and an additional appropriation in the amount of \$4,940.00.

Site Requirement: This change provides payment for the additional work required to repair a guardrail end treatment on Bridge B due to being struck and damaged by an unknown vehicle during Phase II of construction.

**NEW ITEM**

**\$4,940.00**

Construction Miscellaneous (GET Repair) 1.00 LS \$4,940.00 /LS \$4,940.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$6,291.40	0.36%	\$6,291.40	0.36%	\$6,291.40	0.36%
2	\$4,940.00	0.28%	\$4,940.00	0.28%	\$4,940.00	0.28%
<b>TOTAL</b>	<b>\$11,231.40</b>	<b>0.64%</b>	<b>\$11,231.40</b>	<b>0.64%</b>	<b>\$11,231.40</b>	<b>0.64%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-234C(053)AD	<b>CO APPROVAL:</b>	Dec. 23, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220125	<b>23L</b>
<b>Contractor :</b>	SCHIRALLI CONSTRUCTION CORP.	<b>Job Piece No.:</b>	32946(04)	
		<b>Highway No.:</b>	SH-89	
<b>Designer:</b>	MACARTHUR ASSOCIATED CONSULTANTS	<b>Div. / County.:</b>	07 / JEFFERSON	
<b>Description:</b>	PEDESTRIAN IMPROVEMENTS (SIDEWALKS) SH-89: FROM 0.2 MILES NORTH OF THE US-70 JUNCTION, EXTEND NORTH IN RINGLING. PROJECT LENGTH = 0.307 MILE			
<b>Contract Amount:</b>	\$261,400.94	<b>Funds Available:</b>	\$278,283.54	<b>Funds Paid(%) :</b> 90%
<b>Change Order</b>	1	<b>Original Time Used:</b>	98%	<b>Revised Time Used:</b> 98%

Change Order No. 1 approves an additional appropriation in the amount of \$16,882.60.

Site Requirement: This change provides payment for the overrun of the solid slab sodding pay item required to provide adequate permanent erosion control on all disturbed areas due to an underestimation of the contract amount. A unit price reduction for that portion in excess of 125% of the contract amount due to the overrun of this major item will be applied on Change Order No. 2.

<b>OVERRUN ITEM</b>	<b>\$16,882.60</b>
Solid Slab Sodding	1,945.00 SY                      \$8.68 /SY                      \$16,882.60

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$16,882.60	6.46%	\$16,882.60	6.46%	\$0.00	0.00%
2	-\$1,558.39	-0.60%	\$0.00	0.00%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$15,324.21</b>	<b>5.86%</b>	<b>\$16,882.60</b>	<b>6.46%</b>	<b>\$0.00</b>	<b>0.00%</b>



## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-235C(053)PM	<b>CO APPROVAL:</b>	Dec. 22, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	210019	<b>23M</b>
<b>Contractor :</b>	C3 CONSTRUCTION, INC.	<b>Job Piece No.:</b>	29561(04)	
		<b>Highway No.:</b>	SH-7	
<b>Designer:</b>	CHIANG, PATEL & YERBY, INC.	<b>Div. / County.:</b>	03 / JOHNSTON	
<b>Description:</b>	BRIDGE REHABILITATION SH-7: OVER KEEL CREEK, 3.8 MILES WEST OF THE US-377 JUNCTION NEAR WAPANUCKA. PROJECT LENGTH = 0.198 MILE			
<b>Contract Amount:</b>	\$1,181,139.14	<b>Funds Available:</b>	\$1,181,451.48	<b>Funds Paid(%) :</b> 85%
<b>Change Order</b>	2	<b>Original Time Used:</b>	106%	<b>Revised Time Used:</b> 106%

Change Order No. 2 approves an additional appropriation in the amount of \$312.34.

Site Requirement: This change provides payment for the overrun of the unclassified excavation pay item required to remove an area of unsuitable subgrade material discovered during construction. This change extends the contract time eleven days for delays resulting from a miscommunication between the Residency and paving/subgrade subcontractor during an onsite meeting on 12-14-2022.

<b>OVERRUN ITEM</b>	<b>\$312.34</b>
Unclassified Excavation	48.88 CY      \$6.39 /CY      \$312.34

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$312.34	0.03%	\$312.34	0.03%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$312.34</b>	<b>0.03%</b>	<b>\$312.34</b>	<b>0.03%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-235C(055)PM	<b>CO APPROVAL:</b>	Dec. 22, 2022	<b>AGENDA ITEM</b>	
<b>Contractor :</b>	B & B CONSTRUCTION SERVICE J.T., INC.	<b>Contract ID:</b>	210110	<b>23N</b>	
		<b>Job Piece No.:</b>	31052(04)		
		<b>Highway No.:</b>	SH-48		
<b>Designer:</b>	CONSOR ENGINEER, LLC.	<b>Div. / County.:</b>	03 / JOHNSTON		
<b>Description:</b>	BRIDGE AND APPROACHES SH-48: OVER SANDY CREEK, 0.5 MILES NORTH OF THE SH-7 JUNCTION NEAR WAPANUCKA. PROJECT LENGTH = 0.113 MILE				
<b>Contract Amount:</b>	\$845,014.27	<b>Funds Available:</b>	\$845,014.27	<b>Funds Paid(%) :</b>	89%
<b>Change Order</b>	1	<b>Original Time Used:</b>	74%	<b>Revised Time Used:</b>	74%

Change Order No. 1 approves a supplemental agreement resulting in an underrun to the contract in the amount of \$23,375.00.

Site Requirement: This change provides for the utilization of riprap required to provide adequate permanent erosion control in the ditch bottoms in lieu of concrete paved ditches as planned due to maintenance concerns.

<b>NEW ITEM</b>	<b>\$42,075.00</b>
Type I Plain Riprap	765.00 TON      \$55.00 /TON      \$42,075.00
<b>UNDERRUN ITEM</b>	<b>-\$65,450.00</b>
Class C Concrete	-187.00 CY      \$350.00 /CY      -\$65,450.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	-\$23,375.00	-2.77%	\$0.00	0.00%	\$0.00	0.00%
<b>TOTAL</b>	<b>-\$23,375.00</b>	<b>-2.77%</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	NHPPI-3500-(072)PM	<b>CO APPROVAL:</b>	Dec. 16, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	210316	<b>230</b>
<b>Contractor :</b>	OBC, INC.	<b>Job Piece No.:</b>	24432(14)	
		<b>Highway No.:</b>	I-35	
<b>Designer:</b>	BENHAM DESIGN	<b>Div. / County.:</b>	04 / KAY	
<b>Description:</b>	BRIDGE AND APPROACHES I-35: OVER US-60, 8.0 MILES SOUTH OF SH-11 NEAR TONKAWA. PROJECT LENGTH = 0.374 MILE			
<b>Contract Amount:</b>	\$9,693,648.80	<b>Funds Available:</b>	\$9,756,216.87	<b>Funds Paid(%) :</b> 45%
<b>Change Order</b>	1	<b>Original Time Used:</b>	47%	<b>Revised Time Used:</b> 47%

Change order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$62,568.07.

Site Requirement: This change provides payment for the additional work required to relocate an overhead power line due to conflicts with demolition, pile driving, and the placement of new beams.

**NEW ITEM**

**\$62,568.07**

Construction Miscellaneous (Power Line Relocation, Bored) 1.00 LS \$62,568.07 /LS \$62,568.07

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$62,568.07	0.65%	\$62,568.07	0.65%	\$62,568.07	0.65%
<b>TOTAL</b>	<b>\$62,568.07</b>	<b>0.65%</b>	<b>\$62,568.07</b>	<b>0.65%</b>	<b>\$62,568.07</b>	<b>0.65%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	NHPP-245N(006)PM	<b>CO APPROVAL:</b>	Dec. 15, 2022	<b>AGENDA ITEM</b>	
<b>Contractor :</b>	BRIDGECO CONTRACTORS, INC.	<b>Contract ID:</b>	220254	<b>23P</b>	
		<b>Job Piece No.:</b>	24409(04)		
		<b>Highway No.:</b>	SH-3		
<b>Designer:</b>	MACARTHUR ASSOCIATES CONSULTANT	<b>Div. / County.:</b>	02 / MCCURTAIN		
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE SH-3: FROM 0.2 MILES NORTHWEST OF THE SH-98 JUNCTION, EXTEND SOUTHEAST NEAR BROKEN BOW. PROJECT LENGTH = 1.877 MILES				
<b>Contract Amount:</b>	\$19,357,492.62	<b>Funds Available:</b>	\$19,421,293.83	<b>Funds Paid(%) :</b>	7%
<b>Change Order</b>	1	<b>Original Time Used:</b>	0%	<b>Revised Time Used:</b>	0%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$63,801.21.

Site Requirement: This change provides payment for the utilization of multi-polymer traffic striping in lieu of thermoplastic as planned due to its longer lasting properties when placed on concrete pavement; and for the utilization of precast concrete for Structures No. 1A, 1B, 1, 3, and 19 in lieu of corrugated galvanized steel as planned due to longevity and maintenance concerns of these cross drains.

<b>NEW ITEMS</b>	<b>\$158,414.60</b>
24" R. C. Pipe Class III	447.00 LF      \$145.16 /LF      \$64,886.52
24" Prefab. Culvert End Sec., Round	10.00 EA      \$3,785.00 /EA      \$37,850.00
Traffic Stripe (Multi-Poly.)(6" Wide)	47,658.00 LF      \$0.96 /LF      \$45,751.68
Traffic Stripe (Multi-Poly.)(8" Wide)	571.00 LF      \$2.20 /LF      \$1,256.20
Traffic Stripe (Multi-Poly.)(12" Wide)	1,694.00 LF      \$3.30 /LF      \$5,590.20
Traffic Stripe (Multi-Poly.)(24" Wide)	52.00 LF      \$27.50 /LF      \$1,430.00
Traffic Stripe (Multi-Poly.)(Arrows)	12.00 EA      \$137.50 /EA      \$1,650.00
<b>UNDERRUN ITEMS</b>	<b>-\$94,613.39</b>
Traffic Stripe (Plastic)(4" Wide)	-47,658.00 LF      \$0.75 /LF      -\$35,743.50
Traffic Stripe (Plastic)(8" Wide)	-571.00 LF      \$2.16 /LF      -\$1,233.36
Traffic Stripe (Plastic)(12" Wide)	-1,694.00 LF      \$3.24 /LF      -\$5,488.56
Traffic Stripe (Plastic)(24" Wide)	-52.00 LF      \$27.00 /LF      -\$1,404.00
Traffic Stripe (Plastic)(Arrows)	-12.00 EA      \$135.00 /EA      -\$1,620.00
24" Corr. Galv. Steel Pipe	-447.00 LF      \$68.51 /LF      -\$30,623.97
Type B4 Culvert End Treatment	-10.00 EA      \$1,850.00 /EA      -\$18,500.00

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$63,801.21	0.33%	\$63,801.21	0.33%	\$63,801.21	0.33%
<b>TOTAL</b>	<b>\$63,801.21</b>	<b>0.33%</b>	<b>\$63,801.21</b>	<b>0.33%</b>	<b>\$63,801.21</b>	<b>0.33%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-245C(070)CI	<b>CO APPROVAL:</b>	Jan. 12, 2023	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220078	<b>23Q</b>
<b>Contractor :</b>	HASKELL LEMON CONSTRUCTION CO.	<b>Job Piece No.:</b>	29962(04)	
		<b>Highway No.:</b>	COUNTY ROAD	
<b>Designer:</b>	MKEC ENGINEERING	<b>Div. / County.:</b>	02 / MCCURTAIN	
<b>Description:</b>	BRIDGE AND APPROACHES COUNTY ROAD (D-1756): OVER ROCK CREEK, 1.0 MILE EAST OF US-259 NEAR SMITHVILLE. PROJECT LENGTH = 0.303 MILE			
<b>Contract Amount:</b>	\$1,483,561.60	<b>Funds Available:</b>	\$1,518,379.86	<b>Funds Paid(%) :</b> 98%
<b>Change Order</b>	3	<b>Original Time Used:</b>	125%	<b>Revised Time Used:</b> 125%

Change Order No. 3 approves an additional appropriation in the amount of \$33,498.26.

Site Requirement: This change provides payment for the overrun of the solid slab sodding pay item required to provide adequate permanent erosion control on all disturbed areas of the project due to an underestimation of the contract amount; and for the overrun of the unclassified borrow pay item required to replace an area of unsuitable subgrade material discovered during construction.

<b>OVERRUN ITEMS</b>	<b>\$33,498.26</b>
Unclassified Borrow	1,119.18 CY      \$12.90 /CY      \$14,437.42
Solid Slab Sodding	7,059.57 SY      \$2.70 /SY      \$19,060.84

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$1,320.00	0.09%	\$1,320.00	0.09%	\$1,320.00	0.09%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$33,498.26	2.26%	\$33,498.26	2.26%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$34,818.26</b>	<b>2.35%</b>	<b>\$34,818.26</b>	<b>2.35%</b>	<b>\$1,320.00</b>	<b>0.09%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-245C(065)CI	<b>CO APPROVAL:</b>	Jan. 12, 2023	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	200317	<b>23R</b>
<b>Contractor :</b>	HUB CONSTRUCTION, INC.	<b>Job Piece No.:</b>	31276(04)	
		<b>Highway No.:</b>	COUNTY ROAD	
<b>Designer:</b>	MKEC ENGINEERING CONSULTANTS	<b>Div. / County.:</b>	02 / MCCURTAIN	
<b>Description:</b>	BRIDGE AND APPROACHES COUNTY ROAD (NS-461): OVER EAST FORK GLOVER RIVER, 1.7 MILES NORTHWEST OF US-259 NEAR BATTIEST. PROJECT LENGTH = 0.511 MILE			
<b>Contract Amount:</b>	\$2,416,717.41	<b>Funds Available:</b>	\$2,423,656.05	<b>Funds Paid(%) :</b> 96%
<b>Change Order</b>	2	<b>Original Time Used:</b>	131%	<b>Revised Time Used:</b> 131%

Change Order No. 2 approves a supplemental agreement and an additional appropriation in the amount of \$6,938.64.

**Site Requirement:** This change provides payment for the additional work required to replace a recently constructed section of guardrail due to being damaged in a vehicular accident prior to completion of the project. Funding for this change will be non-participating in nature.

<b>NEW ITEMS (NON-PARTICIPATING)</b>			<b>\$6,938.64</b>
Guardrail End Treatment (31")	1.00 EA	\$3,500.00 /EA	\$3,500.00
Mobilization (Remobilization)	1.00 LS	\$3,438.64 /LS	\$3,438.64

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$6,938.64	0.29%	\$6,938.64	0.29%	\$6,938.64	0.29%
<b>TOTAL</b>	<b>\$6,938.64</b>	<b>0.29%</b>	<b>\$6,938.64</b>	<b>0.29%</b>	<b>\$6,938.64</b>	<b>0.29%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	NHPP-251N(117)PM / SBR-251B(121)SB	<b>CO APPROVAL:</b>	Dec. 12, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220075	23S
<b>Contractor :</b>	JENSEN CONSTRUCTION CO. / MANHATTAN ROAD & BRIDGE COMPANY JV	<b>Job Piece No.:</b>	30416(04)	
		<b>Highway No.:</b>	US-62	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION	<b>Div. / County.:</b>	01 / MUSKOGEE	
<b>Description:</b>	BRIDGE AND APPROACHES AND BRIDGE REHABILITATION US-62: OVER ARKANSAS RIVER, OG&E RAILROAD AND CITY STREET (55TH STREET): 0.5 MILES AND 1.3 MILES EAST OF THE SH-165 INTERCHANGE IN MUSKOGEE AND FORT GIBSON. PROJECT LENGTH = 1.516 MILES			
<b>Contract Amount:</b>	\$74,738,814.36	<b>Funds Available:</b>	\$74,758,651.90	<b>Funds Paid(%) :</b> 9%
<b>Change Order</b>	1	<b>Original Time Used:</b>	8%	<b>Revised Time Used:</b> 8%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$19,837.54.

Site Requirement: This change provides payment for the additional work required to separate and remove one of the approach slabs from the backwall on Bridge A and B due to discovering during construction that they were originally poured monolithically.

**NEW ITEMS**

**\$19,837.54**

Removal of Bridge Items (Bridge A)(Additional)	1.00 EA	\$9,918.77 /EA	\$9,918.77
Removal of Bridge Items (Bridge B)(Additional)	1.00 EA	\$9,918.77 /EA	\$9,918.77

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$19,837.54	0.03%	\$19,837.54	0.03%	\$19,837.54	0.03%
<b>TOTAL</b>	<b>\$19,837.54</b>	<b>0.03%</b>	<b>\$19,837.54</b>	<b>0.03%</b>	<b>\$19,837.54</b>	<b>0.03%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-251D(136)CI		<b>CO APPROVAL:</b>	Dec. 13, 2022	<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	220132	<b>23T</b>
<b>Contractor :</b>	PARADIGM CONSTRUCTION & ENGINEERING, INC		<b>Job Piece No.:</b>	33053(04)	
			<b>Highway No.:</b>	COUNTY ROAD	
<b>Designer:</b>	HOLLOWAY, UPDIKE, AND BELLEN, INC.		<b>Div. / County.:</b>	01 / MUSKOGEE	
<b>Description:</b>	BRIDGE AND APPROACHES COUNTY ROAD (NS-409): OVER SALT CREEK, 2.1 MILES NORTH OF THE SH-16 JUNCTION NEAR HASKELL. PROJECT LENGTH = 0.284 MILE				
<b>Contract Amount:</b>	\$792,920.20	<b>Funds Available:</b>	\$792,920.20	<b>Funds Paid(%) :</b>	90%
<b>Change Order</b>	1	<b>Original Time Used:</b>	73%	<b>Revised Time Used:</b>	73%

Change Order No. 1 approves a supplemental agreement resulting in no additional cost to the contract.

Engineering: This change provides payment for the additional work required to install gates at a field entrance due to this work being inadvertently omitted from the plans. This change documents the underrun of the Class C concrete due to it not being necessary to complete the project.

<b>NEW ITEM</b>			<b>\$3,000.00</b>
Gate, Galvanized Steel	2.00 EA	\$1,500.00 /EA	\$3,000.00
<b>UNDERRUN ITEM</b>			<b>-\$3,000.00</b>
Class C Concrete	-10.00 CY	\$300.00 /CY	-\$3,000.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>0.00%</b>



## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	NHPPI-3500-(132)FP	<b>CO APPROVAL:</b>	Jan. 10, 2023	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220228	<b>23U</b>
<b>Contractor :</b>	MANHATTAN ROAD & BRIDGE COMPANY	<b>Job Piece No.:</b>	29844(04)	
		<b>Highway No.:</b>	I-35	
<b>Designer:</b>	OLSSON ASSOCIATES	<b>Div. / County.:</b>	04 / OKLAHOMA	
<b>Description:</b>	BRIDGE AND APPROACHES I-35: OVER 63RD STREET, AT THE I-44 INTERCHANGE IN THE CITY OF OKLAHOMA CITY. PROJECT LENGTH = 1.872 MILES			
<b>Contract Amount:</b>	\$60,356,411.00	<b>Funds Available:</b>	\$60,356,411.00	<b>Funds Paid(%):</b> 2%
<b>Change Order</b>	1	<b>Original Time Used:</b>	0%	<b>Revised Time Used:</b> 0%

Change Order No. 1 approves a supplemental agreement resulting in an underrun to the contract in the amount of \$21.37.

Engineering: This change reclassifies the F-Shaped parapet pay item to better track the materials required to construct the parapet barriers with or without a moment slab due to both types being required throughout the project and the plans stating the moment slab was to be included in the price.

<b>NEW ITEMS</b>	<b>\$2,876,955.59</b>
42" F-Shaped Parapet (Reclassified) 18,856.00 LF	\$84.18 /LF \$1,587,298.08
Class AA Concrete (Reclassified)(Moment Slab) 3,888.61 CY	\$331.65 /CY \$1,289,657.51
<b>OVERRUN ITEM</b>	<b>\$799,943.04</b>
Reinforcing Steel 499,964.40 LB	\$1.60 /LB \$799,943.04
<b>UNDERRUN ITEM</b>	<b>-\$3,676,920.00</b>
42" F-Shaped Parapet -18,856.00 LF	\$195.00 /LF -\$3,676,920.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$))	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	-\$21.37	0.00%	\$0.00	0.00%	\$0.00	0.00%
<b>TOTAL</b>	<b>-\$21.37</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	TAP-255D(326)AG	<b>CO APPROVAL:</b>	Dec. 23, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220172	<b>23V</b>
<b>Contractor :</b>	RUDY CONSTRUCTION CO.	<b>Job Piece No.:</b>	31433(04)	
		<b>Highway No.:</b>	PALMER LOOP TRAIL	
<b>Designer:</b>	R.L. SHEARS	<b>Div. / County.:</b>	04 / OKLAHOMA	
<b>Description:</b>	PEDESTRIAN IMPROVEMENTS (TRAIL CONSTRUCTION) PALMER LOOP TRAIL ELEMENTARY SCHOOL CONNECTOR: FROM MIDWEST BOULEVARD, EXTEND EAST IN THE CITY OF MIDWEST CITY. PROJECT LENGTH = 0.070 MILE			
<b>Contract Amount:</b>	\$214,477.20	<b>Funds Available:</b>	\$221,249.65	<b>Funds Paid(%) :</b> 81%
<b>Change Order</b>	1	<b>Original Time Used:</b>	72%	<b>Revised Time Used:</b> 72%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$6,772.45.

Site Requirement: This change provides payment for the overrun of the solid slab sodding pay item required to provide adequate permanent erosion control on all disturbed areas of the project due to more areas being disturbed than anticipated; for the utilization of a 6-foot tall fence along the trail in lieu of the 4-foot tall fence planned to match the adjacent existing 6-foot tall fence; and for the sheet aluminum sign pay item required to adjust a mast arm mounted sign due to a request made by the City of Midwest City. Funding for the sheet aluminum sign pay item will be non-participating in nature. This change imposes a unit price reduction for that portion of the solid slab sodding pay item in excess of 125% of the contract amount due to the significant overrun of this item of work. This change documents the underrun of the separator fabric and geogrid reinforcement pay items due to not being needed on the project after discovering the existing soil was in better condition than expected.

<b>NEW ITEMS</b>	<b>\$4,100.74</b>
Fence-Style CLF (6' High, Class A) 55.00 LF	\$81.28 /LF \$4,470.13
Solid Slab Sodding (Unit Price Reduction) 217.29 SY	-\$1.70 /SY -\$369.39
<b>NEW ITEM (NON-PARTICIPATING)</b>	<b>\$1,500.03</b>
Sheet Aluminum Signs 21.00 SF	\$71.43 /SF \$1,500.03
<b>OVERRUN ITEM</b>	<b>\$5,347.69</b>
Solid Slab Sodding 314.57 SY	\$17.00 /SY \$5,347.69
<b>UNDERRUN ITEMS</b>	<b>-\$4,176.00</b>
Separator Fabric -100.00 SY	\$3.00 /SY -\$300.00
Geogrid Reinforcement -100.00 SY	\$6.00 /SY -\$600.00
Fence-Style CLF (4' High, Class A) -54.60 LF	\$60.00 /LF -\$3,276.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$6,772.45	3.16%	\$6,772.45	3.16%	\$5,600.77	2.61%
<b>TOTAL</b>	<b>\$6,772.45</b>	<b>3.16%</b>	<b>\$6,772.45</b>	<b>3.16%</b>	<b>\$5,600.77</b>	<b>2.61%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-255D(479)AG	<b>CO APPROVAL:</b>	Dec. 21, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220044	<b>23W</b>
<b>Contractor :</b>	SAC SERVICES, INC. SAC SERVICES, INC	<b>Job Piece No.:</b>	33124(04)	
		<b>Highway No.:</b>	CITY STREET	
<b>Designer:</b>	GUY ENGINEERING	<b>Div. / County.:</b>	04 / OKLAHOMA	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE CITY STREET (EAST RENO AVENUE): FROM MIDWEST BOULEVARD, EXTEND EAST IN MIDWEST CITY. PROJECT LENGTH = 1.214 MILES			
<b>Contract Amount:</b>	\$2,707,534.56	<b>Funds Available:</b>	\$2,720,434.56	<b>Funds Paid(%) :</b> 60%
<b>Change Order</b>	2	<b>Original Time Used:</b>	79%	<b>Revised Time Used:</b> 79%

Change Order No. 2 approves a supplemental agreement and an additional appropriation in the amount of \$6,000.00.

Engineering: This change provides payment for the painted traffic striping pay item required to provide temporary delineation throughout the project during construction due to this work being inadvertently omitted from the plans.

**NEW ITEM**

**\$6,000.00**

Constr. Traffic Str. (Paint)(4" Wide)	20,000.00 LF	\$0.30 /LF	\$6,000.00
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CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$6,000.00	0.22%	\$6,000.00	0.22%	\$6,000.00	0.22%
3	\$6,900.00	0.25%	\$6,900.00	0.25%	\$6,900.00	0.25%
<b>TOTAL</b>	<b>\$12,900.00</b>	<b>0.48%</b>	<b>\$12,900.00</b>	<b>0.48%</b>	<b>\$12,900.00</b>	<b>0.48%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-255D(479)AG	<b>CO APPROVAL:</b>	Dec. 28, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220044	<b>23X</b>
<b>Contractor :</b>	SAC SERVICES, INC. SAC SERVICES, INC	<b>Job Piece No.:</b>	33124(04)	
		<b>Highway No.:</b>	CITY STREET	
<b>Designer:</b>	GUY ENGINEERING	<b>Div. / County.:</b>	04 / OKLAHOMA	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE CITY STREET (EAST RENO AVENUE): FROM MIDWEST BOULEVARD, EXTEND EAST IN MIDWEST CITY. PROJECT LENGTH = 1.214 MILES			
<b>Contract Amount:</b>	\$2,707,534.56	<b>Funds Available:</b>	\$2,720,434.56	<b>Funds Paid(%) :</b> 60%
<b>Change Order</b>	3	<b>Original Time Used:</b>	79%	<b>Revised Time Used:</b> 79%

Change Order No. 3 approves a supplemental agreement and an additional appropriation in the amount of \$6,900.00.

Site Requirement: This change provides payment for the removable pavement marking tape pay item required to facilitate traffic shifts during the final phases of construction without grinding on the top layer of asphalt; and for the pavement marking removal pay item required to remove the original existing striping throughout the project due to this item being inadvertently omitted from the plans.

<b>NEW ITEMS</b>			<b>\$6,900.00</b>
Removable Pavement Marking Tape (4" Wide)	3,000.00 LF	\$1.55 /LF	\$4,650.00
Pavement Marking Removal (Traffic Stripe)	7,500.00 LF	\$0.30 /LF	\$2,250.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$6,000.00	0.22%	\$6,000.00	0.22%	\$6,000.00	0.22%
3	\$6,900.00	0.25%	\$6,900.00	0.25%	\$6,900.00	0.25%
<b>TOTAL</b>	<b>\$12,900.00</b>	<b>0.48%</b>	<b>\$12,900.00</b>	<b>0.48%</b>	<b>\$12,900.00</b>	<b>0.48%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-255B(550)AG	<b>CO APPROVAL:</b>	Jan. 12, 2023	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	210280	<b>23Y</b>
<b>Contractor :</b>	TRAFFIC & LIGHTING SYSTEMS, LLC	<b>Job Piece No.:</b>	34166(04)	
		<b>Highway No.:</b>	MULTIPLE LOCATIONS	
<b>Designer:</b>	KIMLEY HORN & ASSOCIATES, INC.	<b>Div. / County.:</b>	04 / OKLAHOMA	
<b>Description:</b>	ITS CORRIDOR CITY STREETS (15TH STREET/33RD STREET/ KELLY AVENUE/SANTA FE AVENUE): AT MULTIPLE LOCATIONS IN THE CITY OF EDMOND. PROJECT LENGTH = 10.964 MILES			
<b>Contract Amount:</b>	\$10,626,458.80	<b>Funds Available:</b>	\$10,651,406.80	<b>Funds Paid(%) :</b> 37%
<b>Change Order</b>	2	<b>Original Time Used:</b>	59%	<b>Revised Time Used:</b> 59%

Change Order No. 2 approves a supplemental agreement and an additional appropriation in the amount of \$24,948.00.

Scope: This change provides payment for the additional work required to install an extra power supply to twenty-two traffic signal cabinets due to a request made by the City of Edmond to prevent similar power issues they've had on previous projects. Funding for this change will be non-participating in nature.

<b>NEW ITEM (NON-PARTICIPATING)</b>	<b>\$24,948.00</b>
Construction Miscellaneous (Traffic Signal Power Supplies)	22.00 EA      \$1,134.00 /EA      \$24,948.00

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$))	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$24,948.00	0.23%	\$24,948.00	0.23%	\$24,948.00	0.23%
<b>TOTAL</b>	<b>\$24,948.00</b>	<b>0.23%</b>	<b>\$24,948.00</b>	<b>0.23%</b>	<b>\$24,948.00</b>	<b>0.23%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	EMC-256N(071)ES	<b>CO APPROVAL:</b>	Dec. 12, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220358	<b>23Z</b>
<b>Contractor :</b>	K & R BUILDERS, INC.	<b>Job Piece No.:</b>	35467(04)	
		<b>Highway No.:</b>	US-62 / US-75	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION	<b>Div. / County.:</b>	01 / OKMULGEE	
<b>Description:</b>	BRIDGE REPAIR US-62/US-75: OVER BNSF RAILROAD, 2.3 MILES SOUTH OF THE SH-56 JUNCTION NEAR OKMULGEE. PROJECT LENGTH = 0.00 MILE			
<b>Contract Amount:</b>	\$1,247,853.70	<b>Funds Available:</b>	\$1,249,853.70	<b>Funds Paid(%) :</b> 13%
<b>Change Order</b>	1	<b>Original Time Used:</b>	4%	<b>Revised Time Used:</b> 4%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$2,000.00.

Engineering: This change provides payment for the temporary silt fence pay item required to provide adequate temporary erosion control where the existing slope wall was removed due to this work being inadvertently omitted from the plans.

<b>NEW ITEM</b>	<b>\$2,000.00</b>
Temporary Silt Fence	500.00 LF      \$4.00 /LF      \$2,000.00

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$2,000.00	0.16%	\$2,000.00	0.16%	\$2,000.00	0.16%
<b>TOTAL</b>	<b>\$2,000.00</b>	<b>0.16%</b>	<b>\$2,000.00</b>	<b>0.16%</b>	<b>\$2,000.00</b>	<b>0.16%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-258B(089)PM	<b>CO APPROVAL:</b>	Jan. 17, 2023	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220265	<b>23AA</b>
<b>Contractor :</b>	BECCO CONTRACTORS, INC.	<b>Job Piece No.:</b>	32698(04)	
		<b>Highway No.:</b>	SH-69A	
<b>Designer:</b>	POE & ASSOCIATES	<b>Div. / County.:</b>	08 / OTTAWA	
<b>Description:</b>	INTERSECTION MODIFICATION SH-69A: AT THE INTERSECTION OF SH-10 IN MIAMI. PROJECT LENGTH = 0.509 MILE			
<b>Contract Amount:</b>	\$3,657,000.00	<b>Funds Available:</b>	\$3,665,154.08	<b>Funds Paid(%):</b> 0%
<b>Change Order</b>	1	<b>Original Time Used:</b>	0%	<b>Revised Time Used:</b> 0%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$8,154.08.

Site Requirement: This change provides payment for the reclassification of the mast arm mounted signs pay items required to adjust the location of where the signs are attached due to conflicting with the required spacing of the signal heads.

<b>NEW ITEM</b>	<b>\$26,634.08</b>
Mast Arm Mounted Signs (Alum.)(Reclassified) <span style="float: right;">176.00 SF</span>	\$151.33 /SF <span style="float: right;">\$26,634.08</span>
<b>UNDERRUN ITEM</b>	<b>-\$18,480.00</b>
Mast Arm Mounted Signs (Alum.) <span style="float: right;">-176.00 SF</span>	\$105.00 /SF <span style="float: right;">-\$18,480.00</span>

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$8,154.08	0.22%	\$8,154.08	0.22%	\$8,154.08	0.22%
<b>TOTAL</b>	<b>\$8,154.08</b>	<b>0.22%</b>	<b>\$8,154.08</b>	<b>0.22%</b>	<b>\$8,154.08</b>	<b>0.22%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	CIRB-258D(071)RB / CIRB-258C(072)RB	<b>CO APPROVAL:</b>	Jan. 03, 2023	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	210256	<b>23BB</b>
<b>Contractor :</b>	EMERY SAPP & SONS, INC.	<b>Job Piece No.:</b>	33563(04)	
		<b>Highway No.:</b>	COUNTY ROAD	
<b>Designer:</b>	GUY ENGINEERING	<b>Div. / County.:</b>	08 / OTTAWA	
<b>Description:</b>	RESURFACE (ASPHALT) COUNTY ROAD (E40 ROAD/E60 ROAD): E40 ROAD, FROM US69A EXTEND EAST NEAR QUAPAW. E60 ROAD, FROM 0.5 MILES WEST OF THE US-69 JUNCTION EXTEND WEST NEAR COMMERCE. PROJECT LENGTH = 7.754 MILES			
<b>Contract Amount:</b>	\$2,170,275.00	<b>Funds Available:</b>	\$2,189,516.81	<b>Funds Paid(%) :</b> 90%
<b>Change Order</b>	1	<b>Original Time Used:</b>	99%	<b>Revised Time Used:</b> 99%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$19,241.81.

Site Requirement: This change provides payment for the additional work required to remobilize to the project and seal cracks in the recently laid asphalt due to an area of unsuitable subgrade.

**NEW ITEMS**

**\$19,241.81**

Crack Sealing Asphalt Pavement	2,242.00 LF	\$6.56 /LF	\$14,707.52
Mobilization (Remobilization)	1.00 LS	\$4,534.29 /LS	\$4,534.29

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$19,241.81	0.89%	\$19,241.81	0.89%	\$19,241.81	0.89%
<b>TOTAL</b>	<b>\$19,241.81</b>	<b>0.89%</b>	<b>\$19,241.81</b>	<b>0.89%</b>	<b>\$19,241.81</b>	<b>0.89%</b>



## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-161D(198)CI	<b>CO APPROVAL:</b>	Dec. 12, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	210335	<b>23CC</b>
<b>Contractor :</b>	BRIGHT LIGHTING, INC. DBA BL TOWER CONSTRUCTION	<b>Job Piece No.:</b>	23886(04)	
		<b>Highway No.:</b>	COUNTY ROAD	
<b>Designer:</b>	BENHAM DESIGN	<b>Div. / County.:</b>	02 / PITTSBURG	
<b>Description:</b>	BRIDGE AND APPROACHES COUNTY ROAD (EW-129): OVER UNNAMED CREEK, 1.4 MILES WEST OF US-69 NEAR CROWDER. PROJECT LENGTH = 0.113 MILE			
<b>Contract Amount:</b>	\$444,968.94	<b>Funds Available:</b>	\$458,998.93	<b>Funds Paid(%) :</b> 94%
<b>Change Order</b>	1	<b>Original Time Used:</b>	117%	<b>Revised Time Used:</b> 117%

Change Order No. 1 approves an additional appropriation in the amount of \$14,029.99.

Site Requirement: This change provides payment for the final estimate due to the overrun of multiple pay items. Additional quantities of these items were required to complete this project as specified due to various unforeseen site conditions experienced by the contractor during construction.

The cost of this change is partially offset by the underrun of other items of work.

<b>OVERRUN ITEMS</b>				<b>\$14,083.88</b>
Construction Barricades (Type III)	143.00	SD	\$24.00 /SD	\$3,432.00
Solid Slab Sodding	1,422.06	SY	\$4.00 /SY	\$5,688.24
Piles, Furnished (HP 10 x 42)	10.25	LF	\$38.00 /LF	\$389.50
Piles, Furnished (HP 12 x 53)	13.67	LF	\$42.00 /LF	\$574.14
Pile Splice, H-Pile (Non-Biddable)	10.00	EA	\$400.00 /EA	\$4,000.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$))	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$14,029.99	3.15%	\$14,029.99	3.15%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$14,029.99</b>	<b>3.15%</b>	<b>\$14,029.99</b>	<b>3.15%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-262C(043)CI	<b>CO APPROVAL:</b>	Dec. 08, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	190255	<b>23DD</b>
<b>Contractor :</b>	BRIDGECO CONTRACTORS, INC.	<b>Job Piece No.:</b>	28571(08)	
		<b>Highway No.:</b>	COUNTY ROAD	
<b>Designer:</b>	CARDINAL ENVIRONMENTAL, INC.	<b>Div. / County.:</b>	03 / PONTOTOC	
<b>Description:</b>	BRIDGE AND APPROACHES COUNTY ROAD (EW-151): OVER LITTLE SANDY CREEK, 2.4 MILES EAST OF THE US-377 JUNCTION NEAR ADA. PROJECT LENGTH = 0.171 MILE			
<b>Contract Amount:</b>	\$1,114,835.75	<b>Funds Available:</b>	\$1,180,374.13	<b>Funds Paid(%) :</b> 94%
<b>Change Order</b>	2	<b>Original Time Used:</b>	100%	<b>Revised Time Used:</b> 36%

Change Order No. 2 approves an additional appropriation in the amount of \$29,451.38.

Site Requirement: This change provides payment for the final estimate due to the overrun of the asphalt removal and asphalt surfacing pay items. Additional quantities of these items were required to extend the beginning of project due to the existing pavement being more deteriorated than expected.

The cost of this change is partially offset by the underrun of other items of work.

#### OVERRUN ITEMS

			<b>\$31,109.95</b>
Superpave, Type S3 (PG 64-22 OK)	100.94 TON	\$91.05 /TON	\$9,190.59
Superpave, Type S4 (PG 64-22 OK)	102.76 TON	\$125.56 /TON	\$12,902.55
Removal of Asphalt Pavement	1,669.78 SY	\$5.40 /SY	\$9,016.81

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$36,087.00	3.24%	\$36,087.00	3.24%	\$0.00	0.00%
2	\$29,451.38	2.64%	\$29,451.38	2.64%	\$0.00	0.00%
3	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
4	-\$5,000.00	-0.45%	\$0.00	0.00%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$60,538.38</b>	<b>5.43%</b>	<b>\$65,538.38</b>	<b>5.88%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	MC-267C(095)MD	<b>CO APPROVAL:</b>	Jan. 03, 2023	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220116	<b>23EE</b>
<b>Contractor :</b>	ROSSCON, LLC	<b>Job Piece No.:</b>	35796(04)	
		<b>Highway No.:</b>	SH-99A	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION	<b>Div. / County.:</b>	03 / SEMINOLE	
<b>Description:</b>	RESURFACE (ASPHALT) SH-99A: FROM THE SH-99 JUNCTION, EXTEND EAST NEAR SEMINOLE. PROJECT LENGTH = 3.970 MILES			
<b>Contract Amount:</b>	\$535,598.19	<b>Funds Available:</b>	\$595,726.14	<b>Funds Paid(%) :</b> 95%
<b>Change Order</b>	3	<b>Original Time Used:</b>	32%	<b>Revised Time Used:</b> 32%

Change Order No. 3 approves an additional appropriation in the amount of \$7,701.69.

Site Requirement: This change provides payment for the pavement smoothness incentive earned by the contractor for exceptionally smooth asphalt pavement as defined in the contract.

**NEW ITEM**

**\$7,701.69**

Pavement / Bridge Smoothness Adjustment	7,701.69 EA	\$1.00 /EA	\$7,701.69
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<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$52,426.26	9.79%	\$52,426.26	9.79%	\$0.00	0.00%
3	\$7,701.69	1.44%	\$7,701.69	1.44%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$60,127.95</b>	<b>11.23%</b>	<b>\$60,127.95</b>	<b>11.23%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-268C(084)PM	<b>CO APPROVAL:</b>	Jan. 05, 2023	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220301	<b>23FF</b>
<b>Contractor :</b>	TREAS CONSTRUCTION INC	<b>Job Piece No.:</b>	29780(04)	
		<b>Highway No.:</b>	SH-101	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION	<b>Div. / County.:</b>	01 / SEQUOYAH	
<b>Description:</b>	BRIDGE AND APPROACHES SH-101: OVER BIG SKIN BAYOU, 7.6 MILES EAST OF THE US-59 JUNCTION NEAR SALLISAW. PROJECT LENGTH = 0.527 MILE			
<b>Contract Amount:</b>	\$3,927,507.94	<b>Funds Available:</b>	\$3,936,964.19	<b>Funds Paid(%) :</b> 6%
<b>Change Order</b>	1	<b>Original Time Used:</b>	10%	<b>Revised Time Used:</b> 10%

Change Order No. 1 approves a supplemental agreement and an additional appropriation in the amount of \$9,456.25.

Engineering: This change provides payment for the 4-foot chain link fencing pay item required to install fencing between station 408+75 and 410+00 Left due to this work being inadvertently omitted from the plans.

<b>NEW ITEM</b>		<b>\$9,456.25</b>
Fence-Style CLF (4' High, Class A)	125.00 LF	\$75.65 /LF
		<b>\$9,456.25</b>

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$9,456.25	0.24%	\$9,456.25	0.24%	\$9,456.25	0.24%
<b>TOTAL</b>	<b>\$9,456.25</b>	<b>0.24%</b>	<b>\$9,456.25</b>	<b>0.24%</b>	<b>\$9,456.25</b>	<b>0.24%</b>

## Change Orders with Cumulative Total of \$75,000 or Less (Information Only)

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-271C(077)PM	<b>CO APPROVAL:</b>	Dec. 21, 2022	<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220071	<b>23GG</b>
<b>Contractor :</b>	SEWELL BROS., INC.	<b>Job Piece No.:</b>	31061(04)	
		<b>Highway No.:</b>	SH-36	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION	<b>Div. / County.:</b>	05 / TILLMAN	
<b>Description:</b>	BRIDGE AND APPROACHES SH-36: OVER TRIBUTARIES OF LITTLE DEEP RED CREEK AND UNNAMED CREEK, 3.5 MILES, 3.7 MILES AND 3.2 MILES NORTH OF THE US-70 JUNCTION NEAR GRANDFIELD. PROJECT LENGTH = 0.616 MILE			
<b>Contract Amount:</b>	\$3,318,879.61	<b>Funds Available:</b>	\$3,357,879.61	<b>Funds Paid(%) :</b> 98%
<b>Change Order</b>	2	<b>Original Time Used:</b>	79%	<b>Revised Time Used:</b> 79%

Change Order No. 2 approves an additional appropriation in the amount of \$39,000.00.

Site Requirement: This change provides payment for the early completion incentive earned by the contractor for achieving substantial completion on this project prior to the time allowed in the contract. This change extends the contract time four days due to inadvertently charging time after substantial completion had been achieved.

**NEW ITEM**

**\$39,000.00**

Incentive for Early Completion

1.00 LS

\$39,000.00 /LS

\$39,000.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$39,000.00	1.18%	\$39,000.00	1.18%	\$0.00	0.00%
3	\$92,029.51	2.77%	\$92,029.51	2.77%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$131,029.51</b>	<b>3.95%</b>	<b>\$131,029.51</b>	<b>3.95%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### FEBRUARY 06, 2023 Commission Meeting

ITEM	COUNTY	PROJECT NUMBER	FED OVER	CONTRACT	JPN	CHANGE ORDER	UNDER/ OVER RUN
24A	ATOKA	SSP-013N(202)PM	<input type="checkbox"/>	220079	3436604	002	\$143,125.00
24B	BLAINE	NHPP-017N(261)PM	<input type="checkbox"/>	200339	2791311	003	\$143,187.87
24C	BRYAN	BSAP-207N(012)FM / BSAP-207C(102)FM / SSP-013N(182)PM	<input type="checkbox"/>	200340	2590917	010	\$4,050.00
24D	CANADIAN	STP-109B(154)PM	<input type="checkbox"/>	210307	2636004	001	\$108,668.00
24E	CLEVELAND	STP-214B(103)PM	<input type="checkbox"/>	210045	2026611	007	\$209,431.40
24F	CLEVELAND	STP-214B(103)PM	<input type="checkbox"/>	210045	2026611	008	\$98,943.24
24G	ELLIS	NHPP-019N(118)PM	<input type="checkbox"/>	210133	2649704	006	\$80,881.03
24H	ELLIS	STP-223D(022)CI	<input type="checkbox"/>	210273	3112804	002	\$9,049.70
24I	GRADY	STP-126C(063)	<input type="checkbox"/>	180355	2030104	004	\$495,691.51
24J	HARMON	STP-229C(017)PM	<input type="checkbox"/>	220023	3182504	001	\$76,867.02
24K	HUGHES	STP-232B(062)PM	<input type="checkbox"/>	200065	2954504	003	\$44,695.88
24L	JOHNSTON	STP-235C(037)PM	<input type="checkbox"/>	190081	2966604	006	\$45,417.12
24M	KINGFISHER	STP-237C(034)PM	<input type="checkbox"/>	210025	2794504	004	\$28,198.60
24N	LINCOLN	STP-241C(073)PM	<input type="checkbox"/>	210111	2794704	009	\$16,250.00
24O	LOGAN	STP-242B(098)PM	<input type="checkbox"/>	210177	2699604	005	\$618,738.33
24P	LOGAN	STP-242C(102)3P	<input type="checkbox"/>	220167	3432704	001	\$127,656.76
24Q	LOVE	NHPPI-3500-(081)PM	<input type="checkbox"/>	190363	1957605	009	\$13,449.18
24R	MCCLAIN	STP-244C(072)PM	<input type="checkbox"/>	210082	2945904	007	\$72,938.26
24S	MCCLAIN	NHPPI-3500(094)PM	<input type="checkbox"/>	210030	3104504	009	\$120,500.00
24T	NOWATA	NHPP-030N(079)PM	<input type="checkbox"/>	220066	2889204	002	\$0.00
24U	NOWATA	NHPP-030N(079)PM	<input type="checkbox"/>	220066	2889204	003	\$329,837.52
24V	OKFUSKEE	SSR-254C(056)SR	<input type="checkbox"/>	220067	3376704	002	\$23,645.44
24W	OKLAHOMA	NHPPI-2350-(009)PM	<input type="checkbox"/>	180359	0903327	032	\$45,373.00
24X	OKLAHOMA	NHPPI-0040-5(394)129SS / NHPPI-4000-(095)PM	<input type="checkbox"/>	200241	2331004	021	\$1,200,000.00
24Y	OSAGE	STP-257B(088)3P / STP-257B(089)3P	<input type="checkbox"/>	220102	3378504	001	\$203,808.51
24Z	OTTAWA	STP-258B(084)PM	<input type="checkbox"/>	210238	2968704	002	\$70,335.08
24AA	PITTSBURG	NHPP-261N(084)PM	<input type="checkbox"/>	200291	1499909	012	\$12,225.00
24BB	PITTSBURG	STP-161C(205)PM	<input type="checkbox"/>	210086	2433104	001	\$82,200.00
24CC	PITTSBURG	SSP-261N(092)PM	<input type="checkbox"/>	200208	3434104	005	-\$641,522.09
24DD	POTTAWATOMIE	STP-163B(212)SS	<input type="checkbox"/>	200077	2424007	004	\$85,275.95
24EE	SEMINOLE	SBR-9595(004)SB	<input type="checkbox"/>	200356	2959504	011	\$229.00
24FF	TILLMAN	STP-271C(077)PM	<input type="checkbox"/>	220071	3106104	003	\$92,029.51
24GG	TULSA	STP-172B(360)SS	<input type="checkbox"/>	200092	2434604	009	\$429,443.08
24HH	TULSA	NHPPI-4440(009)PM / SBR-014N(112)SB	<input type="checkbox"/>	210090	2889904	005	\$192,180.87
24II	TULSA	NHPPI-4440(009)PM / SBR-014N(112)SB	<input type="checkbox"/>	210090	2889904	006	-\$109,341.26
24JJ	TULSA	CIRB-272D(303)CO	<input type="checkbox"/>	210259	3356604	005	\$45,147.02



24KK	TULSA	STP-272B(297)IG	<input type="checkbox"/>	200088	3395804	003	\$3,104.88
24LL	WOODWARD	NHPP-017N(206)PM / NHPP-017N(256)PM	<input type="checkbox"/>	190379	1745754	007	\$55,902.70

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	SSP-013N(202)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	220079	<b>24A</b>
<b>Contractor :</b>	BUILT RIGHT CONSTRUCTION, LLC		<b>Job Piece No.:</b>	34366(04)	
			<b>Highway No.:</b>	US-69	
<b>Designer:</b>	TRIAD DESIGN GROUP		<b>Div. / County.:</b>	02 / ATOKA	
<b>Description:</b>	PAVEMENT REHABILITATION (P.C. CONCRETE PATCHING) US-69: FROM 1.3 MILES NORTH OF THE SH-3 JUNCTION, EXTEND NORTH IN ATOKA. PROJECT LENGTH = 8.440 MILES				
<b>Contract Amount:</b>	\$3,793,314.25	<b>Funds Available:</b>	\$3,801,014.25	<b>Funds Paid(%) :</b>	90%
<b>Change Order</b>	2	<b>Original Time Used:</b>	103%	<b>Revised Time Used:</b>	103%

Request approval of Change Order No. 2 for a supplemental agreement and an additional appropriation in the amount of \$143,125.00.

Site Requirement: This change provides payment for the additional work required to replace both approach slabs on the southbound US-69 bridge over the Union Pacific Railroad at the Atoka / Pittsburg County line due to significant settling of the existing approach slabs. This change extends the contract time forty days to complete this additional work. Funding for this work will be non-participating in nature.

<b>NEW ITEMS (NON-PARTICIPATING)</b>		<b>\$143,125.00</b>
Approach Slab	275.00 SY	\$325.00 /SY \$89,375.00
CLSM Backfill	150.00 CY	\$250.00 /CY \$37,500.00
Deliver Portable Longitudinal Barrier	300.00 LF	\$25.00 /LF \$7,500.00
Relocation of Port. Longitudinal Barrier	300.00 LF	\$5.00 /LF \$1,500.00
Const. Zone Impact Atten.	30.00 SD	\$75.00 /SD \$2,250.00
Mobilization (Additional)	1.00 LS	\$5,000.00 /LS \$5,000.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$))	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$7,700.00	0.20%	\$7,700.00	0.20%	\$0.00	0.00%
2	\$143,125.00	3.77%	\$143,125.00	3.77%	\$143,125.00	3.77%
<b>TOTAL</b>	<b>\$150,825.00</b>	<b>3.98%</b>	<b>\$150,825.00</b>	<b>3.98%</b>	<b>\$143,125.00</b>	<b>3.77%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	NHPP-017N(261)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	200339	<b>24B</b>
<b>Contractor :</b>	CORNELL CONSTRUCTION COMPANY, INC.		<b>Job Piece No.:</b>	27913(11)	
			<b>Highway No.:</b>	SH-3	
<b>Designer:</b>	TETRA TECH		<b>Div. / County.:</b>	05 / BLAINE	
<b>Description:</b>	WIDEN AND RESURFACE SH-3: FROM 5.0 MILES EAST OF THE US-270 JUNCTION, EXTEND EAST NEAR WATONGA. PROJECT LENGTH = 6.463 MILES				
<b>Contract Amount:</b>	\$11,583,458.26	<b>Funds Available:</b>	\$12,894,409.20	<b>Funds Paid(%) :</b>	0%
<b>Change Order</b>	3	<b>Original Time Used:</b>	0%	<b>Revised Time Used:</b>	0%

Request approval of Change Order No. 3 for an additional appropriation in the amount of \$143,187.87.

Site Requirement: This change provides payment for the pavement smoothness incentive earned by the contractor for exceptionally smooth asphalt pavement as provided for in the contract; and for the additional expense incurred by the contractor due to the increase of the fuel price index as provided for in the contract.

**NEW ITEMS**

**\$143,187.87**

Fuel Price Adjustment	1.00 LS	\$41,158.76 /LS	\$41,158.76
Pavement Smoothness (Non-Biddable)	1.00 LS	\$102,029.11 /LS	\$102,029.11

#### CHANGE ORDER ACTIONS

CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$1,310,950.94	11.32%	\$1,310,950.94	11.32%	\$11,002.40	0.09%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$143,187.87	1.24%	\$143,187.87	1.24%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$1,454,138.81</b>	<b>12.55%</b>	<b>\$1,454,138.81</b>	<b>12.55%</b>	<b>\$11,002.40</b>	<b>0.09%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	BSAP-207N(012)FM / BSAP-207C(102)FM / SSP-013N(182)PM		<b>Contract ID:</b>	200340	<b>AGENDA ITEM</b>
<b>Contractor :</b>	OVERLAND CORPORATION		<b>Job Piece No.:</b>	25909(17)	<b>24C</b>
<b>Designer:</b>	CEC		<b>Highway No.:</b>	US-69 POE	
<b>Description:</b>	PORT OF ENTRY, GRADE, DRAIN, SURFACE AND RESURFACE US-69: FROM 0.2 MILES SOUTH OF THE SH-91 INTERCHANGE, EXTEND NORTH IN COLBERT. PROJECT LENGTH = 2.496 MILES				
<b>Contract Amount:</b>	\$17,981,741.76	<b>Funds Available:</b>	\$18,389,041.50	<b>Funds Paid(%) :</b>	71%
<b>Change Order</b>	10	<b>Original Time Used:</b>	119%	<b>Revised Time Used:</b>	104%

Request approval of Change Order No. 10 for a supplemental agreement and an additional appropriation in the amount of \$4,050.00.

Site Requirement: This change provides payment for the tube channelizer pay item required to provide adequate delineation between head-to-head traffic during Phase 5 of construction in lieu of the cones indicated in the plans due to concerns for the safety of the traveling public, and to minimize maintenance during construction.

**NEW ITEM**

**\$4,050.00**

Tube Channelizers

1,500.00 SD

\$2.70 /SD

\$4,050.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$12,784.07	0.07%	\$12,784.07	0.07%	\$12,784.07	0.07%
2	-\$66,218.40	-0.37%	\$0.00	0.00%	\$0.00	0.00%
3	\$5,461.33	0.03%	\$5,461.33	0.03%	\$5,461.33	0.03%
4	\$153,035.66	0.85%	\$153,035.66	0.85%	\$153,035.66	0.85%
5	\$41,273.89	0.23%	\$41,273.89	0.23%	\$41,273.89	0.23%
6	-\$23,474.48	-0.13%	\$0.00	0.00%	\$0.00	0.00%
7	\$144,524.37	0.80%	\$144,524.37	0.80%	\$0.00	0.00%
8	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
9	\$50,220.42	0.28%	\$50,220.42	0.28%	\$50,220.42	0.28%
10	\$4,050.00	0.02%	\$4,050.00	0.02%	\$4,050.00	0.02%
<b>TOTAL</b>	<b>\$321,656.86</b>	<b>1.79%</b>	<b>\$411,349.74</b>	<b>2.29%</b>	<b>\$266,825.37</b>	<b>1.48%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-109B(154)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	210307	<b>24D</b>
<b>Contractor :</b>	OBC, INC.		<b>Job Piece No.:</b>	26360(04)	
			<b>Highway No.:</b>	US-281	
<b>Designer:</b>	CP&Y		<b>Div. / County.:</b>	04 / CANADIAN	
<b>Description:</b>	BRIDGE REHABILITATION US-281: OVER SOUTH CANADIAN RIVER, 2.2 MILES NORTHEAST OF THE I-40 JUNCTION NEAR HINTON. PROJECT LENGTH = 0.895 MILE				
<b>Contract Amount:</b>	\$33,690,197.51	<b>Funds Available:</b>	\$33,690,197.51	<b>Funds Paid(%) :</b>	22%
<b>Change Order</b>	1	<b>Original Time Used:</b>	4%	<b>Revised Time Used:</b>	4%

Request approval of Change Order No. 1 for a supplemental agreement and an additional appropriation in the amount of \$108,668.00.

Site Requirement: This change provides payment for the installation, relocation, and subsequent removal of eight 48-inch ductile iron pipe in the Canadian River overflow channel to maintain thirty-two feet of open flow under the work road as required by USFWS due to this work not being addressed in the contract.

<b>NEW ITEM</b>	<b>\$108,668.00</b>
48" Ductile Iron Pipe	400.00 LF      \$271.67 /LF      \$108,668.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$108,668.00	0.32%	\$108,668.00	0.32%	\$108,668.00	0.32%
<b>TOTAL</b>	<b>\$108,668.00</b>	<b>0.32%</b>	<b>\$108,668.00</b>	<b>0.32%</b>	<b>\$108,668.00</b>	<b>0.32%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-214B(103)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	210045	<b>24E</b>
<b>Contractor :</b>	T.J. CAMPBELL CONSTRUCTION COMPANY		<b>Job Piece No.:</b>	20266(11)	
			<b>Highway No.:</b>	SH-9	
<b>Designer:</b>	CEC		<b>Div. / County.:</b>	03 / CLEVELAND	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE SH-9: FROM 72ND AVENUE, EXTEND EAST IN NORMAN. PROJECT LENGTH = 3.042 MILES				
<b>Contract Amount:</b>	\$15,770,948.94	<b>Funds Available:</b>	\$17,398,749.82	<b>Funds Paid(%) :</b>	95%
<b>Change Order</b>	7	<b>Original Time Used:</b>	103%	<b>Revised Time Used:</b>	103%

Request approval of Change Order No. 7 for a supplemental agreement and an additional appropriation in the amount of \$209,431.40.

Engineering: This change provides payment for the additional work required to remove the existing pavement as specified due to discovering during construction that the asphalt is thicker than indicated in the plans; for the additional work required to install lighting at the 84th, 96th, and 108th Street intersections to provide better visibility for the traveling public at these locations; and for the additional work required to install centerline rumble strip throughout the project to provide additional safety for the traveling public and to match the adjacent sections of the SH-9 corridor. This change extends the contract time forty-five days to complete the additional asphalt removal.

**NEW ITEMS**

			<b>\$209,431.40</b>
Service Pole	3.00 EA	\$6,637.80 /EA	\$19,913.40
Rumble Strip-Centerline HMA-Con	37,000.00 LF	\$0.50 /LF	\$18,500.00
Removal of Asphalt Pavement (Additional)	114,012.00 SY	\$1.50 /SY	\$171,018.00

#### CHANGE ORDER ACTIONS

CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$1,500.00	0.01%	\$1,500.00	0.01%	\$1,500.00	0.01%
2	\$2,200.00	0.01%	\$2,200.00	0.01%	\$2,200.00	0.01%
3	\$8,848.83	0.06%	\$8,848.83	0.06%	\$8,848.83	0.06%
4	\$14,004.50	0.09%	\$14,004.50	0.09%	\$9,594.50	0.06%
5	\$1,562.80	0.01%	\$1,562.80	0.01%	\$1,562.80	0.01%
6	\$1,599,684.75	10.14%	\$1,599,684.75	10.14%	\$0.00	0.00%
7	\$209,431.40	1.33%	\$209,431.40	1.33%	\$209,431.40	1.33%
8	\$98,943.24	0.63%	\$98,943.24	0.63%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$1,936,175.52</b>	<b>12.28%</b>	<b>\$1,936,175.52</b>	<b>12.28%</b>	<b>\$233,137.53</b>	<b>1.48%</b>



## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-214B(103)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	210045	<b>24F</b>
<b>Contractor :</b>	T.J. CAMPBELL CONSTRUCTION COMPANY		<b>Job Piece No.:</b>	20266(11)	
			<b>Highway No.:</b>	SH-9	
<b>Designer:</b>	CEC		<b>Div. / County.:</b>	03 / CLEVELAND	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE SH-9: FROM 72ND AVENUE, EXTEND EAST IN NORMAN. PROJECT LENGTH = 3.042 MILES				
<b>Contract Amount:</b>	\$15,770,948.94	<b>Funds Available:</b>	\$17,398,749.82	<b>Funds Paid(%) :</b>	95%
<b>Change Order</b>	8	<b>Original Time Used:</b>	103%	<b>Revised Time Used:</b>	103%

Request approval of Change Order No. 8 for an additional appropriation in the amount of \$98,943.24.

Site Requirement: This change provides payment for the pavement smoothness incentive earned by the contractor for exceptionally smooth asphalt pavement as defined in the contract.

**NEW ITEM**

**\$98,943.24**

Pavement / Bridge Smoothness Adjustment	98,943.24 EA	\$1.00 /EA	\$98,943.24
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CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$1,500.00	0.01%	\$1,500.00	0.01%	\$1,500.00	0.01%
2	\$2,200.00	0.01%	\$2,200.00	0.01%	\$2,200.00	0.01%
3	\$8,848.83	0.06%	\$8,848.83	0.06%	\$8,848.83	0.06%
4	\$14,004.50	0.09%	\$14,004.50	0.09%	\$9,594.50	0.06%
5	\$1,562.80	0.01%	\$1,562.80	0.01%	\$1,562.80	0.01%
6	\$1,599,684.75	10.14%	\$1,599,684.75	10.14%	\$0.00	0.00%
7	\$209,431.40	1.33%	\$209,431.40	1.33%	\$209,431.40	1.33%
8	\$98,943.24	0.63%	\$98,943.24	0.63%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$1,936,175.52</b>	<b>12.28%</b>	<b>\$1,936,175.52</b>	<b>12.28%</b>	<b>\$233,137.53</b>	<b>1.48%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	NHPP-019N(118)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	210133	<b>24G</b>
<b>Contractor :</b>	THE CUMMINS CONSTRUCTION CO., INC.		<b>Job Piece No.:</b>	26497(04)	
			<b>Highway No.:</b>	SH-15	
<b>Designer:</b>	TRIAD DESIGN GROUP		<b>Div. / County.:</b>	06 / ELLIS	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE SH-15: FROM 5.5 MILES EAST OF THE US-283 JUNCTION, EXTEND NORTHEAST NEAR GAGE. PROJECT LENGTH = 2.736 MILES				
<b>Contract Amount:</b>	\$6,403,700.61	<b>Funds Available:</b>	\$6,818,977.12	<b>Funds Paid(%) :</b>	100%
<b>Change Order</b>	6	<b>Original Time Used:</b>	114%	<b>Revised Time Used:</b>	89%

Request approval of Change Order No. 6 for a supplemental agreement and an additional appropriation in the amount of \$80,881.03.

Site Requirement: This change provides payment for the additional work required to construct an SMD and bore and jack a 12-inch steel casing pipe under the existing roadway near Station 262+88 due to drainage concerns after the mainline profile was raised as outlined on Change Order No. 3.

**NEW ITEM**

**\$80,881.03**

Construction Miscellaneous (Bore & Jack 12" Pipe w/SMD)	1.00 LS	\$80,881.03 /LS	\$80,881.03
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CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$4,500.00	0.07%	\$4,500.00	0.07%	\$4,500.00	0.07%
3	-\$10,240.00	-0.16%	\$0.00	0.00%	\$0.00	0.00%
4	\$113,008.77	1.76%	\$113,008.77	1.76%	\$113,008.77	1.76%
5	\$297,767.74	4.65%	\$297,767.74	4.65%	\$0.00	0.00%
6	\$80,881.03	1.26%	\$80,881.03	1.26%	\$80,881.03	1.26%
<b>TOTAL</b>	<b>\$485,917.54</b>	<b>7.59%</b>	<b>\$496,157.54</b>	<b>7.75%</b>	<b>\$198,389.80</b>	<b>3.10%</b>

## Change Orders with Cumulative Total Greater than \$75,000

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-223D(022)CI				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	210273	<b>24H</b>
<b>Contractor :</b>	LOPP CONSTRUCTION, LLC		<b>Job Piece No.:</b>	31128(04)	
			<b>Highway No.:</b>	COUNTY ROAD	
<b>Designer:</b>	EST		<b>Div. / County.:</b>	06 / ELLIS	
<b>Description:</b>	BRIDGE AND APPROACHES COUNTY ROAD (NS-181): OVER OTTER CREEK, 0.7 MILES SOUTH OF THE HARPER COUNTY LINE. PROJECT LENGTH = 0.208 MILE				
<b>Contract Amount:</b>	\$686,855.80	<b>Funds Available:</b>	\$782,765.80	<b>Funds Paid(%) :</b>	95%
<b>Change Order</b>	2	<b>Original Time Used:</b>	88%	<b>Revised Time Used:</b>	79%

Request approval of Change Order No. 2 for a supplemental agreement and an additional appropriation in the amount of \$9,049.70.

Site Requirement: This change provides payment for the additional work required to place riprap at the wing walls of Bridge A due to discovering at the final inspection that these locations have experienced erosion.

<b>NEW ITEM</b>	<b>\$3,200.00</b>
Mobilization (Remobilization)	1.00 LS                      \$3,200.00 /LS                      \$3,200.00
<b>OVERRUN ITEM</b>	<b>\$5,849.70</b>
Type I-A Plain Riprap	94.35 TON                      \$62.00 /TON                      \$5,849.70

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$95,910.00	13.96%	\$95,910.00	13.96%	\$0.00	0.00%
2	\$9,049.70	1.32%	\$9,049.70	1.32%	\$3,200.00	0.47%
<b>TOTAL</b>	<b>\$104,959.70</b>	<b>15.28%</b>	<b>\$104,959.70</b>	<b>15.28%</b>	<b>\$3,200.00</b>	<b>0.47%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-126C(063)	<b>Contract ID:</b>	180355	<b>AGENDA ITEM</b>
<b>Contractor :</b>	THE CUMMINS CONSTRUCTION CO., INC.	<b>Job Piece No.:</b>	20301(04)	<b>24I</b>
		<b>Highway No.:</b>	SH-37	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION	<b>Div. / County.:</b>	07 / GRADY	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE SH-37: FROM 0.7 MILES EAST OF THE US-81 JUNCTION, EXTEND EAST NEAR MINCO. PROJECT LENGTH = 3.929 MILES			
<b>Contract Amount:</b>	\$11,770,834.83	<b>Funds Available:</b>	\$11,787,394.83	<b>Funds Paid(%) :</b> 100%
<b>Change Order</b>	4	<b>Original Time Used:</b>	112%	<b>Revised Time Used:</b> 112%

Request approval of Change Order No. 4 for an additional appropriation in the amount of \$495,691.51.

Site Requirement: This change provides payment for the additional expense incurred by the contractor due to the increase of the asphalt binder and fuel price indexes as provided for in the contract. This change extends the contract time thirty-six days due to various additional work performed throughout the project, and COVID related delays.

<b>NEW ITEMS</b>			<b>\$495,691.51</b>
Fuel Price Adjustment	1.00 LS	\$22,737.99 /LS	\$22,737.99
Asphalt Binder Price Adjustment	1.00 LS	\$472,953.52 /LS	\$472,953.52

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$16,560.00	0.14%	\$16,560.00	0.14%	\$0.00	0.00%
4	\$495,691.51	4.21%	\$495,691.51	4.21%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$512,251.51</b>	<b>4.35%</b>	<b>\$512,251.51</b>	<b>4.35%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-229C(017)PM			<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220023	<b>24J</b>
<b>Contractor :</b>	SEWELL BROS., INC.	<b>Job Piece No.:</b>	31825(04)	
		<b>Highway No.:</b>	SH-30	
<b>Designer:</b>	MKEC ENGINEERING, INC.	<b>Div. / County.:</b>	05 / HARMON	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND STRUCTURES SH-30: REPLACEMENT OF 13 ROADWAY STRUCTURES AT MULTIPLE LOCATIONS BETWEEN US-62 AND SH-9 NEAR HOLLIS. PROJECT LENGTH = 0.159 MILE			
<b>Contract Amount:</b>	\$1,939,045.70	<b>Funds Available:</b>	\$1,939,045.70	<b>Funds Paid(%) :</b> 91%
<b>Change Order</b>	1	<b>Original Time Used:</b>	96%	<b>Revised Time Used:</b> 96%

Request approval of Change Order No. 1 for a supplemental agreement and an additional appropriation in the amount of \$76,867.02.

Engineering: This change provides payment for the overrun of the construction traffic control pay items required to adjust the detour route to keep traffic within Oklahoma in lieu of crossing into Texas due this revision being omitted from the plans.

<b>OVERRUN ITEMS</b>				<b>\$76,867.02</b>
Construction Signs 0 to 6.25 SF	47,256.00	SD	\$1.15 /SD	\$54,344.40
Construction Signs 6.26 SF to 15.99 SF	9,246.00	SD	\$0.55 /SD	\$5,085.30
Construction Signs 16.0 SF to 32.99 SF	956.00	SD	\$0.15 /SD	\$143.40
Construction Barricades (Type III)	12,314.00	SD	\$0.53 /SD	\$6,526.42
Warning Lights (Type A)	18,850.00	SD	\$0.53 /SD	\$9,990.50
Port. Changeable Message Sign	74.00	SD	\$10.50 /SD	\$777.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$))	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$76,867.02	3.96%	\$76,867.02	3.96%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$76,867.02</b>	<b>3.96%</b>	<b>\$76,867.02</b>	<b>3.96%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-232B(062)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	200065	<b>24K</b>
<b>Contractor :</b>	TREAS CONSTRUCTION INC		<b>Job Piece No.:</b>	29545(04)	
			<b>Highway No.:</b>	US-75	
<b>Designer:</b>	DEWBERRY DESIGN GROUP, INC.		<b>Div. / County.:</b>	03 / HUGHES	
<b>Description:</b>	BRIDGE AND APPROACHES US-75: OVER SALT CREEK, 5.7 MILES SOUTH OF THE US-270 JUNCTION NEAR CALVIN. PROJECT LENGTH = 0.159 MILE				
<b>Contract Amount:</b>	\$1,832,059.37	<b>Funds Available:</b>	\$1,898,607.60	<b>Funds Paid(%) :</b>	96%
<b>Change Order</b>	3	<b>Original Time Used:</b>	147%	<b>Revised Time Used:</b>	147%

Request approval of Change Order No. 3 for an additional appropriation in the amount of \$44,695.88.

Site Requirement: This change provides payment for the overrun of the solid slab sodding pay item required to provide adequate permanent erosion control on all disturbed areas of the project due to more areas being disturbed than planned; and for the overrun of the asphalt surfacing pay item required to complete the project as specified due to an underestimation of the contract amount. This change documents the underrun of the seeding and mulching pay items due to not being necessary to complete the project.

<b>OVERRUN ITEMS</b>			<b>\$47,219.38</b>
Solid Slab Sodding	14,600.00 SY	\$2.42 /SY	\$35,332.00
Superpave, Type S4 (PG 64-22 OK)	107.51 TON	\$110.57 /TON	\$11,887.38
<b>UNDERRUN ITEMS</b>			<b>-\$2,523.50</b>
Seeding Method B	-1.00 AC	\$1,493.50 /AC	-\$1,493.50
Vegetative Mulching	-1.00 AC	\$1,030.00 /AC	-\$1,030.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$66,548.23	3.63%	\$66,548.23	3.63%	\$52,203.88	2.85%
3	\$44,695.88	2.44%	\$44,695.88	2.44%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$111,244.11</b>	<b>6.07%</b>	<b>\$111,244.11</b>	<b>6.07%</b>	<b>\$52,203.88</b>	<b>2.85%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-235C(037)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	190081	<b>24L</b>
<b>Contractor :</b>	TREAS CONSTRUCTION INC		<b>Job Piece No.:</b>	29666(04)	
			<b>Highway No.:</b>	SH-7	
<b>Designer:</b>	C.H. GUERNSEY & COMPANY		<b>Div. / County.:</b>	03 / JOHNSTON	
<b>Description:</b>	BRIDGE AND APPROACHES SH-7: OVER PECAN CREEK, 0.7 MILES EAST OF THE SH-99 JUNCTION NEAR CONNERVILLE. PROJECT LENGTH = 0.642 MILE				
<b>Contract Amount:</b>	\$1,743,285.55	<b>Funds Available:</b>	\$2,059,041.71	<b>Funds Paid(%) :</b>	100%
<b>Change Order</b>	6	<b>Original Time Used:</b>	100%	<b>Revised Time Used:</b>	89%

Request approval of Change Order No. 6 for an additional appropriation in the amount of \$45,417.12.

Site Requirement: This change provides payment for the final estimate due to the overrun of the asphalt surfacing and warning lights pay items. Additional quantity of asphalt was required to maintain the specified cross slope across the shoulders due to the existing slope being steeper than planned; and additional quantity of warning lights were required to provide adequate direction to the traveling public during construction of this project due to an underestimation of the contract amount.

The cost of this change is partially offset by the underrun of other items of work.

<b>OVERRUN ITEMS</b>			<b>\$59,950.16</b>
Superpave, Type S4 (PG 64-22 OK)	373.48 TON	\$85.03 /TON	\$31,757.00
Warning Lights (Type A)	4,562.00 SD	\$6.18 /SD	\$28,193.16

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$74,897.74	4.30%	\$74,897.74	4.30%	\$7,508.69	0.43%
2	\$140,934.26	8.08%	\$140,934.26	8.08%	\$140,934.26	8.08%
3	\$99,924.16	5.73%	\$99,924.16	5.73%	\$0.00	0.00%
6	\$45,417.12	2.61%	\$45,417.12	2.61%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$361,173.28</b>	<b>20.72%</b>	<b>\$361,173.28</b>	<b>20.72%</b>	<b>\$148,442.95</b>	<b>8.52%</b>



## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-237C(034)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	210025	<b>24M</b>
<b>Contractor :</b>	THE CUMMINS CONSTRUCTION CO., INC.		<b>Job Piece No.:</b>	27945(04)	
			<b>Highway No.:</b>	SH-51	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION		<b>Div. / County.:</b>	04 / KINGFISHER	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE SH-51: FROM THE US-81 JUNCTION, EXTEND EAST NEAR HENNESSEY. PROJECT LENGTH = 6.984 MILES				
<b>Contract Amount:</b>	\$12,515,005.34	<b>Funds Available:</b>	\$12,565,098.81	<b>Funds Paid(%) :</b>	58%
<b>Change Order</b>	4	<b>Original Time Used:</b>	76%	<b>Revised Time Used:</b>	76%

Request approval of Change Order No. 4 for a supplemental agreement and an additional appropriation in the amount of \$28,198.60.

Engineering: This change provides payment for the 18-inch galvanized steel pipe pay item required to construct two driveways at 797+00 Left and 880+50 Left due to these drives being constructed after the plans were completed; and for the 24-inch and 28 x 20-inch corrugated steel pipe pay items required to extend Structures No. 28, 12, and 25 due to the driveway slopes being too steep to properly construct the concrete end treatments as planned.

**NEW ITEMS**

**\$28,198.60**

18" Corr. Galv. Steel Pipe (Reclassified)	204.00 LF	\$68.35 /LF	\$13,943.40
24" Corr. Galv. Steel Pipe (Reclassified)	40.00 LF	\$121.75 /LF	\$4,870.00
28" x 20" Corr. Galv. Steel Pipe Arch (Reclassified)	110.00 LF	\$85.32 /LF	\$9,385.20

#### CHANGE ORDER ACTIONS

CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$15,593.47	0.12%	\$15,593.47	0.12%	\$15,593.47	0.12%
3	\$34,500.00	0.28%	\$34,500.00	0.28%	\$0.00	0.00%
4	\$28,198.60	0.23%	\$28,198.60	0.23%	\$28,198.60	0.23%
<b>TOTAL</b>	<b>\$78,292.07</b>	<b>0.63%</b>	<b>\$78,292.07</b>	<b>0.63%</b>	<b>\$43,792.07</b>	<b>0.35%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-241C(073)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	210111	<b>24N</b>
<b>Contractor :</b>	HASKELL LEMON CONSTRUCTION CO.		<b>Job Piece No.:</b>	27947(04)	
			<b>Highway No.:</b>	SH-66	
<b>Designer:</b>	CHIANG, PATEL, & YERBY, INC.		<b>Div. / County.:</b>	03 / LINCOLN	
<b>Description:</b>	WIDEN AND RESURFACE SH-66: FROM THE OKLAHOMA COUNTY LINE, EXTEND EAST NEAR WELLSTON. PROJECT LENGTH = 2.848 MILES				
<b>Contract Amount:</b>	\$6,999,820.00	<b>Funds Available:</b>	\$7,257,116.43	<b>Funds Paid(%) :</b>	43%
<b>Change Order</b>	9	<b>Original Time Used:</b>	106%	<b>Revised Time Used:</b>	99%

Request approval of Change Order No. 9 for a supplemental agreement and an additional appropriation in the amount of \$16,250.00.

Engineering: This change provides payment for the CLSM backfill pay item required to plug abandoned cross drains as specified due to a pay item for this work being inadvertently omitted from the plans.

**NEW ITEM**

**\$16,250.00**

CLSM Backfill 65.00 CY \$250.00 /CY \$16,250.00

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$20,900.00	0.30%	\$20,900.00	0.30%	\$20,900.00	0.30%
3	\$15,468.79	0.22%	\$15,468.79	0.22%	\$15,468.79	0.22%
4	\$1,200.00	0.02%	\$1,200.00	0.02%	\$1,200.00	0.02%
5	\$12,644.36	0.18%	\$12,644.36	0.18%	\$12,644.36	0.18%
6	\$177,443.28	2.53%	\$177,443.28	2.53%	\$177,443.28	2.53%
7	\$29,640.00	0.42%	\$29,640.00	0.42%	\$29,640.00	0.42%
9	\$16,250.00	0.23%	\$16,250.00	0.23%	\$16,250.00	0.23%
<b>TOTAL</b>	<b>\$273,546.43</b>	<b>3.91%</b>	<b>\$273,546.43</b>	<b>3.91%</b>	<b>\$273,546.43</b>	<b>3.91%</b>

## Change Orders with Cumulative Total Greater than \$75,000

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-242B(098)PM				<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	210177		<b>240</b>
<b>Contractor :</b>	T.J. CAMPBELL CONSTRUCTION COMPANY		<b>Job Piece No.:</b>	26996(04)	
			<b>Highway No.:</b>	SH-33	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION		<b>Div. / County.:</b>	04 / LOGAN	
<b>Description:</b>	WIDEN AND RESURFACE SH-33: FROM 0.2 MILES WEST OF THE SH-74F JUNCTION, EXTEND EAST AND NORTHEAST NEAR CIMARRON CITY. PROJECT LENGTH = 3.806 MILES				
<b>Contract Amount:</b>	\$9,958,101.90	<b>Funds Available:</b>	\$10,890,905.98	<b>Funds Paid(%) :</b>	100%
<b>Change Order</b>	5	<b>Original Time Used:</b>	103%	<b>Revised Time Used:</b>	103%

Request approval of Change Order No. 5 for an additional appropriation in the amount of \$618,738.33.

Site Requirement: This change provides payment for the overrun of the asphalt pay items required to correct the cross slope of the existing pavement, and to pave all driveways to the right-of-way line; for the overrun of the concrete and steel pay items due to quantities for one end section of an RCB being inadvertently omitted from the plans; and for the overrun of several other pay items due to various unforeseen site conditions. This change provides for the utilization of stabilized subgrade in lieu of lime stabilization as planned due to soil test results. This change documents the underrun of multiple pay items due to them not being necessary to complete the project. This change extends the contract time six days to complete additional cold milling not accounted for in the contract.

<b>OVERRUN ITEMS</b>				<b>\$936,032.33</b>
Solid Slab Sodding	18,897.00 SY	\$1.85 /SY		\$34,959.45
Stabilized Subgrade	18,292.02 SY	\$7.00 /SY		\$128,044.14
Tack Coat	9,995.00 GAL	\$2.50 /GAL		\$24,987.50
Superpave, Type S3 (PG 64-22 OK)	4,854.69 TON	\$74.00 /TON		\$359,247.06
Superpave, Type S4 (PG 70-28 OK)	1,314.04 TON	\$90.00 /TON		\$118,263.60
Superpave, Type S4 (PG 64-22 OK)	1,016.30 TON	\$80.00 /TON		\$81,304.00
Structural Excavation Unclassified	20.09 CY	\$30.00 /CY		\$602.70
Class AA Concrete	110.03 CY	\$750.00 /CY		\$82,522.50
Reinforcing Steel	18,534.01 LB	\$1.00 /LB		\$18,534.01
24" Corr. Galv. Steel Pipe	91.00 LF	\$78.00 /LF		\$7,098.00
Removal of Asphalt Pavement	5,180.63 SY	\$3.50 /SY		\$18,132.21
Construction Signs 0 to 6.25 SF	10,091.00 SD	\$0.50 /SD		\$5,045.50
Construction Signs 6.26 SF to 15.99 SF	7,828.00 SD	\$2.50 /SD		\$19,570.00
Construction Signs 16.0 SF to 32.99 SF	3,857.00 SD	\$2.00 /SD		\$7,714.00
Construction Barricades (Type III)	1,724.00 SD	\$0.50 /SD		\$862.00
Warning Lights (Type A)	10,435.00 SD	\$0.75 /SD		\$7,826.25
Drums	1,209.00 SD	\$0.25 /SD		\$302.25
Port. Changeable Message Sign	147.00 SD	\$15.00 /SD		\$2,205.00
Traffic Stripe (Multi-Poly.)(6" Wide)	39,192.00 LF	\$0.48 /LF		\$18,812.16
<b>UNDERRUN ITEMS</b>				<b>-\$317,294.00</b>
Lime	-362.00 TON	\$260.00 /TON		-\$94,120.00
Lime Stabilized Subgrade	-20,066.00 SY	\$3.25 /SY		-\$65,214.50
Prime Coat	-24,713.00 GAL	\$3.00 /GAL		-\$74,139.00
Fabric Reinforcement	-14,657.00 SY	\$2.50 /SY		-\$36,642.50

## Change Orders with Cumulative Total Greater than \$75,000

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-242B(098)PM	<b>Contract ID:</b>	210177
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**UNDERRUN ITEMS**

**-\$317,294.00**

Bituminous Binder	-2,932.00 GAL	\$6.50 /GAL	-\$19,058.00
48" R. C. Pipe Class III	-148.00 LF	\$190.00 /LF	-\$28,120.00

**CHANGE ORDER ACTIONS**

CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$720,029.24	7.23%	\$720,029.24	7.23%	\$0.00	0.00%
3	\$212,774.84	2.14%	\$212,774.84	2.14%	\$0.00	0.00%
4	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
5	\$618,738.33	6.21%	\$618,738.33	6.21%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$1,551,542.41</b>	<b>15.58%</b>	<b>\$1,551,542.41</b>	<b>15.58%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-242C(102)3P				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	220167	<b>24P</b>
<b>Contractor :</b>	T.J. CAMPBELL CONSTRUCTION COMPANY		<b>Job Piece No.:</b>	34327(04)	
			<b>Highway No.:</b>	SH-74	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION		<b>Div. / County.:</b>	04 / LOGAN	
<b>Description:</b>	RESURFACE (ASPHALT) SH-74: FROM THE SH-33 JUNCTION, EXTEND NORTH NEAR CRESCENT. PROJECT LENGTH = 5.240 MILES				
<b>Contract Amount:</b>	\$2,949,141.20	<b>Funds Available:</b>	\$2,949,141.20	<b>Funds Paid(%):</b>	100%
<b>Change Order</b>	1	<b>Original Time Used:</b>	52%	<b>Revised Time Used:</b>	52%

Request approval of Change Order No. 1 for an additional appropriation in the amount of \$127,656.76.

Site Requirement: This change provides payment for the overrun of the cold milling and asphalt material pay items due to discovering during construction that the existing lanes were nearly thirteen feet wide in lieu of twelve feet wide as planned; and for the additional expense incurred by the contractor due to the increase of the asphalt binder price index as provided for in the contract. This change extends the fixed completion date for this project fifty days from October 31, 2022 to December 20, 2022 due to waiting for an adjacent project on SH-33 that was closed to traffic to be completed before beginning this project to minimize impacts to the traveling public.

<b>NEW ITEM</b>			<b>\$8,771.20</b>
Asphalt Binder Price Adjustment	1.00 LS	\$8,771.20 /LS	\$8,771.20
<b>OVERRUN ITEMS</b>			<b>\$118,885.56</b>
Superpave, Type S3 (PG 64-22 OK)	471.06 TON	\$109.00 /TON	\$51,345.54
Cold Milling Pavement	1,396.93 SY	\$3.25 /SY	\$4,540.02
Superpave, Type S4 (PG 70-28 OK)	450.00 TON	\$140.00 /TON	\$63,000.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$127,656.76	4.33%	\$127,656.76	4.33%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$127,656.76</b>	<b>4.33%</b>	<b>\$127,656.76</b>	<b>4.33%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

February 06, 2023 Commission Meeting

<b>Project Number:</b>	NHPPI-3500-(081)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	190363	<b>24Q</b>
<b>Contractor :</b>	C3 CONSTRUCTION, INC.		<b>Job Piece No.:</b>	19576(05)	
			<b>Highway No.:</b>	I-35	
<b>Designer:</b>	WHITE ENGINEERING, INC,		<b>Div. / County.:</b>	07 / LOVE	
<b>Description:</b>	BRIDGE AND APPROACHES I-35: OVER US-77 AND BNSF RAILROAD, 8.0 MILES NORTH OF THE TEXAS STATE LINE NEAR THACKERVILLE. PROJECT LENGTH = 0.984 MILE				
<b>Contract Amount:</b>	\$31,877,298.52	<b>Funds Available:</b>	\$31,943,109.90	<b>Funds Paid(%) :</b>	71%
<b>Change Order</b>	9	<b>Original Time Used:</b>	78%	<b>Revised Time Used:</b>	74%

Request approval of Change Order No. 9 for a supplemental agreement and an additional appropriation in the amount of \$13,449.18.

Site Requirement: This change provides payment for the additional work required to repair two newly constructed guardrail end treatments due to damage sustained by unknown vehicles prior to completion of the project.

<b>NEW ITEM</b>			<b>\$6,369.82</b>
Construction Miscellaneous (Mobilization)(Additional)	2.00 EA	\$3,184.91 /EA	\$6,369.82
<b>OVERRUN ITEM</b>			<b>\$7,079.36</b>
Guardrail End Treatment (31")	2.00 EA	\$3,539.68 /EA	\$7,079.36

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	-\$60,826.88	-0.19%	\$0.00	0.00%	\$0.00	0.00%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$15,645.28	0.05%	\$15,645.28	0.05%	\$15,645.28	0.05%
4	-\$1,300.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
5	-\$21,203.91	-0.07%	\$0.00	0.00%	\$0.00	0.00%
6	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
7	\$50,166.10	0.16%	\$50,166.10	0.16%	\$50,166.10	0.16%
8	-\$5,743.29	-0.02%	\$0.00	0.00%	\$0.00	0.00%
9	\$13,449.18	0.04%	\$13,449.18	0.04%	\$6,369.82	0.02%
<b>TOTAL</b>	<b>-\$9,813.52</b>	<b>-0.03%</b>	<b>\$79,260.56</b>	<b>0.25%</b>	<b>\$72,181.20</b>	<b>0.23%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-244C(072)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	210082	<b>24R</b>
<b>Contractor :</b>	SILVER STAR CONSTRUCTION COMPANY, INC.		<b>Job Piece No.:</b>	29459(04)	
			<b>Highway No.:</b>	SH-59	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION		<b>Div. / County.:</b>	03 / MCCLAIN	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE SH-59: FROM 5.6 MILES SOUTH OF THE SH-39 JUNCTION, EXTEND NORTH NEAR CRINER. PROJECT LENGTH = 0.857 MILE				
<b>Contract Amount:</b>	\$3,455,100.00	<b>Funds Available:</b>	\$3,725,500.26	<b>Funds Paid(%) :</b>	100%
<b>Change Order</b>	7	<b>Original Time Used:</b>	118%	<b>Revised Time Used:</b>	100%

Request approval of Change Order No. 7 for an additional appropriation in the amount of \$72,938.26.

Site Requirement: This change provides payment for the overrun of the solid slab sodding pay item required to provide adequate permanent erosion control on all disturbed areas of the project due to more areas being disturbed than originally planned; and for the overrun of the unclassified excavation pay item required to clean out sediment from an existing drainage structure. This change alters the method of measurement for the unclassified excavation pay item from measured to pay plan quantity.

<b>OVERRUN ITEMS</b>	<b>\$72,938.26</b>
Solid Slab Sodding	29,000.00 SY      \$2.50 /SY      \$72,500.00
Unclassified Excavation	51.56 CY      \$8.50 /CY      \$438.26

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$135,156.14	3.91%	\$135,156.14	3.91%	\$135,156.14	3.91%
4	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
5	\$9,905.92	0.29%	\$9,905.92	0.29%	\$9,905.92	0.29%
6	\$125,338.20	3.63%	\$125,338.20	3.63%	\$0.00	0.00%
7	\$72,938.26	2.11%	\$72,938.26	2.11%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$343,338.52</b>	<b>9.94%</b>	<b>\$343,338.52</b>	<b>9.94%</b>	<b>\$145,062.06</b>	<b>4.20%</b>



## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	NHPPI-3500(094)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	210030	<b>24S</b>
<b>Contractor :</b>	IHC SCOTT, INC.		<b>Job Piece No.:</b>	31045(04)	
			<b>Highway No.:</b>	I-35	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION		<b>Div. / County.:</b>	03 / MCCLAIN	
<b>Description:</b>	PAVEMENT REHABILITATION (A.C. AND P.C.) I-35: FROM 1.1 MILES SOUTH OF THE SH-59 JUNCTION, EXTEND NORTH NEAR WAYNE. PROJECT LENGTH = 2.102 MILES				
<b>Contract Amount:</b>	\$12,287,440.03	<b>Funds Available:</b>	\$13,414,216.20	<b>Funds Paid(%) :</b>	100%
<b>Change Order</b>	9	<b>Original Time Used:</b>	155%	<b>Revised Time Used:</b>	102%

Request approval of Change Order No. 9 for an additional appropriation in the amount of \$120,500.00.

Site Requirement: This change provides payment for the overrun of the solid slab sodding pay item required to provide adequate permanent erosion control on all disturbed areas of the project due to more areas being disturbed than originally planned.

**OVERRUN ITEM**

**\$120,500.00**

Solid Slab Sodding	50,000.00 SY	\$2.41 /SY	\$120,500.00
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CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$103,046.40	0.84%	\$103,046.40	0.84%	\$103,046.40	0.84%
2	\$11,286.00	0.09%	\$11,286.00	0.09%	\$11,286.00	0.09%
3	\$370,106.38	3.01%	\$370,106.38	3.01%	\$116,755.80	0.95%
4	\$2,376.00	0.02%	\$2,376.00	0.02%	\$2,376.00	0.02%
5	\$336,707.18	2.74%	\$336,707.18	2.74%	\$336,707.18	2.74%
6	\$11,000.00	0.09%	\$11,000.00	0.09%	\$11,000.00	0.09%
7	\$292,254.21	2.38%	\$292,254.21	2.38%	\$2,235.51	0.02%
8	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
9	\$120,500.00	0.98%	\$120,500.00	0.98%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$1,247,276.17</b>	<b>10.15%</b>	<b>\$1,247,276.17</b>	<b>10.15%</b>	<b>\$583,406.89</b>	<b>4.75%</b>

## Change Orders with Cumulative Total Greater than \$75,000

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	NHPP-030N(079)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	220066	<b>24T</b>
<b>Contractor :</b>	BECCO CONTRACTORS, INC.		<b>Job Piece No.:</b>	28892(04)	
			<b>Highway No.:</b>	US-169	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION		<b>Div. / County.:</b>	08 / NOWATA	
<b>Description:</b>	PAVEMENT REHABILITATION (ASPHALT) US-169: FROM 2.9 MILES NORTH OF THE US-60 JUNCTION, EXTEND NORTH NEAR DELAWARE. PROJECT LENGTH = 5.736 MILES				
<b>Contract Amount:</b>	\$5,277,000.00	<b>Funds Available:</b>	\$5,511,284.20	<b>Funds Paid(%) :</b>	98%
<b>Change Order</b>	2	<b>Original Time Used:</b>	60%	<b>Revised Time Used:</b>	60%

Request approval of Change Order No. 2 for a supplemental agreement resulting in no additional cost to the contract.

Site Requirement: This change provides for the utilization of geogrid reinforcement to construct the shoulder widening throughout this project in lieu of the geotextile reinforcement indicated in the plans due to a request made by the contractor which will result in an equivalent pavement structure.

<b>NEW ITEM</b>			<b>\$1,758.00</b>
Geogrid Reinforcement	879.00 SY	\$2.00 /SY	\$1,758.00
<b>UNDERRUN ITEM</b>			<b>-\$1,758.00</b>
Geotextile Reinforcement	-879.00 SY	\$2.00 /SY	-\$1,758.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$234,284.20	4.44%	\$234,284.20	4.44%	\$0.00	0.00%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$329,837.52	6.25%	\$329,837.52	6.25%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$564,121.72</b>	<b>10.69%</b>	<b>\$564,121.72</b>	<b>10.69%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	NHPP-030N(079)PM		<b>Contract ID:</b>	220066	<b>AGENDA ITEM</b>
<b>Contractor :</b>	BECCO CONTRACTORS, INC.		<b>Job Piece No.:</b>	28892(04)	24U
			<b>Highway No.:</b>	US-169	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION		<b>Div. / County.:</b>	08 / NOWATA	
<b>Description:</b>	PAVEMENT REHABILITATION (ASPHALT) US-169: FROM 2.9 MILES NORTH OF THE US-60 JUNCTION, EXTEND NORTH NEAR DELAWARE. PROJECT LENGTH = 5.736 MILES				
<b>Contract Amount:</b>	\$5,277,000.00	<b>Funds Available:</b>	\$5,511,284.20	<b>Funds Paid(%) :</b>	98%
<b>Change Order</b>	3	<b>Original Time Used:</b>	60%	<b>Revised Time Used:</b>	60%

Request approval of Change Order No. 3 for an additional appropriation in the amount of \$329,837.52.

Site Requirement: This change provides payment for the additional expense incurred by the contractor due to the increase of the asphalt binder price index as provided for in the contract.

**NEW ITEM**

**\$329,837.52**

Asphalt Binder Price Adjustment 1.00 LS \$329,837.52 /LS \$329,837.52

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$234,284.20	4.44%	\$234,284.20	4.44%	\$0.00	0.00%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$329,837.52	6.25%	\$329,837.52	6.25%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$564,121.72</b>	<b>10.69%</b>	<b>\$564,121.72</b>	<b>10.69%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	SSR-254C(056)SR			<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	220067	<b>24V</b>
<b>Contractor :</b>	ROSSCON, LLC	<b>Job Piece No.:</b>	33767(04)	
		<b>Highway No.:</b>	SH-27	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION	<b>Div. / County.:</b>	03 / OKFUSKEE	
<b>Description:</b>	RESURFACE (ASPHALT) SH-27: FROM 6.0 MILES SOUTH OF I-40/US-62, EXTEND NORTH NEAR OKEMAH. PROJECT LENGTH = 4.820 MILES			
<b>Contract Amount:</b>	\$1,233,315.21	<b>Funds Available:</b>	\$1,391,693.79	<b>Funds Paid(%) :</b> 99%
<b>Change Order</b>	2	<b>Original Time Used:</b>	145%	<b>Revised Time Used:</b> 145%

Request approval of Change Order No. 2 for an additional appropriation in the amount of \$23,645.44.

Site Requirement: This change provides payment for the pavement smoothness incentive earned by the contractor for exceptionally smooth asphalt pavement as defined in the contract.

**NEW ITEM**

**\$23,645.44**

Pavement / Bridge Smoothness Adjustment	23,645.44 EA	\$1.00 /EA	\$23,645.44
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<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$158,378.58	12.84%	\$158,378.58	12.84%	\$0.00	0.00%
2	\$23,645.44	1.92%	\$23,645.44	1.92%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$182,024.02</b>	<b>14.76%</b>	<b>\$182,024.02</b>	<b>14.76%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	NHPPI-2350-(009)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	180359	<b>24W</b>
<b>Contractor :</b>	ALLEN CONTRACTING, INC.		<b>Job Piece No.:</b>	09033(27)	
			<b>Highway No.:</b>	I-235	
<b>Designer:</b>	BENHAM DESIGN, LLC.		<b>Div. / County.:</b>	04 / OKLAHOMA	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE I-235: FROM THE NW 50TH INTERCHANGE, EXTEND NORTH IN OKLAHOMA CITY. PROJECT LENGTH = 0.957 MILE				
<b>Contract Amount:</b>	\$101,080,883.05	<b>Funds Available:</b>	\$114,593,984.39	<b>Funds Paid(%) :</b>	98%
<b>Change Order</b>	32	<b>Original Time Used:</b>	117%	<b>Revised Time Used:</b>	79%

Request approval of Change Order No. 32 for a supplemental agreement and an additional appropriation in the amount of \$45,373.00.

Site Requirement: This change provides payment for the riprap pay item required to provide adequate permanent erosion control around Abutment No. 1 of Bridges D1, D2, and D3 due to erosion that has occurred in these areas; and for the nylon erosion control mat pay item required to provide adequate permanent erosion control on the north bank of the Deep Fork River under Bridge K due to insufficient growth of sod at this location.

**NEW ITEMS**

**\$45,373.00**

Type I Plain Riprap	250.00 TON	\$163.76 /TON	\$40,940.00
Nylon Erosion Control Mat	550.00 SY	\$8.06 /SY	\$4,433.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$24,133.76	0.02%	\$24,133.76	0.02%	\$24,133.76	0.02%
2	\$135,340.50	0.13%	\$135,340.50	0.13%	\$41,363.10	0.04%
3	\$291,507.80	0.29%	\$291,507.80	0.29%	\$0.00	0.00%
4	\$14,100.92	0.01%	\$14,100.92	0.01%	\$14,100.92	0.01%
5	\$61,159.00	0.06%	\$61,159.00	0.06%	\$61,159.00	0.06%
6	-\$16,700.00	-0.02%	\$0.00	0.00%	\$0.00	0.00%
7	\$43,620.70	0.04%	\$43,620.70	0.04%	\$43,620.70	0.04%
8	\$35,817.97	0.04%	\$35,817.97	0.04%	\$35,817.97	0.04%
9	\$4,366,472.77	4.32%	\$4,366,472.77	4.32%	\$4,366,472.77	4.32%
10	\$59,485.80	0.06%	\$59,485.80	0.06%	\$8,662.50	0.01%
11	\$1,383,529.05	1.37%	\$1,383,529.05	1.37%	\$119,605.74	0.12%
12	\$8,885.23	0.01%	\$8,885.23	0.01%	\$0.00	0.00%
13	\$51,846.00	0.05%	\$51,846.00	0.05%	\$51,846.00	0.05%
14	\$1,260,000.00	1.25%	\$1,260,000.00	1.25%	\$0.00	0.00%
15	\$280,437.86	0.28%	\$280,437.86	0.28%	\$269,669.66	0.27%
16	\$59,901.00	0.06%	\$59,901.00	0.06%	\$59,901.00	0.06%
17	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
18	\$266,213.61	0.26%	\$266,213.61	0.26%	\$6,853.92	0.01%
19	\$268,028.92	0.27%	\$268,028.92	0.27%	\$0.00	0.00%
20	\$1,308,488.72	1.29%	\$1,308,488.72	1.29%	\$0.00	0.00%
21	\$208,799.84	0.21%	\$208,799.84	0.21%	\$0.00	0.00%
22	-\$67,038.46	-0.07%	\$0.00	0.00%	\$0.00	0.00%
23	\$251,670.72	0.25%	\$251,670.72	0.25%	\$0.00	0.00%
24	\$301,607.39	0.30%	\$301,607.39	0.30%	\$0.00	0.00%

# Change Orders with Cumulative Total Greater than \$75,000

## February 06, 2023 Commission Meeting

CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
25	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
26	\$27,540.08	0.03%	\$27,540.08	0.03%	\$27,540.08	0.03%
27	\$724,508.43	0.72%	\$724,508.43	0.72%	\$709,990.98	0.70%
28	\$69,465.33	0.07%	\$69,465.33	0.07%	\$69,465.33	0.07%
29	\$210,212.67	0.21%	\$210,212.67	0.21%	\$210,212.67	0.21%
30	-\$188,464.08	-0.19%	\$0.00	0.00%	\$0.00	0.00%
31	\$1,800,327.27	1.78%	\$1,800,327.27	1.78%	\$0.00	0.00%
32	\$45,373.00	0.04%	\$45,373.00	0.04%	\$45,373.00	0.04%
<b>TOTAL</b>	<b>\$13,286,271.80</b>	<b>13.14%</b>	<b>\$13,558,474.34</b>	<b>13.41%</b>	<b>\$6,165,789.10</b>	<b>6.10%</b>

## Change Orders with Cumulative Total Greater than \$75,000

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	NHPPI-0040-5(394)129SS / NHPPI-4000-(095)PM	<b>Contract ID:</b>	200241	<b>AGENDA ITEM</b>
<b>Contractor :</b>	MANHATTAN ROAD & BRIDGE COMPANY	<b>Job Piece No.:</b>	23310(04)	<b>24X</b>
<b>Designer:</b>	POE & ASSOCIATES, INC.	<b>Highway No.:</b>	I-40	
<b>Description:</b>	GRADE, DRAIN, SURFACE, BRIDGE AND APPROACHES I-40: FROM 1.8 MILES SOUTHEAST OF THE I-35 INTERCHANGE, EXTEND SOUTHEAST IN DEL CITY AND MIDWEST CITY. PROJECT LENGTH = 1.492 MILES			
<b>Contract Amount:</b>	\$74,787,605.00	<b>Funds Available:</b>	\$75,525,056.05	<b>Funds Paid(%) :</b> 93%
<b>Change Order</b>	21	<b>Original Time Used:</b>	82%	<b>Revised Time Used:</b> 81%

Request approval of Change Order No. 21 for an additional appropriation in the amount of \$1,200,000.00.

Site Requirement: This change provides payment for the early completion incentive earned by the contractor for achieving substantial completion on the Time B Bid portion of this project prior to the time allowed in the contract.

**NEW ITEM**

**\$1,200,000.00**

Milestone Incentive Compensation (Time B Bid)	1.00 LS	\$1,200,000.00 /LS	\$1,200,000.00
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CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	-\$242,917.51	-0.32%	\$0.00	0.00%	\$0.00	0.00%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$44,382.64	0.06%	\$44,382.64	0.06%	\$44,382.64	0.06%
4	\$383.10	0.00%	\$383.10	0.00%	\$383.10	0.00%
5	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
6	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
7	\$0.03	0.00%	\$0.03	0.00%	\$0.03	0.00%
8	-\$2,636.70	0.00%	\$0.00	0.00%	\$0.00	0.00%
9	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
10	\$300,000.00	0.40%	\$300,000.00	0.40%	\$0.00	0.00%
11	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
12	-\$86,452.72	-0.12%	\$0.00	0.00%	\$0.00	0.00%
13	\$42,055.58	0.06%	\$42,055.58	0.06%	\$42,055.58	0.06%
14	\$2,411.32	0.00%	\$2,411.33	0.00%	\$0.00	0.00%
15	\$20,721.23	0.03%	\$20,721.23	0.03%	\$20,721.23	0.03%
16	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
17	\$18,955.36	0.03%	\$18,955.36	0.03%	\$18,955.36	0.03%
18	\$8,541.78	0.01%	\$8,541.78	0.01%	\$8,541.78	0.01%
19	\$300,000.00	0.40%	\$300,000.00	0.40%	\$0.00	0.00%
21	\$1,200,000.00	1.60%	\$1,200,000.00	1.60%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$1,605,444.11</b>	<b>2.15%</b>	<b>\$1,937,451.05</b>	<b>2.59%</b>	<b>\$135,039.72</b>	<b>0.18%</b>



## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-257B(089)3P / STP-257B(088)3P				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	220102	<b>24Y</b>
<b>Contractor :</b>	APAC-CENTRAL, INC.		<b>Job Piece No.:</b>	33785(04)	
			<b>Highway No.:</b>	SH-99	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION		<b>Div. / County.:</b>	08 / OSAGE	
<b>Description:</b>	RESURFACE (ASPHALT) SH-99: FROM 0.45 MILES NORTH OF THE US-60 JUNCTION, EXTEND NORTH NEAR PAWHUSKA. PROJECT LENGTH = 9.320 MILES				
<b>Contract Amount:</b>	\$2,281,111.63	<b>Funds Available:</b>	\$2,281,111.63	<b>Funds Paid(%):</b>	100%
<b>Change Order</b>	1	<b>Original Time Used:</b>	97%	<b>Revised Time Used:</b>	97%

Request approval of Change Order No. 1 for an additional appropriation in the amount of \$203,808.51.

Site Requirement: This change provides payment for the additional expense incurred by the contractor due to the increase of the asphalt binder price index as provided for in the contract; and for the pavement smoothness incentive earned by the contractor for exceptionally smooth asphalt pavement as defined in the contract.

<b>NEW ITEMS</b>				<b>\$203,808.51</b>
Asphalt Binder Price Adjustment JP#33786(04)	1.00	LS	\$56,174.87 /LS	\$56,174.87
Asphalt Binder Price Adjustment JP#33785(04)	1.00	LS	\$120,322.46 /LS	\$120,322.46
Pavement / Bridge Smoothness Adjustment	1.00	LS	\$27,311.18 /LS	\$27,311.18

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$203,808.51	8.93%	\$203,808.51	8.93%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$203,808.51</b>	<b>8.93%</b>	<b>\$203,808.51</b>	<b>8.93%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-258B(084)PM			<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	210238	<b>24Z</b>
<b>Contractor :</b>	PARADIGM CONSTRUCTION & ENGINEERING, INC	<b>Job Piece No.:</b>	29687(04)	
		<b>Highway No.:</b>	US-60	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION	<b>Div. / County.:</b>	08 / OTTAWA	
<b>Description:</b>	BRIDGE AND APPROACHES US-60: OVER UNNAMED CREEKS, 3.5 MILES SOUTHWEST AND 2.1 MILES NORTHEAST OF THE SH-137 JUNCTION NEAR WYANDOTTE. PROJECT LENGTH = 0.217 MILE			
<b>Contract Amount:</b>	\$3,848,728.01	<b>Funds Available:</b>	\$3,875,659.86	<b>Funds Paid(%) :</b> 63%
<b>Change Order</b>	2	<b>Original Time Used:</b>	89%	<b>Revised Time Used:</b> 75%

Request approval of Change Order No. 2 for a supplemental agreement and an additional appropriation in the amount of \$70,335.08.

Site Requirement: This change provides payment for the removal of concrete with asphalt overlay pay item required to remove the existing roadway in lieu of the removal of asphalt pavement pay item as planned due to discovering during construction that there is concrete beneath the existing asphalt; for the portable longitudinal barrier pay item required to protect the traveling public from a dropoff at the joint line of Bridge A between construction phases due to safety concerns; and for the removal of concrete driveway pay item required to remove an existing driveway at Station 171+86 Left due to this work being inadvertently omitted from the plans. This change extends the contract time eight days to complete this additional work.

<b>NEW ITEMS</b>	<b>\$91,208.41</b>
Removal of Concrete Driveway	253.78 SY      \$14.90 /SY      \$3,781.32
Removal of Conc. Pav. w/Asph. Overlay	3,478.89 SY      \$20.42 /SY      \$71,038.93
Deliver Portable Longitudinal Barrier	344.00 LF      \$47.64 /LF      \$16,388.16
<b>UNDERRUN ITEM</b>	<b>-\$20,873.34</b>
Removal of Asphalt Pavement	-3,478.89 SY      \$6.00 /SY      -\$20,873.34

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$26,931.85	0.70%	\$26,931.85	0.70%	\$26,931.85	0.70%
2	\$70,335.08	1.83%	\$70,335.08	1.83%	\$70,335.08	1.83%
<b>TOTAL</b>	<b>\$97,266.93</b>	<b>2.53%</b>	<b>\$97,266.93</b>	<b>2.53%</b>	<b>\$97,266.93</b>	<b>2.53%</b>

## Change Orders with Cumulative Total Greater than \$75,000

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	NHPP-261N(084)PM				<b>AGENDA ITEM</b>
<b>Contractor :</b>	ALLEN CONTRACTING, INC./SHELL CONSTRUCTION CO., INC. (JV)		<b>Contract ID:</b>	200291	<b>24AA</b>
			<b>Job Piece No.:</b>	14999(09)	
			<b>Highway No.:</b>	US-69 / CITY STREET	
<b>Designer:</b>	CRAIG & KEITHLINE, INC.		<b>Div. / County.:</b>	02 / PITTSBURG	
<b>Description:</b>	GRADE, DRAIN, SURFACE AND BRIDGE US-69/CITY STREET(VILLAGE ROAD): FROM 1.9 MILES SOUTH OF THE SH-31 INTERCHANGE, EXTEND NORTH IN MCALESTER. PROJECT LENGTH = 0.984 MILES				
<b>Contract Amount:</b>	\$32,101,986.16	<b>Funds Available:</b>	\$33,331,194.60	<b>Funds Paid(%) :</b>	91%
<b>Change Order</b>	12	<b>Original Time Used:</b>	88%	<b>Revised Time Used:</b>	87%

Request approval of Change Order No. 12 for a supplemental agreement and an additional appropriation in the amount of \$12,225.00.

Site Requirement: This change provides payment for receiving the precast drainage structure intended for Structure AA8 into District 2-Pittsburg County warehouse stock due to the existing structure being modified and used instead to avoid a utility conflict. Funding for this item will be non-participating in nature.

**NEW ITEM (NON-PARTICIPATING)**

**\$12,225.00**

Material Taken into Warehouse Stock (Structure No. AA8) 1.00 LS \$12,225.00 /LS \$12,225.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	-\$12,131.20	-0.04%	\$0.00	0.00%	\$0.00	0.00%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
4	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
5	\$270,000.00	0.84%	\$270,000.00	0.84%	\$0.00	0.00%
6	\$125,000.00	0.39%	\$125,000.00	0.39%	\$0.00	0.00%
7	\$50,521.04	0.16%	\$50,521.04	0.16%	\$50,521.04	0.16%
8	\$29,596.60	0.09%	\$29,596.60	0.09%	\$29,596.60	0.09%
9	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
10	\$750,000.00	2.34%	\$750,000.00	2.34%	\$0.00	0.00%
11	\$4,090.80	0.01%	\$4,090.80	0.01%	\$4,090.80	0.01%
12	\$12,225.00	0.04%	\$12,225.00	0.04%	\$12,225.00	0.04%
<b>TOTAL</b>	<b>\$1,229,302.24</b>	<b>3.83%</b>	<b>\$1,241,433.44</b>	<b>3.87%</b>	<b>\$96,433.44</b>	<b>0.30%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-161C(205)PM				<b>AGENDA ITEM</b>
			<b>Contract ID:</b>	210086	<b>24BB</b>
<b>Contractor :</b>	ROBINSON CONSTRUCTION, LLC		<b>Job Piece No.:</b>	24331(04)	
			<b>Highway No.:</b>	SH-31	
<b>Designer:</b>	MKEC ENGINEERING, LLC.		<b>Div. / County.:</b>	02 / PITTSBURG	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE SH-31: FROM 1.7 MILES EAST OF THE US-270 JUNCTION, EXTEND NORTEAST NEAR KREBS. PROJECT LENGTH = 2.398 MILES				
<b>Contract Amount:</b>	\$8,253,127.68	<b>Funds Available:</b>	\$8,253,127.68	<b>Funds Paid(%):</b>	97%
<b>Change Order</b>	1	<b>Original Time Used:</b>	166%	<b>Revised Time Used:</b>	166%

Request approval of Change Order No. 1 for an additional appropriation in the amount of \$82,200.00.

Engineering: This change provides payment for the overrun of the unclassified borrow pay item required to complete the project as specified due to a phasing error on the mass haul diagram, and to a lesser degree due to replacing areas of unsuitable subgrade material discovered under the shoulders during construction. This change extends the contract time eighty-seven days (seventy-four days due to waiting on a utility relocation, and thirteen days to replace the unsuitable subgrade material).

<b>OVERRUN ITEM</b>			<b>\$82,200.00</b>
Unclassified Borrow	12,000.00 CY	\$6.85 /CY	\$82,200.00

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$82,200.00	1.00%	\$82,200.00	1.00%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$82,200.00</b>	<b>1.00%</b>	<b>\$82,200.00</b>	<b>1.00%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	SSP-261N(092)PM			<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	200208	<b>24CC</b>
<b>Contractor :</b>	DUIT CONSTRUCTION COMPANY, INC.	<b>Job Piece No.:</b>	34341(04)	
		<b>Highway No.:</b>	US-69	
<b>Designer:</b>	CEC CORPORATION	<b>Div. / County.:</b>	02 / PITTSBURG	
<b>Description:</b>	PAVEMENT REHABILITATION (A.C. AND P.C.) AND CABLE BARRIER US-69: FROM 0.8 MILES NORTH OF THE SH-63 JUNCTION, EXTEND NORTH NEAR KIOWA. PROJECT LENGTH = 5.731 MILES			
<b>Contract Amount:</b>	\$10,591,877.73	<b>Funds Available:</b>	\$11,052,208.84	<b>Funds Paid(%) :</b> 91%
<b>Change Order</b>	5	<b>Original Time Used:</b>	113%	<b>Revised Time Used:</b> 113%

Request approval of Change Order No. 5 for a supplemental agreement resulting in an underrun to the contract in the amount of \$641,522.09.

Site Requirement: This change documents the underrun of the Class C Concrete pay item due to most of the proposed paved ditches not being required to provide adequate permanent erosion control in the roadway ditches. This change provides for reclassification of the unit price for the Class C Concrete pay item due to the significant underrun of this major item of work; and for receiving corrugated polypropylene pipe into District 2 warehouse stock due to the contractor having ordered and delivered this material to the project before discovering that the contract amount will not be required. This change extends the Milestone No. 1 time sixty-nine days; and the contract time nineteen days due to various delays encountered by the contractor during construction.

<b>NEW ITEMS</b>			<b>\$263,964.51</b>
Class C Concrete (Reclassified)	807.87 CY	\$302.43 /CY	\$244,324.12
Material Taken Into Warehouse Stock (Polypropylene Pipe)	1.00 LS	\$19,640.39 /LS	\$19,640.39
<b>UNDERRUN ITEMS</b>			<b>-\$905,486.60</b>
Class C Concrete	-3,920.00 CY	\$218.33 /CY	-\$855,853.60
18" Corrugated Polypropylene Pipe	-213.00 LF	\$38.00 /LF	-\$8,094.00
24" Corrugated Polypropylene Pipe	-591.00 LF	\$44.00 /LF	-\$26,004.00
30" Corrugated Polypropylene Pipe	-239.00 LF	\$65.00 /LF	-\$15,535.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$21,200.00	0.20%	\$21,200.00	0.20%	\$21,200.00	0.20%
2	\$184,140.93	1.74%	\$184,140.93	1.74%	\$184,140.93	1.74%
3	\$59,103.00	0.56%	\$59,103.00	0.56%	\$59,103.00	0.56%
4	\$181,588.00	1.71%	\$181,588.00	1.71%	\$181,588.00	1.71%
5	-\$641,522.09	-6.06%	\$0.00	0.00%	\$0.00	0.00%
6	\$14,299.18	0.14%	\$14,299.18	0.14%	\$14,299.18	0.14%
<b>TOTAL</b>	<b>-\$181,190.98</b>	<b>-1.71%</b>	<b>\$460,331.11</b>	<b>4.35%</b>	<b>\$460,331.11</b>	<b>4.35%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-163B(212)SS	<b>Contract ID:</b>	200077	<b>AGENDA ITEM</b>	
<b>Contractor :</b>	OVERLAND CORPORATION	<b>Job Piece No.:</b>	24240(07)	<b>24DD</b>	
		<b>Highway No.:</b>	SH-39		
<b>Designer:</b>	C.H. GUERNSEY & COMPANY	<b>Div. / County.:</b>	03 / POTTAWATOMIE		
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE SH-39: FROM 3.0 MILES EAST OF THE SH-102 JUNCTION, EXTEND EAST NEAR ASHER. PROJECT LENGTH = 2.880 MILES				
<b>Contract Amount:</b>	\$6,927,006.54	<b>Funds Available:</b>	\$7,662,109.86	<b>Funds Paid(%) :</b>	100%
<b>Change Order</b>	4	<b>Original Time Used:</b>	114%	<b>Revised Time Used:</b>	107%

Request approval of Change Order No. 4 for an additional appropriation in the amount of \$85,275.95.

Site Requirement: This change provides payment for the overrun of the solid slab sodding pay item required to provide adequate permanent erosion control throughout the project due to more areas being disturbed than estimated.

**OVERRUN ITEM**

**\$85,275.95**

Solid Slab Sodding	47,375.53 SY	\$1.80 /SY	\$85,275.95
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CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun - Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$92,930.36	1.34%	\$92,930.36	1.34%	\$0.00	0.00%
3	\$642,172.96	9.27%	\$642,172.96	9.27%	\$24,336.93	0.35%
4	\$85,275.95	1.23%	\$85,275.95	1.23%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$820,379.27</b>	<b>11.84%</b>	<b>\$820,379.27</b>	<b>11.84%</b>	<b>\$24,336.93</b>	<b>0.35%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	SBR-9595(004)SB	<b>Contract ID:</b>	200356	<b>AGENDA ITEM</b>
<b>Contractor :</b>	FRONTIER BRIDGE, INC.	<b>Job Piece No.:</b>	29595(04)	<b>24EE</b>
		<b>Highway No.:</b>	SH-3E	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION	<b>Div. / County.:</b>	03 / SEMINOLE	
<b>Description:</b>	BRIDGE REHABILITATION SH-3E: OVER LITTLE RIVER, 1.5 MILES SOUTH OF THE SH-59 JUNCTION NEAR BOWLEGS. PROJECT LENGTH = 0.218 MILE			
<b>Contract Amount:</b>	\$2,192,308.74	<b>Funds Available:</b>	\$2,381,157.78	<b>Funds Paid(%) :</b> 100%
<b>Change Order</b>	11	<b>Original Time Used:</b>	108%	<b>Revised Time Used:</b> 90%

Request approval of Change Order No. 11 for an additional appropriation in the amount of \$229.00.

Engineering: This change provides payment for the final estimate due to an administrative error made on Change Order No. 10, the original final quantity change order, which requires additional compensation for the increase of the asphalt binder price index as provided for in the contract.

**NEW ITEM**

**\$229.00**

Asphalt Binder Price Adjustment 1.00 LS \$229.00 /LS \$229.00

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$14,355.24	0.65%	\$14,355.24	0.65%	\$5,000.00	0.23%
4	\$7,392.00	0.34%	\$7,392.00	0.34%	\$7,392.00	0.34%
5	\$5,170.00	0.24%	\$5,170.00	0.24%	\$5,170.00	0.24%
6	\$87,291.01	3.98%	\$87,291.01	3.98%	\$0.00	0.00%
7	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
8	\$29,158.74	1.33%	\$29,158.74	1.33%	\$25,074.14	1.14%
9	\$34,297.80	1.56%	\$34,297.80	1.56%	\$0.00	0.00%
10	\$11,184.25	0.51%	\$11,184.25	0.51%	\$6,685.80	0.30%
11	\$229.00	0.01%	\$229.00	0.01%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$189,078.04</b>	<b>8.62%</b>	<b>\$189,078.04</b>	<b>8.62%</b>	<b>\$49,321.94</b>	<b>2.25%</b>



## Change Orders with Cumulative Total Greater than \$75,000

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-271C(077)PM	<b>Contract ID:</b>	220071	<b>AGENDA ITEM</b>
<b>Contractor :</b>	SEWELL BROS., INC.	<b>Job Piece No.:</b>	31061(04)	<b>24FF</b>
		<b>Highway No.:</b>	SH-36	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION	<b>Div. / County.:</b>	05 / TILLMAN	
<b>Description:</b>	BRIDGE AND APPROACHES SH-36: OVER TRIBUTARIES OF LITTLE DEEP RED CREEK AND UNNAMED CREEK, 3.5 MILES, 3.7 MILES AND 3.2 MILES NORTH OF THE US-70 JUNCTION NEAR GRANDFIELD. PROJECT LENGTH = 0.616 MILE			
<b>Contract Amount:</b>	\$3,318,879.61	<b>Funds Available:</b>	\$3,357,879.61	<b>Funds Paid(%) :</b> 98%
<b>Change Order</b>	3	<b>Original Time Used:</b>	79%	<b>Revised Time Used:</b> 79%

Request approval of Change Order No. 3 for an additional appropriation in the amount of \$92,029.51.

Site Requirement: This change provides payment for the additional expense incurred by the contractor due to the increase of the asphalt binder price index as provided for in the contract.

<b>NEW ITEM</b>	<b>\$92,029.51</b>
Asphalt Binder Price Adjustment	1.00 LS      \$92,029.51 /LS      \$92,029.51

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$39,000.00	1.18%	\$39,000.00	1.18%	\$0.00	0.00%
3	\$92,029.51	2.77%	\$92,029.51	2.77%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$131,029.51</b>	<b>3.95%</b>	<b>\$131,029.51</b>	<b>3.95%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

**February 06, 2023 Commission Meeting**

<b>Project Number:</b>	STP-172B(360)SS				<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	200092		<b>24GG</b>
<b>Contractor :</b>	APAC-CENTRAL, INC.		<b>Job Piece No.:</b>	24346(04)	
			<b>Highway No.:</b>	SH-20	
<b>Designer:</b>	PROFESSIONAL ENGINEERING CONSULTANTS		<b>Div. / County.:</b>	08 / TULSA	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE SH-20: FROM 0.1 MILES EAST OF THE US-75 JUNCTION, EXTEND EAST NEAR SKIATOOK. PROJECT LENGTH = 3.780 MILES				
<b>Contract Amount:</b>	\$15,450,000.00	<b>Funds Available:</b>	\$17,071,997.66	<b>Funds Paid(%) :</b>	98%
<b>Change Order</b>	9	<b>Original Time Used:</b>	178%	<b>Revised Time Used:</b>	90%

Request approval of Change Order No. 9 for an additional appropriation in the amount of \$429,443.08.

Site Requirement: This change provides payment for the additional expense incurred by the contractor due to the increase of the asphalt binder price index as provided for in the contract.

**NEW ITEM**

**\$429,443.08**

Asphalt Binder Price Adjustment 1.00 LS \$429,443.08 /LS \$429,443.08

<b>CHANGE ORDER ACTIONS</b>						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$22,492.40	0.15%	\$22,492.40	0.15%	\$0.00	0.00%
3	\$1,121,141.52	7.26%	\$1,121,141.52	7.26%	\$1,121,141.52	7.26%
4	\$211,703.48	1.37%	\$211,703.48	1.37%	\$133,103.48	0.86%
5	\$246,251.57	1.59%	\$246,251.57	1.59%	\$0.00	0.00%
6	\$20,408.69	0.13%	\$20,408.69	0.13%	\$0.00	0.00%
7	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
9	\$429,443.08	2.78%	\$429,443.08	2.78%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$2,051,440.74</b>	<b>13.28%</b>	<b>\$2,051,440.74</b>	<b>13.28%</b>	<b>\$1,254,245.00</b>	<b>8.12%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	NHPPI-4440(009)PM / SBR-014N(112)SB				<b>AGENDA ITEM</b>
<b>Contractor :</b>	SHERWOOD CONSTRUCTION CO., INC.		<b>Contract ID:</b>	210090	<b>24HH</b>
			<b>Job Piece No.:</b>	28899(04)	
			<b>Highway No.:</b>	I-444	
<b>Designer:</b>	BKL, INC.		<b>Div. / County.:</b>	08 / TULSA	
<b>Description:</b>	PAVEMENT REHABILITATION (P.C.) AND BRIDGE REHABILITATION I-444: FROM THE SH-51 INTERCHANGE, EXTEND NORTH IN TULSA. PROJECT LENGTH = 1.648 MILES				
<b>Contract Amount:</b>	\$26,055,969.84	<b>Funds Available:</b>	\$26,523,138.62	<b>Funds Paid(%) :</b>	80%
<b>Change Order</b>	5	<b>Original Time Used:</b>	63%	<b>Revised Time Used:</b>	63%

Request approval of Change Order No. 5 for a supplemental agreement and an additional appropriation in the amount of \$192,180.87.

Engineering: This change provides payment for the concrete median barrier removal, and the curb and gutter removal pay items required to complete the project as planned due to these pay items being inadvertently omitted from the plans; for the bridge deck repair pay item required to repair the joint between the approach slab and bridge deck on Bridge J due to being more deteriorated than expected; and for the rock excavation pay item required to install the edge drain as specified due to encountering areas of rock during construction. This change alters the method of measurement for the TBSC pay item from measured to plan quantity.

<b>NEW ITEMS</b>		<b>\$192,180.87</b>
Rock Excavation	69.00 CY	\$227.86 /CY
Class B Bridge Deck Repair	25.11 SY	\$1,389.42 /SY
Removal of Curb and Gutter	6,370.00 LF	\$8.91 /LF
Removal of Concrete Median Barrier	3,041.00 LF	\$27.89 /LF

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$438,364.52	1.68%	\$438,364.52	1.68%	\$438,364.52	1.68%
3	\$21,974.26	0.08%	\$21,974.26	0.08%	\$21,974.26	0.08%
4	\$6,830.00	0.03%	\$6,830.00	0.03%	\$6,830.00	0.03%
5	\$192,180.87	0.74%	\$192,180.87	0.74%	\$192,180.87	0.74%
6	-\$109,341.26	-0.42%	\$0.00	0.00%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$550,008.39</b>	<b>2.11%</b>	<b>\$659,349.65</b>	<b>2.53%</b>	<b>\$659,349.65</b>	<b>2.53%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	NHPPI-4440(009)PM / SBR-014N(112)SB				<b>AGENDA ITEM</b>	
		<b>Contract ID:</b>	210090	<b>24II</b>		
<b>Contractor :</b>	SHERWOOD CONSTRUCTION CO., INC.		<b>Job Piece No.:</b>			28899(04)
		<b>Highway No.:</b>	I-444			
<b>Designer:</b>	BKL, INC.		<b>Div. / County.:</b>	08 / TULSA		
<b>Description:</b>	PAVEMENT REHABILITATION (P.C.) AND BRIDGE REHABILITATION I-444: FROM THE SH-51 INTERCHANGE, EXTEND NORTH IN TULSA. PROJECT LENGTH = 1.648 MILES					
<b>Contract Amount:</b>	\$26,055,969.84	<b>Funds Available:</b>	\$26,523,138.62	<b>Funds Paid(%) :</b>	80%	
<b>Change Order</b>	6	<b>Original Time Used:</b>	63%	<b>Revised Time Used:</b>	63%	

Request approval of Change Order No. 6 for a supplemental agreement resulting in an underrun to the contract in the amount of \$109,341.26.

Scope: This change provides for the value engineering proposal submitted by the contractor to rehabilitate the existing approach spans with a latex modified concrete overlay in lieu of full depth replacement as planned due to the excellent condition of the existing spans, high worker safety risks during replacement, and unaccounted additional work required for full replacement. This change will lessen the impact to the traveling public, increase worker safety, and result in an estimated cost savings to the contract in the amount of \$109,341.26. The actual cost savings and value engineering proposal amount will be documented on a subsequent change order.

<b>NEW ITEMS</b>			<b>\$559,131.61</b>
Hydrodemolition	1,145.00 SY	\$186.73 /SY	\$213,805.85
Bridge Deck Concrete Overlay	1,145.00 SY	\$206.10 /SY	\$235,984.50
Construction Miscellaneous (Value Engineering Proposal)	1.00 EA	\$109,341.26 /EA	\$109,341.26

<b>UNDERRUN ITEMS</b>			<b>-\$668,472.87</b>
Class AA Concrete	-676.00 CY	\$697.49 /CY	-\$471,503.24
Epoxy Coated Reinforcing Steel	-137,741.00 LB	\$1.43 /LB	-\$196,969.63

CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$438,364.52	1.68%	\$438,364.52	1.68%	\$438,364.52	1.68%
3	\$21,974.26	0.08%	\$21,974.26	0.08%	\$21,974.26	0.08%
4	\$6,830.00	0.03%	\$6,830.00	0.03%	\$6,830.00	0.03%
5	\$192,180.87	0.74%	\$192,180.87	0.74%	\$192,180.87	0.74%
6	-\$109,341.26	-0.42%	\$0.00	0.00%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$550,008.39</b>	<b>2.11%</b>	<b>\$659,349.65</b>	<b>2.53%</b>	<b>\$659,349.65</b>	<b>2.53%</b>

## Change Orders with Cumulative Total Greater than \$75,000

February 06, 2023 Commission Meeting

<b>Project Number:</b>	CIRB-272D(303)CO			<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	210259	<b>24JJ</b>
<b>Contractor :</b>	H & H BRIDGE COMPANY	<b>Job Piece No.:</b>	33566(04)	
		<b>Highway No.:</b>	COUNTY ROAD	
<b>Designer:</b>	OLSSON ASSOC.	<b>Div. / County.:</b>	08 / TULSA	
<b>Description:</b>	BRIDGE AND APPROACHES COUNTY ROAD (NORTH 137TH EAST AVENUE): OVER HORSEPEN CREEK, 1.3 MILES NORTH OF US-169 NEAR COLLINSVILLE. PROJECT LENGTH = 0.198 MILE			
<b>Contract Amount:</b>	\$1,934,368.94	<b>Funds Available:</b>	\$2,137,529.47	<b>Funds Paid(%) :</b> 100%
<b>Change Order</b>	5	<b>Original Time Used:</b>	122%	<b>Revised Time Used:</b> 100%

Request approval of Change Order No. 5 for an additional appropriation in the amount of \$45,147.02.

Site Requirement: This change provides payment for the overrun of the solid slab sodding pay item required to provide adequate permanent erosion control throughout the project due to more areas being disturbed than estimated; for the overrun of the asphalt pay items required to construct a smooth transition with the existing pavement at both ends of the project; for the overrun of the riprap and filter blanket pay items required to provide adequate permanent erosion control along the creek; for the overrun of the TBSC pay item required to complete the backfill due to more material being needed than planned; and for the overrun of the piles furnished pay item required to meet the specified bearing capacity.

### OVERRUN ITEMS

**\$45,147.02**

Solid Slab Sodding	4,896.87 SY	\$4.95 /SY	\$24,239.51
Traffic Bound Surface Course Type E	80.53 TON	\$40.00 /TON	\$3,221.20
Superpave, Type S3 (PG 64-22 OK)	19.56 TON	\$81.40 /TON	\$1,592.18
Superpave, Type S4 (PG 64-22 OK)	78.46 TON	\$104.94 /TON	\$8,233.59
Piles, Furnished (HP 10 x 42)	24.17 LF	\$45.00 /LF	\$1,087.65
Type I-A Plain Riprap	109.81 TON	\$44.00 /TON	\$4,831.64
Type I-A Filter Blanket	69.98 TON	\$27.74 /TON	\$1,941.25

### CHANGE ORDER ACTIONS

CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$52,456.90	2.71%	\$52,456.90	2.71%	\$0.00	0.00%
2	\$130,694.34	6.76%	\$130,694.34	6.76%	\$0.00	0.00%
3	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
4	\$20,009.29	1.03%	\$20,009.29	1.03%	\$0.00	0.00%
5	\$45,147.02	2.33%	\$45,147.02	2.33%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$248,307.55</b>	<b>12.84%</b>	<b>\$248,307.55</b>	<b>12.84%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	STP-272B(297)IG				<b>AGENDA ITEM</b>
		<b>Contract ID:</b>	200088		<b>24KK</b>
<b>Contractor :</b>	CROSSLAND HEAVY CONTRACTORS INC.		<b>Job Piece No.:</b>	33958(04)	
			<b>Highway No.:</b>	CITY STREET	
<b>Designer:</b>	OKLA. DEPT. OF TRANSPORTATION		<b>Div. / County.:</b>	08 / TULSA	
<b>Description:</b>	INTERSECTION MODIFICATION CITY STREETS (EAST 61ST STREET): AT THE INTERSECTION OF SOUTH YALE AVENUE, IN THE CITY OF TULSA. PROJECT LENGTH = 0.000 MILE				
<b>Contract Amount:</b>	\$1,747,000.00	<b>Funds Available:</b>	\$1,861,730.00	<b>Funds Paid(%) :</b>	100%
<b>Change Order</b>	3	<b>Original Time Used:</b>	102%	<b>Revised Time Used:</b>	98%

Request approval of Change Order No. 3 for an additional appropriation in the amount of \$3,104.88.

Site Requirement: This change provides payment for the final estimate due to the overrun of the concrete pavement removal pay item. Additional quantities of this item were required due to more areas of the existing pavement needing patched than originally estimated.

The cost of this change is partially offset by the underrun of other items of work.

**OVERRUN ITEM**

**\$12,202.65**

Removal of Concrete Pavement	903.90 SY	\$13.50 /SY	\$12,202.65
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CHANGE ORDER ACTIONS						
CHANGE ORDER NO.	(+) Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$114,730.00	6.57%	\$114,730.00	6.57%	\$0.00	0.00%
2	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
3	\$3,104.88	0.18%	\$3,104.88	0.18%	\$0.00	0.00%
<b>TOTAL</b>	<b>\$117,834.88</b>	<b>6.74%</b>	<b>\$117,834.88</b>	<b>6.74%</b>	<b>\$0.00</b>	<b>0.00%</b>

## Change Orders with Cumulative Total Greater than \$75,000

### February 06, 2023 Commission Meeting

<b>Project Number:</b>	NHPP-017N(206)PM / NHPP-017N(256)PM				<b>AGENDA ITEM</b>
<b>Contractor :</b>	THE CUMMINS CONSTRUCTION CO., INC.		<b>Contract ID:</b>	190379	<b>24LL</b>
			<b>Job Piece No.:</b>	17457(54)	
			<b>Highway No.:</b>	US-183 / US-270	
<b>Designer:</b>	GARVER ENGINEERING		<b>Div. / County.:</b>	06 / WOODWARD	
<b>Description:</b>	GRADE, DRAIN, SURFACE, AND BRIDGE US-183/US-270: FROM 1.6 MILES NORTHWEST OF THE US-60 JUNCTION, EXTEND NORTHWEST NEAR SEILING. PROJECT LENGTH = 4.360 MILES				
<b>Contract Amount:</b>	\$21,069,785.08	<b>Funds Available:</b>	\$21,178,421.79	<b>Funds Paid(%) :</b>	95%
<b>Change Order</b>	7	<b>Original Time Used:</b>	149%	<b>Revised Time Used:</b>	119%

Request approval of Change Order No. 7 for a supplemental agreement and an additional appropriation in the amount of \$55,902.70.

Site Requirement: This change provides payment for the unclassified excavation, TBSC, and riprap pay items required to replace an area of unsuitable subgrade material discovered during construction of Structure No. 19; and for the removal of existing structures pay item required to remove a metal cross drain near the US-183 junction due to its poor condition and this work being inadvertently omitted from the plans. This change extends the contract time eighty days due to weather delays, utility conflicts, and additional work on this change order as well as previous change orders.

#### NEW ITEMS

**\$55,902.70**

Unclassified Excavation (Reclassified)	235.00 CY	\$17.10 /CY	\$4,018.50
Traffic Bound Surface Course Type D	244.65 TON	\$75.69 /TON	\$18,517.56
Type I Plain Riprap (Reclassified)	373.77 TON	\$83.33 /TON	\$31,146.25
Removal of Existing Structures	1.00 EA	\$2,220.39 /EA	\$2,220.39

#### CHANGE ORDER ACTIONS

CHANGE ORDER NO.	(+ Overrun (-) Underrun Amount (\$)	%	Appropriated Amount (\$)	%	Supplemental Agreement Amount(\$)	%
1	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
2	\$2,359.50	0.01%	\$2,359.50	0.01%	\$2,359.50	0.01%
3	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%
4	\$66,254.62	0.31%	\$66,254.62	0.31%	\$66,254.62	0.31%
5	\$8,400.00	0.04%	\$8,400.00	0.04%	\$8,400.00	0.04%
6	\$31,622.59	0.15%	\$31,622.59	0.15%	\$31,622.59	0.15%
7	\$55,902.70	0.27%	\$55,902.70	0.27%	\$55,902.70	0.27%
<b>TOTAL</b>	<b>\$164,539.41</b>	<b>0.78%</b>	<b>\$164,539.41</b>	<b>0.78%</b>	<b>\$164,539.41</b>	<b>0.78%</b>

STATEMENT OF OVERRUNS AND UNDERRUNS  
ON PROJECTS APPROVED BY THE CONSTRUCTION DIVISION  
FOR FINAL PAYMENT THE MONTH OF DECEMBER, 2022

Project	County Name	Contract Amount	Amount Paid	Overrun	Underrun	Percent Overrun	Explanation of Overrun or 10% or more Underrun
NHPP-011N(113)3P	CANADIAN	\$2,009,100.70	\$1,924,140.68	\$0.00	(\$84,960.02)	0.00%	
SBR-020N(048)(047)SB	JACKSON	\$2,365,212.04	\$2,387,142.55	\$21,930.51	\$0.00	0.93%	Added abutment encasements
SBR-218C(074)SB	CRAIG	\$745,245.43	\$699,817.24	\$0.00	(\$45,428.19)	0.00%	
SSP-264F(085)PM	PUSHMATAHA	\$165,399.16	\$126,885.83	\$0.00	(\$38,513.33)	0.00%	Underrun sealer crack preparation and resin
STP-223C(019)CI	ELLIS	\$842,047.83	\$814,393.88	\$0.00	(\$27,653.95)	0.00%	
STP-272F(276)3B	TULSA	\$1,048,323.04	\$929,905.28	\$0.00	(\$118,417.76)	0.00%	Underrun two bridges joint seal and repair
STP-CRRS(020)PM	PONTOTOC	\$1,160,326.66	\$1,198,094.26	\$37,767.60	\$0.00	3.25%	Overrun paving and asphalt binder
STPG-214F(118)AG	CLEVELAND	\$443,535.00	\$443,673.50	\$138.50	\$0.00	0.03%	Overrun signs
<b>Grand Total</b>		<b>\$8,779,189.86</b>	<b>\$8,524,053.22</b>	<b>\$59,836.61</b>	<b>(\$314,973.25)</b>		Underrun traffic control



**FOR PRESENTATION AT THE COMMISSION MEETING OF FEBRUARY 6, 2023**

**AGENDA ITEM NO. 25**

**SUBJECT: PROPOSED BID OPENINGS**

**COUNTY: STATEWIDE**

**This item consists of the final March 2023 bid opening for \$103,816,503, the tentative April 2023 bid opening for \$133,078,681, and the tentative May 2023 bid opening for \$130,597,168.**

**The Department recommends Commission approval of the final March 2023, tentative April 2023, and tentative May 2023 bid openings.**

PROJECTS AWARDED			PROJECTS AWARDED		
LETTING MONTH		TOTAL	LETTING MONTH		TOTAL
JANUARY	2021	\$ 119,300,929	JANUARY	2022	\$ 105,912,002
FEBRUARY	2021	\$ 71,838,974	FEBRUARY	2022	\$ 101,892,375
MARCH	2021	\$ 115,701,751	MARCH	2022	\$ 138,078,068
APRIL	2021	\$ 50,580,966	APRIL	2022	\$ 75,343,267
MAY	2021	\$ 121,810,134	MAY	2022	\$ 70,083,891
JUNE	2021	\$ 69,249,343	JUNE	2022	\$ 115,014,901
JULY	2021	\$ 97,392,613	JULY	2022	\$ 175,682,771
AUGUST	2021	\$ 43,622,988	AUGUST	2022	\$ 227,040,779
SEPTEMBER	2021	\$ 52,452,432	SEPTEMBER	2022	\$ 279,553,047
OCTOBER	2021	\$ 100,904,729	OCTOBER	2022	\$ 203,822,994
NOVEMBER	2021	\$ 115,159,093	NOVEMBER	2022	\$ 82,714,369
DECEMBER	2021	\$ -	DECEMBER	2022	\$ 193,065,639
TOTAL		\$ 958,013,951	TOTAL		\$ 1,768,204,103

JobPiece	CD	Highway	MILES	Adv Con	Federal	State	Other	Total
32908(04)	6	US064	0.560	308,011.51	0.00	0.00	0.00	308,011.51
ALFALFA		A.D.A. PROJECTS FOR COMPLIANCE US-64: FROM W 12TH TO W 4TH ST (CHEROKEE) STP -202C (064) AD						
35169(04)	6	US064	0.580	810,475.92	0.00	0.00	0.00	810,475.92
ALFALFA		A.D.A. PROJECTS FOR COMPLIANCE US-64: FROM W 12TH TO CO RD E0190 (CHEROKEE OK) STP -202C (067) AD						
30405(04)	5	IS040B	1.900	0.00	0.00	1,640,621.89	0.00	1,640,621.89
BECKHAM		RESURFACE I-40B: BEGIN .35 MI EAST OF THE SH-6 JCT AND EXT EAST 1.9 MI. SSR -205B (106) SR						
36161(04)	5	US270	3.400	0.00	0.00	1,932,584.32	0.00	1,932,584.32
BLAINE		RESURFACE US-270 & SH-3, BEGIN 2.45 M W OF THE US-270/SH-3 JCT IN WATONGA AND EXT E 2.45 ON US-270 AND THEN EXT E ON SH-3 FOR .95 M. SSR -017N (292) SR						
33893(04)	7	US062	0.400	652,263.77	0.00	0.00	0.00	652,263.77
CADDO		A.D.A. PROJECTS FOR COMPLIANCE US-62: BEGIN 7.20 MI. E. OF JCT SH-9, EXT. N. 0.40 MILES (ANADARKO) NHPP -208N (115) AD						
32827(04)	7	SH076	0.490	316,813.60	0.00	0.00	0.00	316,813.60
CARTER		RESURFACE SH-76: FROM SH-70A WEST 0.49 MILES STP -210C (100) 3P						
35555(04)	7	SH199	7.350	0.00	0.00	4,981,000.42	0.00	4,981,000.42
CARTER		RESURFACE SH-199: FROM 0.07 MIS. E. OF SH-142, EXTEND E. 7.35 MIS. TO 0.38 MIS. E. OF US-177 SSP -210B (096) PM						
36439(04)	1	US062	0.000	0.00	0.00	651,428.95	0.00	651,428.95
CHEROKEE		SURFACE CONCRETE PAVEMENT JOINT RESEALING PROJECT ON US62/SH10 FROM 4.53 MI EAST OF THE MUSKOGEE COUNTY LINE EXT EAST 5.30 MILES MC -211B (084) MD						
34381(04)	2	US070	0.910	619,884.99	0.00	0.00	0.00	619,884.99
CHOCTAW		A.D.A. PROJECTS FOR COMPLIANCE US-70: BEGIN 3.5 MI EAST OF THE CHOCTAW/BRYAN C/L, EXTEND EAST 0.91 MI NHPP -212N (068) AD						
35152(04)	6	SH325	14.000	4,981,883.40	0.00	0.00	0.00	4,981,883.40
CIMARRON		RESURFACE SH-325: BEGIN 10 MI EAST OF NEW MEXICO S/L, EXTEND EAST 14 MILES STP -213C (035) 3P						
34346(04)	3	SH003	7.360	2,149,210.37	0.00	0.00	0.00	2,149,210.37
COAL		RESURFACE SH-3: BEGIN AT THE PONTOTOC C/L, EXTEND EAST 7.36 MI NHPP -017N (291) 3P						
35179(04)	7	SH036	0.040	0.00	0.00	2,539,734.48	0.00	2,539,734.48
COMANCHE		BRIDGE REHABILITATION SH-36 OVER PERSIMMON & E. PERSIMMON CR.; 3.7 MI. & 4.3 MI. NE OF TILLMAN CL SBR -216B (113) SB						
35553(04)	7	US062	7.900	0.00	0.00	6,836,974.56	0.00	6,836,974.56
COMANCHE		RESURFACE US-62: FROM 0.44 MIS. W. OF SH-115, EXTEND E. 7.90 MIS. SSP -216N (109) PM						
35554(04)	7	SH049	3.440	0.00	0.00	2,398,896.71	0.00	2,398,896.71
COMANCHE		RESURFACE SH-49: FROM 0.09 MIS. E. OF SH-58, EXTEND E. 3.44 MIS. TO APACHE GATE SSP -216C (110) PM						

JobPiece	CD	Highway	MILES	Adv Con	Federal	State	Other	Total
28708(04)	5	CO RD	2.000	0.00	0.00	0.00	6,548,714.80 (A)	6,548,714.80
WIDEN & RESURFACE CUSTER CO RD MAJOR COL.GRADE DRAIN SURFACE LAWTER RD.EW-101 FROM SH-54 E. 2.0 MI								
	CIRB	-220B	(084)	RB				
34320(04)	4	SH074	4.050	829,052.50	0.00	0.00	0.00	829,052.50
RESURFACE GARFIELD SH-74 FROM JCT SH-15, NORTH 6.91 MILES								
	STP	-224C	(098)	3P				
36308(04)	4	SH015	6.500	594,829.60	0.00	0.00	0.00	594,829.60
RESURFACE GARFIELD SH-74: FROM GARBER; EXTEND NORTH 6.5 MILES TO SH-15								
	STP	-224C	(103)	3P				
34320(05)	4	SH074	6.130	355,651.20	0.00	0.00	0.00	355,651.20
RESURFACE GRANT SH-74 FROM 2.85 MILES NORTH OF THE GARFIELD C/L, NORTH 3.28 MILES TO JCT US-60								
	STP	-227C	(065)	3P				
34324(04)	4	US064	10.010	767,148.50	0.00	0.00	0.00	767,148.50
RESURFACE GRANT US-64: FROM SH-132, EXTEND EAST TO US-81								
	STP	-227C	(066)	3P				
28664(04)	6	CO RD	3.130	0.00	840,909.00	0.00	4,045,323.95 (A)	4,886,232.95
GRADE,DRAIN,BRIDGE & SURFACE HARPER CO RD ON NS-198/199, BEGIN AT EW-27 AND EXTEND NORTH 3.0 MILES								
	STP	-230C	(043)	CI				
34412(04)	5	US062	0.500	546,586.00	0.00	0.00	0.00	546,586.00
A.D.A. PROJECTS FOR COMPLIANCE JACKSON US-62: FROM .7 MILES WEST OF JCT SH-34, EXTEND EAST 0.5 MILES IN EAST DUKE								
	NHPP	-020N	(054)	AD				
32997(04)	3	ENHAN	0.000	281,249.36	0.00	0.00	21,552.00 (C)	302,801.36
PEDESTRIAN / BIKE IMPROVEMENTS LINCOLN STROUD: SIDEWALK PROJECT								
	TAP	-241D	(088)	TP				
34348(04)	3	SH009	4.760	2,297,379.39	0.00	0.00	0.00	2,297,379.39
RESURFACE MCCLAIN SH-9: BEGIN AT JCT US-62, EXTEND EAST 4.76 MI								
	NHPP	-244N	(088)	3P				
34369(04)	1	US266	4.340	3,134,032.46	0.00	0.00	0.00	3,134,032.46
RESURFACE MCINTOSH US-266: BEGIN 2.67 MI EAST OF US-69 JCT, EXT EAST 4.34 MI								
	STP	-246C	(053)	3P				
35479(04)	8	US069	1.490	1,889,306.11	0.00	0.00	0.00	1,889,306.11
RESURFACE MAYES US-69: FROM 0.19 MI NORTH OF US-412, EXTEND NORTH 1.49 MI								
	NHPP	-013N	(206)	3P				
33054(04)	1	CO RD	0.040	0.00	0.00	0.00	900,000.00 (A)	900,000.00
BRIDGE & APPROACHES MUSKOGEE REPLACE CO. BR. OVER ASH CREEK NS409 CN-018 3.85 N & 5.0 W. OF US64 & US62								
	2	CIRB	-251D	(156)	RB			
24752(05)	8	SH020	0.250	3,406,032.18	0.00	851,508.05	0.00	4,257,540.23
BRIDGE & APPROACHES OSAGE SH-20: SYCAMORE CREEK , 7.9 MILE EAST OF SH-18								
	STP	-157C	(134)	PM				
34297(04)	8	US060	5.820	2,187,467.69	0.00	0.00	0.00	2,187,467.69
RESURFACE OTTAWA US-60: BEGIN 0.58 MILES EAST OF SH-125, EXTEND EAST 5.82 MI.								
	STP	-258B	(099)	3P				

JobPiece	CD	Highway	MILES	Adv Con	Federal	State	Other	Total
20331(10)	4	SH033	3.550	3,369,548.35	0.00	842,387.09	0.00	4,211,935.44
PAYNE GRADE & DRAIN SH-33: FROM 2.62 MILES WEST OF PAYNE CL, EXTEND EAST 3.62 MILES INTO PAYNE COUNTY AT THE PAVEMENT CHANGE. EARTHWORK ONLY STP -260B (058) PM								
20331(11)	4	SH033	6.900	2,790,909.38	0.00	2,790,909.38	0.00	5,581,818.76
PAYNE GRADE & DRAIN SH-33: FROM 1.0 MILE EAST OF LOGAN CL, EXTEND EAST 6.9 MILE TO THE FIVE LANE SECTION. EARTHWORK ONLY STP -260B (059) PM								
33428(04)	4	SH108	5.050	661,387.00	0.00	0.00	0.00	661,387.00
PAYNE RESURFACE SH-108: FROM MEHAN RD NORTH TO SH-51 STP -260C (053) 3P								
33794(04)	4	SH051	3.000	1,692,698.10	0.00	0.00	0.00	1,692,698.10
PAYNE RESURFACE SH-51: FROM 0.18 MILE EAST OF US-177 EAST 2.87 MILES TO FAIRGROUNDS ROAD STP -260B (052) 3P								
32927(04)	2	COBRGE	0.050	1,252,526.02	0.00	0.00	313,131.51 (A)	1,565,657.53
PITTSBURG BRIDGE & APPROACHES SPAN BRIDGE ON NS4200 (SWINGING BRIDGE RD) OVER N. JACKFORK CREEK 0.25 MI S. OF SAVAGE ROAD STP -261D (094) CI								
36456(04)	3		0.000	0.00	0.00	0.00	3,063,357.00 (D)	3,063,357.00
PONTOTOC PAVEMENT REHABILITATION PAVEMENT REHAB: SELECTED SITES WITHIN CLEET FACILITY NORTHWEST OF ADA OAP -262E (085)								
33602(06)	8	CO RD	4.660	0.00	15,251,698.30	0.00	3,812,924.58 (A) (B)	19,064,622.88
ROGERS EMERGENCY RELIEF (ER) MC# 6604C LOCATED OVER LAKE OOLAGAH. KNOWN AS WINGANON BRIDGE CAUSEWAY NBI#16640 LOCAL#14 DDIR 0523-66-01REV ER-OK17-01 ERSTP -266C (112) CI								
33454(05)	7	SH007	7.990	2,690,942.50	0.00	0.00	0.00	2,690,942.50
STEPHENS RESURFACE SH-7: FROM 15.61 MILES EAST OF US-81, EXTEND EAST 7.99 MILES NHPP -269N (078) 3P								
35559(04)	7	SH000	4.430	0.00	0.00	3,214,814.48	0.00	3,214,814.48
STEPHENS RESURFACE DUNCAN BYPASS: FROM 700' E. OF US-81, EXTEND W. & THEN N. 4.43 MIS. TO 0.50 MIS. N. OF ELK AVENUE SSP -269N (099) PM								
34370(04)	1	SH051	2.350	1,752,741.23	0.00	0.00	0.00	1,752,741.23
WAGONER RESURFACE SH-51: BEGIN 1.00 MI EAST OF SH-72 JCT, EXT EAST 2.35 MI TO CONCRETE PAVEMENT SECTION (MUSKOGEE TURNPIKE) STP -273B (081) 3P								
38 PROJECTS			GRAND-TOTALS	40,338,031.13	16,092,607.30	28,680,860.33	18,705,003.84	103,816,502.60

OTHER FUNDING CATEGORIES:

- (A) CO. IMPROVE. ROAD & BRIDGE
- (B) COUNTY FUNDS
- (C) LOCAL /CITY MATCHING FUNDS
- (D) OTHER PLACE HOLDER

PREPARED BY PROGRAMS DIVISION

JobPiece	CD	Highway	MILES	Adv Con	Federal	State	Other	Total
30467(04)	6	COBRGE	0.390	0.00	0.00	0.00	800,000.00 (A)	800,000.00
ALFALFA		BRIDGE & APPROACHES BRIDGE & APPROACHES ON NS-254 OVER DRY CREEK, 3.5 MILES WEST & 0.6 MILES SOUTH OF BURLINGTON CN 1215 CT BEAMS CIRB -202D (074) RB						
31134(04)	6	COBRGE	0.140	0.00	1,510,720.00	0.00	822,026.00 (A)	2,332,746.00
BEAVER		BRIDGE & APPROACHES BRIDGE & APPROACHES ON NS 158 OVER BEAVER RIVER, 16.0 MILES WEST & 4.6 MILES NORTH OF LAVERNE CN 155 STP -204C (041) CI						
24389(04)	2	SH078	5.000	0.00	6,838,684.13	1,709,671.03	0.00	8,548,355.16
BRYAN		GRADE, DRAIN, BRIDGE & SURFACE SH-78: FROM 4.17 MI NORTH OF ACHILLE NORTH 5.0 MI TO DURANT BYPASS STP -107C (158)						
34385(04)	7	SH152	0.070	238,647.21	0.00	0.00	0.00	238,647.21
CADDO		A.D.A. PROJECTS FOR COMPLIANCE SH-152: BEGIN 0.17 MI. W. OF JCT US-281, EXT. E. 0.07 MI. (BINGER) STP -208C (106) AD						
33421(04)	4	IS040	0.200	0.00	0.00	1,025,390.00	0.00	1,025,390.00
CANADIAN		BRIDGE REHABILITATION I-40 UNDER S. METHODIST RD. SBR -4000 (143) SB						
34418(04)	7	SH076	5.350	0.00	2,325,044.00	0.00	0.00	2,325,044.00
CARTER		RESURFACE SH-76: FROM JCT US-70, NORTH 5.35 MILES STP -210C (101) 3P						
28969(04)	1	SH010	0.310	0.00	1,317,978.40	5,271,913.60	0.00	6,589,892.00
CHEROKEE		BANK PROTECTION SH-10: APPROX. 12.4 MI NE. OF JCT SH-51. (ILLINOIS RIVER) STP -211C (069) PM						
32095(04)	1	SH010	9.990	0.00	612,155.20	153,038.80	0.00	765,194.00
CHEROKEE		LONGITUDINAL BARRIER SH-10: CABLE BARRIER SAFETY IMPROVEMENT FROM APPROX. 12 MI. NW OF TAHLEQUAH N. 10 MI. TO DELAWARE C/L IN ADAIR CO. STP -211C (071) PM						
24826(04)	6	CO RD	3.000	100,000.00	0.00	0.00	1,890,036.13 (A)	1,990,036.13
CIMARRON		RESURFACE CO RD EW-31 FROM TEXAS C/L, EXTEND 2.0 MILES WEST TO NS-53 THEN 1.0 MILE SOUTH STP -113C (060) CI						
30458(04)	7	CO RD	4.860	0.00	0.00	0.00	3,753,342.00 (A)	3,753,342.00
COMANCHE		GRADE, DRAIN & SURFACE GRADE, DRAIN AND SURFACE ON TRAIL ROAD (NS-265), FROM 0.7 MI S. OF SPENCER RD, 1.8 MI N. TO 0.1 MI N. OF EW 1590 D1 CIRB -216C (096) RB						
28530(04)	8	COBRGE	0.040	0.00	0.00	0.00	2,093,000.00 (A)	2,093,000.00
CRAIG		BRIDGE & APPROACHES CO RD(NS 429) OVER BIG CREEK APPROX 2.5 MILE SOUTH OF KANSAS S/L CIRB -218C (108) RB						
24134(13)	5		0.000	0.00	176,000.00	44,000.00	0.00	220,000.00
CUSTER		BRIDGE WATER PROOF SEAL DIVISION 5 SILANE TREATMENT (WATERPROOF SEAL, SITES TO DETERMINED) STP -220F (092) PM						
24868(09)	4	CO RD	1.030	0.00	0.00	0.00	1,600,000.00 (A)	1,600,000.00
GARFIELD		RESURFACE CO. RD. EW-40 (2416C) FROM SH-15 TO NS-305 1 MI D2 CIRB -224C (062) RB						
29873(04)	4	COBRGE	0.090	0.00	0.00	0.00	1,000,000.00 (A)	1,000,000.00
GARFIELD		BRIDGE & APPROACHES BR AND APP ON NS-295 OVER SKELETON CREEK, 8.0 MILES EAST AND 0.6 MILES SOUTH OF BISON CN 341 CT BEAMS D1 CIRB -224D (014) RB						

JobPiece	CD	Highway	MILES	Adv Con	Federal	State	Other	Total
33882(04)	7	SH007	6.470	0.00	0.00	4,480,000.00	0.00	4,480,000.00
RESURFACE								
GARVIN SH-7: FROM 4.00 MIS.E. OF CARTER C/L, EXTEND E. 6.47 MIS. TO I-35								
	SSR	-225N (112)	SR					
31221(04)	4	COBRGE	0.100	0.00	600,000.00	0.00	504,965.00 (A)	1,104,965.00
BRIDGE & APPROACHES								
GRANT BRIDGE & APPROACHES ON NS-2770 OVER SAND CREEK, 2.0 MILES WEST & 4.8 MILES SOUTH OF MANCHESTER CN 264								
	STP	-227D (061)	CI					
31123(04)	7	COBRGE	0.040	0.00	0.00	0.00	820,821.00 (A)	820,821.00
BRIDGE & APPROACHES								
JEFFERSON BRIDGE AND APPROACHES (EW-208) OVER TRIB. TO RED CREEK, 1.5 MILES SOUTH AND 5.9 MILES EAST OF RYAN								
	CIRB	-234D (064)	RB					
33553(04)	7	COBRGE	0.030	0.00	641,701.00	0.00	3,358,299.00 (A)	4,000,000.00
BRIDGE & APPROACHES								
JEFFERSON G,D,S & B FOR NBI#S 04902,04534,03396,03390,03377 ON NS-301, BEGIN APPROX 4.4 MI W., 3.0 MI N. OF SH-32/SH-89 JCT, EXTENDING N. APPROX 0.5 MI								
	STP	-234C (065)	CI					
35650(04)	3	SH001	7.950	0.00	2,800,000.00	700,000.00	0.00	3,500,000.00
RESURFACE								
JOHNSTON SH-1: FROM THE JUNCTION OF SH-199, NORTH 8.0 MI.								
	STP	-235C (074)	PM					
24787(04)	4	US060	0.100	0.00	0.00	7,900,000.00	0.00	7,900,000.00
BRIDGE REHABILITATION								
KAY US-60: OVER THE CHIKASKIA RIVER AND OVERFLOW FROM APPROX. 1.7 MILE EAST OF US-177 TO APPROX 2.9 MILE EAST OF US-177								
	SSP	-136N (154)	PM					
35675(04)	4	US060	4.170	0.00	2,400,000.00	2,600,000.00	0.00	5,000,000.00
RESURFACE								
KAY US-60: FROM 1.45 MI EAST OF US-177; EXT EAST 7.59 MI BOTH DIRECTIONS								
	NHPP	-018N (085)	PM					
32995(04)	3	ENHAN	0.000	0.00	998,742.00	0.00	1,344,688.13 (B)	2,343,430.13
PEDESTRIAN / BIKE IMPROVEMENTS								
MCCLAIN PURCELL: DOWNTOWN STREETScape								
	TAP	-244D (083)	TP					
24219(04)	2	SH003	5.090	0.00	3,181,663.14	9,544,989.42	0.00	12,726,652.56
GRADE, DRAIN & SURFACE								
MCCURTAIN SH-3: FROM JCT US-259 EXTEND WEST 5.09 MILES								
	NHPP	-245N (005)	PM					
35655(04)	4		0.000	0.00	800,000.00	200,000.00	0.00	1,000,000.00
HIGHWAY SAFETY IMPROVEMENT								
NOBLE DISTRICT 4 GUARDRAIL								
	STP	-252F (102)	PM					
32200(04)	8	COBRGE	0.030	0.00	421,939.00	0.00	105,485.00 (A)	527,424.00
BRIDGE & APPROACHES								
NOWATA CO RD NS 414 AKA OKLAHOMA STREET OVER VINEGAR CREEK APPX 3.1 MI S OF KANSAS STATE LINE AT SOUTH COFFEYVILLE APPX .2 MI E OF US169 AKA BR 18								
	STP	-253D (064)	CI					
30647(04)	4	IS240	0.100	0.00	0.00	982,946.00	0.00	982,946.00
BRIDGE REHABILITATION								
OKLAHOMA I-240: BRIDGE REHAB ON MIDWEST BLVD OVER I-240, 6.0 MILES EAST OF I-35								
	SBR	-255N (433)	SB					
35922(04)	4	CT ST	0.000	0.00	751,985.20	0.00	0.00	751,985.20
TRAFFIC SIGNALS								
OKLAHOMA MWC: CITY WIDE TRAFFIC SIGNALS 100% SAFETY CAPPED								
	STPG	-255F (563)	AG					
24752(04)	8	SH020	0.130	0.00	2,201,363.90	550,340.98	0.00	2,751,704.88
BRIDGE & APPROACHES								
OSAGE SH-20: OVER GRAY HORSE CR APPROX. 1.6 MILE EAST OF SH-18								
	STP	-157C (133)	PM					

JobPiece	CD	Highway	MILES	Adv Con	Federal	State	Other	Total
27084(04)	8	SH020	0.300	0.00	1,125,980.83	5,775,926.61	0.00	6,901,907.44
OSAGE		BRIDGE & APPROACHES SH-20: BUG CREEK, 11.5 MI EAST OF JCT. SH-18						
	STP	-257C	(074)	PM				
35134(04)	8	US060	7.820	0.00	2,200,000.00	0.00	0.00	2,200,000.00
OSAGE		RESURFACE US-60: FROM 13.26 MILES EAST OF THE KAY COUNTY LINE, EXTEND EAST 7.82 MILES						
	NHPP	-257N	(092)	3P				
31076(04)	8	US064	0.200	0.00	681,781.94	170,446.36	0.00	852,228.30
PAWNEE		BRIDGE REHABILITATION US-64: AT KEYSTONE RD, LOCATED 19.5 MILES EAST OF SH-99						
	NHPP	-259N	(071)	PM				
33422(04)	4	US177	0.100	0.00	0.00	900,000.00	0.00	900,000.00
PAYNE		BRIDGE REHABILITATION US-177 OVER STILLWATER CREEK, APPROX 1.2 MILES SOUTH OF SH-51 JCT						
	SBR	-260N	(071)	SB				
22973(21)	3		0.000	0.00	0.00	150,000.00	0.00	150,000.00
PONTOTOC		BRIDGE WATER PROOF SEAL DIVISION 3: BRIDGE WATER PROOFING SEAL (SILANE)						
	SSP	-262F	(083)	PM				
23285(14)	3		0.000	0.00	0.00	600,000.00	0.00	600,000.00
PONTOTOC		JOINT SEAL/REPAIR DIVISION 3: BRIDGE JOINT SEAL/REPAIR PROJECTS						
	SSP	-262F	(082)	PM				
35175(04)	3	SH001	0.260	0.00	833,400.00	0.00	0.00	833,400.00
PONTOTOC		A.D.A. PROJECTS FOR COMPLIANCE SH-1: FROM 10TH STREET IN ROFF, EAST 0.3 MILES TO 6TH ST						
	STP	-262C	(084)	AD				
23144(18)	2		0.000	0.00	0.00	53,000.00	0.00	53,000.00
PUSHMATAHA		BRIDGE WATER PROOF SEAL DIVISION 2: DIVISION WIDE SILANE PROJECTS (BRIDGE WATERPROOFING SEAL)						
	SSP	-264F	(099)	PM				
30074(04)	5	COBRGE	0.260	0.00	0.00	0.00	2,500,000.00	2,500,000.00
ROGER MILLS		BRIDGE & APPROACHES BRIDGE AND APPROACHES ON NS-171.5 OVER CANADIAN RIVER, 1.0 MI W & 4.5 MI N OF DURHAM						
	CIRB	-265C	(028)	RB			(A)	
35661(04)	3	SH059	5.320	0.00	800,000.00	200,000.00	0.00	1,000,000.00
SEMINOLE		RESURFACE SH-59: FROM THE JUNCTION OF SH-99, EAST 5.3 MILES						
	STP	-267C	(099)	PM				
35661(08)	3	SH059	4.980	0.00	960,000.00	240,000.00	0.00	1,200,000.00
SEMINOLE		RESURFACE SH-59: FROM 5.3 MILES EAST OF SH-99, EAST 5.0 MILES						
	STP	-267C	(100)	PM				
29781(04)	1	SH101	0.380	0.00	2,196,340.80	549,085.20	0.00	2,745,426.00
SEQUOYAH		BRIDGE & APPROACHES SH-101: OVER POLECAT CREEK, 3.11 MILES EAST OF SH-64B JCT.						
	STP	-268C	(088)	PM				
30078(07)	7		0.000	0.00	280,000.00	70,000.00	0.00	350,000.00
STEPHENS		BRIDGE WATER PROOF SEAL DIVISION 7: BRIDGE WATER PROOF SEAL						
	STP	-269F	(100)	PM				
33539(04)	7	COBRGE	0.000	0.00	533,505.00	0.00	1,639,286.00	2,172,791.00
STEPHENS		BRIDGE & APPROACHES CO BR (EW-169) OVER SANDY BEAR CREEK, 3.5 MILES WEST AND 4.0 MILES SOUTH OF JCT SH-76/SH-29						
	STP	-269C	(098)	CI			(A)	

JobPiece	CD	Highway	MILES	Adv Con	Federal	State	Other	Total
26505(04)	8	SH051	0.620	0.00	17,164,502.99	0.00	0.00	17,164,502.99
TULSA		GRADE, DRAIN & SURFACE SH-97: FROM 500' SOUTH OF MORROW DRIVE EXTEND NORTH TO 2ND STREET						
	STP	-172B	(461)	PM				
30368(04)	8	US064	0.100	0.00	0.00	1,428,159.64	0.00	1,428,159.64
TULSA		BRIDGE REHABILITATION US-64: OVER 25TH WEST AVE NORTH AND SOUTHBOUND, 13.8 MILES SE OF OSAGE CO.						
	SSP	-272N	(374)	PM				
33800(04)	8	IS444	0.040	0.00	0.00	2,000,000.00	0.00	2,000,000.00
TULSA		BRIDGE REHABILITATION I-444: W.B. RAMP OVER I-244						
	SBR	-4440	(012)	SB				
36426(04)	8	IS044	0.050	0.00	0.00	300,000.00	0.00	300,000.00
TULSA		BRIDGE REPAIR SH-51: BRIDGE VEHICLE IMPACT DAMAGE REPAIRS SH-51 OVER S 145TH E. AVE, STRUCTURE 7280 1070 X, NBI 27147						
	SAP	-015N	(035)	ES				
29822(04)	6	COBRGE	0.100	0.00	662,006.00	0.00	165,501.00	827,507.00
WOODS		BRIDGE & APPROACHES BR & APP ON NS-250 OVER SAND CREEK, 5.0 MILES EAST AND 12.2 MILES SOUTH OF JCT US-64/US-281 CN 255 CT BEAMS						
	STP	-276D	(057)	CI			(A)	
28460(04)	6	COBRGE	5.020	0.00	0.00	0.00	7,728,183.00	7,728,183.00
WOODWARD		GRADE, DRAIN & SURFACE CO RD ON EW-51, BEGIN AT SH-34 AND EXTEND 5.0 MILES WEST TO NS-201						
	CIRB	-277C	(053)	RB			(A)	
48 PROJECTS			GRAND-TOTALS	338,647.21	55,015,493.53	47,598,907.64	30,125,632.26	133,078,680.64

OTHER FUNDING CATEGORIES:

- (A) CO. IMPROVE. ROAD & BRIDGE
- (B) LOCAL /CITY MATCHING FUNDS

PREPARED BY PROGRAMS DIVISION



JobPiece	CD	Highway	MILES	Adv Con	Federal	State	Other	Total
17668(04)	6	SH008	4.000	0.00	3,000,000.00	6,000,000.00	0.00	9,000,000.00
ALFALFA		GRADE, DRAIN, BRIDGE & SURFACE SH-8: BEGIN AT THE MAJOR C/L, EXTEND NORTH 4.0 MILES						
	SSP	-102B	(016)	PM				
27901(04)	4	SH152	5.000	0.00	6,500,000.00	6,500,000.00	0.00	13,000,000.00
CANADIAN		GRADE, DRAIN & SURFACE SH-152: FROM US-81 IN UNION CITY, EXTEND EAST 5.0 MI. TO BANNER RD.						
	STP	-209C	(095)	PM				
27901(09)	4	SH152	5.000	0.00	6,500,000.00	6,500,000.00	0.00	13,000,000.00
CANADIAN		GRADE, DRAIN & SURFACE SH-152: FROM BANNER RD. EAST, EXTEND 5.0 MI. TO CEMETERY RD. IN MUSTANG.						
	STP	-209C	(096)	PM				
31208(04)	4	COBRGE	0.070	0.00	360,000.00	0.00	90,000.00	450,000.00
CANADIAN		BRIDGE & APPROACHES CO BR OVER UNNAMED CREEK ON EW-1050 (JENSEN RD) & S WALBAUM RD APPROX 4 MI E OF COUNTY LINE AND 2.75 MI S OF I-40						
	STP	-209D	(099)	CI			(A)	
34752(04)	4	SH066	0.500	0.00	467,539.20	0.00	0.00	467,539.20
CANADIAN		INTERSECT MODIF SH-66: INTERSECTION MODIFICATION [AT BANNER ROAD]						
	HSIPG	-209C	(097)	TR				
27101(04)	1	SH082	6.040	0.00	20,000,000.00	20,000,000.00	0.00	40,000,000.00
CHEROKEE		GRADE, DRAIN, BRIDGE & SURFACE SH-82: BEGIN 1.4 MI. S OF US-62/SH-51 JCT, EXT. NW TO SH-82/ W. 710 RD JCT						
	STP	-211C	(085)	PM				
30473(04)	8	COBRGE	0.150	0.00	282,000.00	0.00	390,000.00	672,000.00
CREEK		BRIDGE & APPROACHES CO RD (D3722 AKA W73RD ST) OVER TRIB TO LITTLE SALT CREEK APPX 3.75 M N AND 0.1 MI E OF JCT SH 33/SH 48						
	STP	-219D	(109)	CI			(A)	
33826(04)	8	SH097	3.210	0.00	2,777,320.00	723,760.00	0.00	3,501,080.00
CREEK		SAFETY IMPROVEMENT SH-97: FROM 91ST STREET TO 51ST STREET (SAFETY IMPROVEMENTS)						
	NHPP	-219N	(094)	PM				
34115(04)	2	ENHAN	0.000	0.00	154,818.77	0.00	64,840.00	219,658.77
LATIMER		PEDESTRIAN / BIKE IMPROVEMENTS CITY OF WILBURTON: SIDEWALKS ON BLAIR ST. FROM NW 2ND ST. TO NE 4TH ST.						
	TAP	-239D	(043)	TP			(B)	
34441(04)	3	CTBRGE	0.320	0.00	1,490,000.00	0.00	298,000.00	1,788,000.00
LINCOLN		BRIDGE & APPROACHES BRIDGES AND APPROACHES (LN 16A + 16B) OVER DEEP CREEK ON EW075 APPROX. 1.25 MI EAST OF SH-18						
	STP	-241C	(094)	CI			(A)	
28987(04)	1	US064	1.770	0.00	2,880,000.00	720,000.00	0.00	3,600,000.00
MUSKOGEE		WIDEN & RESURFACE US-64: FROM MUSKOGEE TURNPIKE, EXTEND EAST 1.82 MILE						
	STP	-251C	(137)	PM				
24237(09)	4		0.000	0.00	1,200,000.00	300,000.00	0.00	1,500,000.00
NOBLE		JOINT SEAL/REPAIR DISTRICT 4 - JOINT SEAL/REPAIR						
	STP	-252F	(099)	PM				
33273(04)	4	ENHAN	0.000	0.00	600,000.00	0.00	2,300,000.00	2,900,000.00
OKLAHOMA		PEDESTRIAN / BIKE IMPROVEMENTS OKLAHOMA CITY: TRAIL ALONG SW 8TH FROM EASTERN AVE TO GRAND BLVD TRAIL						
	TAP	-255D	(594)	AG			(B)	
35386(06)	4	OTA	0.000	0.00	0.00	1,000,000.00	0.00	1,000,000.00
OKLAHOMA		ITS CONSTRUCTION OTA CCTV PROJECT 2023 TURNPIKE VARIOUS LOCATIONS						
	SSP	-255F	(580)	IT				

JobPiece	CD	Highway	MILES	Adv Con	Federal	State	Other	Total	
36349(04)	4	SH066	0.260	0.00	960,000.00	240,000.00	0.00	1,200,000.00	
OKLAHOMA		INTERSECT MODIF SH-66 BEGINING AT REDMON AVE. EXT W. TWO BLOCKS TO ASBURY DR. IN BETHANY							
	NHPP	-255N	(604)	PM					
28968(04)	4	SH018	6.500	0.00	7,000,000.00	7,000,000.00	0.00	14,000,000.00	
PAYNE		WIDEN & RESURFACE SH 18: FROM 2.0 MILES N. OF SH-33, EXTEND N. 6.5 MIS. TO SH-51.							
	STP	-260C	(086)	PM					
29740(04)	2	SH063	0.700	0.00	2,440,406.40	610,101.60	0.00	3,050,508.00	
PITTSBURG		GRADE,DRAIN,BRIDGE & SURFACE SH-63: BEGIN 3.6 MILES EAST OF US-69 AND EXTEND .70 MILES EAST							
	STP	-261C	(120)	PM					
34467(04)	3	COBRGE	0.480	0.00	524,000.00	0.00	131,000.00	655,000.00	
POTTAWATOMIE		BRIDGE & APPROACHES BRIDGE AND APPROACHES OVER SOUTH DEER CREEK ON EW 114 APPROX 2 MI S OF DALE . LN 44							
	STP	-263D	(099)	CI			(A)		
35105(04)	3	US177	4.820	0.00	1,100,000.00	0.00	0.00	1,100,000.00	
POTTAWATOMIE		RESURFACE US-177: BEGIN APPROX. 0.68 MI N OF THE I-40 JCT, EXT NORTH APPROX. 4.82 MI TO THE LINCOLN C/L							
	STP	-263B	(098)	3P					
29530(04)	5	SH152	4.200	0.00	6,454,044.00	2,939,338.00	0.00	9,393,382.00	
ROGER MILLS		WIDEN, RESURFACE & BRIDGE SH-152: BEGIN AT THE TEXAS S/L AND EXTEND EAST TO THE SH-30 JUNCTION.							
	STP	-265C	(023)	PM					
35120(08)	8	US075	0.400	0.00	6,000,000.00	1,500,000.00	0.00	7,500,000.00	
TULSA		GRADE,DRAIN,BRIDGE & SURFACE US-75: AT 141ST STREET 1 MILE NORTH OF SH-67.							
	NHPP	-014N	(131)	PM					
35086(04)	1	SH051	0.200	0.00	0.00	1,600,000.00	0.00	1,600,000.00	
WAGONER		BRIDGE REHABILITATION DIVISION WIDE MULTIPLE LOCATION FLOODCOAT AND SUBSTRUCTURE REPAIR							
	SBR	-273B	(098)	SB					
35328(06)	9	OTA	0.000	0.00	0.00	1,000,000.00	0.00	1,000,000.00	
STATEWIDE		ITS CONSTRUCTION OTA DMS PROJECT 2023 TURNPIKE VARIOUS LOCATIONS							
	SSP	-299S	(329)	IT					
23 PROJECTS				GRAND-TOTALS	0.00	70,690,128.37	56,633,199.60	3,273,840.00	130,597,167.97

OTHER FUNDING CATEGORIES:

- (A) CO. IMPROVE. ROAD & BRIDGE
- (B) LOCAL /CITY MATCHING FUNDS

PREPARED BY PROGRAMS DIVISION

**FOR PRESENTATION AT THE COMMISSION MEETING ON FEBRUARY 6, 2023**

**AGENDA ITEM NO: 26**

**SUBJECT: Emergency Declaration for NBI 17207, Structure No. 4405 1038WX and NBI 17208, Structure 4405 1038EX - I-35 southbound and I-35 northbound over SH-39 near the City of Purcell – McClain County – District 3**

On January 12th, 2023, both bridge structures were struck by a vehicle traveling underneath I-35 on SH-39 causing damage to five of the five beam lines on each bridge. The impact to the three outside beam lines on each bridge is significant and as a result has affected the load carrying capacity on I-35 above.

Immediately upon notification of the impact, District 3 staff mobilized to shift I-35 traffic away from the outside lanes and shoulders of both bridges. District staff, along with ODOT Bridge Division performed a hands-on inspection of the damage and determined the best short-term course of action was to leave the I-35 lanes closed until repairs are made.

In accordance with Title 61 of the Oklahoma Statutes, Section 130 and the Oklahoma Administrative Code, Section 730:1-5-1(4), I declare that an emergency exists which impairs the safety of the traveling public and I authorize the Department to issue an emergency contract for repairing these structures including all associated traffic costs. The estimated cost is \$750,000.00

**FOR INFORMATION ONLY**

**FOR PRESENTATION AT COMMISSION MEETING OF FEBRUARY 6, 2023**

**AGENDA ITEM NO.: 27**

**SUBJECT: Amendments to Department Administrative Rules as required pursuant to the Administrative Procedures Act, 75 O.S. §303**

The following rule amendments requested for approval are referenced and have been included in the Commission Materials associated with this Agenda Item.

**a) Approval to Add New Chapter 50. Size and Weight Permit Rules; OAC Rules 730:50-1-1 through 730:50-9-1 with Attached Appendix A.**

The proposed rulemaking action is needed because HB 4008 from the 2022 Legislative Session moved the size and weights permit program outlined in Title 47 O.S. §14-101 to §14-126 from the Department of Public Safety to the Department of Transportation. These forty-one new rules are replacing and updating the existing size and weight rules of DPS and ODOT that have become outdated. These new rules will also combine and consolidate all size and weight rules under one Chapter so the Department can administer the size and weight permit program in accordance with HB 4008 mandates.

**b) Approval to Revoke the OAC Rule No.: 730:1-5-5. Collection of damage claims**

The proposed rulemaking action is needed to eliminate a rule that is no longer necessary or required to be an administrative rule and will bring the Department's processes and procedures up to date with current practices.

**c) Approval to Revoke Rules, OAC Rule No.: 730:30-9-2 through 730:30-9-16 and Appendix C, D & E.**

The proposed rulemaking action revokes all of Chapter 30, Subsection 9 in Title 730, which contains fifteen rules and three appendixes regarding the size and weight permit program that were used by the Department prior to the passage of HB 4008 by the Oklahoma Legislature in 2022. These rules need to be revoked to prevent duplication with new Chapter 50 Size and Weight rules that have been proposed above in part a). This rule-making action will bring the Department's rules up to date and in accordance with current Department processes and procedures that are required by recently passed legislation.

- d) Approval to Revoke the Highway Construction Materials Technician Certification Board Rules, Title 318, Chapter 1, OAC Rule No.: 318-1-1-1 through 318:1-1-6; Title 318, Chapter 10, OAC Rule No. 318:10-1-1 through 318:10-1-11; and Title 318 Chapter 20, OAC Rule No. 318:20-1-1 through 318:20-1-16.**

The proposed rule-making action revokes Chapter 1, 10 and 20 of Title 318, which contains thirty-three rules. Revocation of these rules is necessary because the legislature in 2022 passed HB 1229, which repealed the statutes governing and creating the Highway Construction Materials Technician Certification Board. These rules require revocation to prevent confusion now that the Department of Transportation is statutorily responsible for this program due to the Board being disbanded on Nov. 1, 2022.

- e) Approval to Amend the OAC Rule No.: 730:1-5-2. Personnel policies.**

The proposed rule-making action is needed to bring this rule up to date and in accordance with current Department processes and procedures and legislative changes to Civil program names.

- f) Approval to Amend the OAC Rule No.: 730:30-3-2. Standard specifications.**

The proposed rule-making action is needed to bring this rule up to date and in accordance with current Department processes and procedures. More specifically, the rule needs to be changed so that it references the correct and most up to date version of the "Standard Specifications for Highway Construction."

- g) Approval to Amend the OAC Rule No.: 730:35-1-4. Maintenance responsibilities and 730:35-7-3. Traffic Control Responsibilities**

The proposed rule-making action is needed to bring these rules up to date and in accordance with current law and Department processes and procedures. The amendments remove language that is unnecessary and impeding the Department's ability to fund installation of certain traffic sign devices.

- h) Approval to Amend the OAC Rules No.: 730:35-13-1. Freeway Signage Supplement Guide Signs; 730:35-13-2. Criteria and limitations for traffic generator signs; 730:35-13-3. Traffic generators that do not normally warrant signing; and 730:35-13-4. Tourist Oriented directional signs (TODS) with revoked Appendixes D, E & F.**

The proposed rulemaking action is to bring these four traffic sign rules into compliance with existing law and to remove unnecessary and outdated language so that the Department will have more discretion to assist municipalities with traffic device installation.

- i) Approval to Amend the OAC Rules No.: 730: 45-1-3. Administration and 730:45-1-4. Use of funds.**

The proposed rulemaking action is to bring these two rules up to date with statutory changes that have renamed the Department's program to the Office of Mobility and Public Transit Division. The amendments also clarify how the program funds may be used.

# AMENDMENTS TO DEPARTMENT ADMINISTRATIVE RULES

AGENDA ITEM NO. \_\_\_\_\_

- a) **Approval to Add New Chapter 50. Size and Weight Permit Rules; OAC Rules 730:50-1-1 through 730:50-9-1 with Attached Appendix A.**

## **SUBCHAPTER 1. GENERAL PROVISIONS**

### **730:50-1-1. Purpose**

(a) The Department of Transportation issues permits for oversize, overweight vehicles. The purpose of this chapter is to set forth the guidelines and procedures for obtaining size and weight permits. Through the process of granting oversize and overweight vehicle permits, it is the intent of the Oklahoma Transportation Department to ensure, to the greatest extent possible, that the traveling public is protected from potential traffic hazards and the public interest and investment in state owned transportation facilities are protected through meaningful control of vehicle sizes and weights exceeding statutory limitations while providing adequate eligibility to permit, where in the public interest, the non-routine movements of oversize and/or overweight vehicles.

(b) For purposes of this chapter, the term "oversize, overweight" shall mean oversize or overweight or both oversize and overweight.

### **730:50-1-2. Applicability; adoption by reference**

(a) Permits authorizing the movement of oversize, overweight vehicles upon all public-roads and highways within the State of Oklahoma are issued in harmony with the Size, Weight and Load laws contained in Title 47, Oklahoma Statutes, Chapter 14, and the rules in this Chapter.

(b) This Chapter shall apply to all public roads and highways of this state which are subject to the permit provisions of the Oklahoma Statutes, and which direct the Executive Director of the Department of Transportation in the issuance of such permits. The provisions of this Chapter pertain to all routes of the State Highway System including, without limitation, the Dwight D. Eisenhower National System of Interstate and Defense Highways and all toll facilities (turnpikes) carrying an Interstate Highway, US Highway or State Highway designation, and such other roads, streets, or public ways as the Director of the Department of Transportation shall deem appropriate.

### **730:50-1-3. Permit parameters**

A permit, when issued by the Executive Director of the Department of Transportation in accordance with the laws of the State of Oklahoma and provisions of this Chapter shall, subject to the conditions and restrictions of the law and these rules, constitute the limited written permission of the State of Oklahoma for the movement of a specific vehicle and/or load within the State which exceeds any size or weight limitations of Title 47 O.S. 2021, Chapter 14 and any lawful amendments thereto, or, with regard to the Dwight D. Eisenhower National System of Interstate and Defense Highways, exceeds any of the provisions of Title 23 U.S.C., Section 127 or associated federal regulations.

## **SUBCHAPTER 3. SIZE AND WEIGHT PERMIT DEFINITIONS, APPLICATION PROCESS AND LIABILITIES**

### **730:50-3-1. When a permit is required**

A permit is required when a vehicle or load which exceeds legal size or weight limits, or both, is to be moved upon the roads and highways of this state. [47 O.S. §14-101 et seq.]

### **730:50-3-2. A permit is a legal document, permit types**

(a) Permit defined. A permit is a legal document authorizing the permittee to move a vehicle or load, which is oversize, overweight, or both, upon the public roads and highways of this state when the route constitutes the safest practical routing.

A permit, subject to the conditions and restrictions of the law and these rules, constitutes the



limited written permission of the State of Oklahoma for the movement of a specific vehicle and/or load which exceeds any size or weight limitations of Title 47 O.S. 2021, Chapter 14 and any lawful amendments thereto, or, with regard to the Dwight D. Eisenhower National System of Interstate and Defense Highways, exceeds any of the provisions of Title 23 U.S.C., Section 127 or associated federal regulation. The permit shall be carried in the driver's possession and consist of:

- (1) the information furnished by the applicant contained in the permit,
- (2) the conditions and restrictions stated in the permit, and
- (3) the applicable provisions of this Chapter, Oklahoma law, or any combination of provisions.

(b) Annual permits. Annual permits, as authorized by 47 O.S. §14-101 et seq. and this Chapter, shall be on a form and in a manner prescribed by the Executive Director of the Department of Transportation. Annual permits shall comport to 23 U.S.C. §127 for interstate applications, and to other state statutes relating to size and weight of vehicles and combinations of vehicles, and to the provisions of this Chapter for all roads and highways of this state. Annual permits shall be for a duration of one calendar year from the date of issuance. Annual permits for the movement of vehicles, loads, or both which exceed the size or weight provisions, or both, of 47 O.S. §14-101 et seq., but do not exceed the provisions of this Chapter or state statutes relating to maximum allowable permit limits, shall be applied for and issued, using the procedures established in this Chapter, through the Size and Weight Permit Division of the Department of Transportation. Annual permits shall not be restricted to non-divisible vehicles or loads and shall be specific to the towing vehicle of any vehicle operating as a combination of vehicles.

- (1) Fees for annual permits shall be in accordance with the fee schedule contained in 47 O.S. §14-101 et seq. and will be published on the Department of Transportation website.
- (2) Annual permits shall be subject to suspension, revocation or cancellation by the Executive Director of the Department of Transportation or an authorized representative upon due process, as outlined in this Subchapter.

(c) Single trip permits. Single trip permits, as authorized in OAC 730:50-5-3(2) of this Chapter, shall be on a form and in a manner prescribed by the Executive Director of the Department of Transportation. Single trip permits shall be applied for and issued, using the procedures established in this Chapter, through the Size and Weight Permit Division of the Department of Transportation. All single trip permits shall comport to this Chapter and related state statutes and shall be for a duration of up to, but not to exceed, five (5) consecutive calendar days. Single trip permits shall be issued for non-divisible vehicles or loads, as defined in 23 C.F.R. § 658, which exceed the provision of state statutes but do not exceed the provisions of this Chapter or state statutes relating to maximum allowable permit limits. All or any permits may be revoked by any duly qualified law enforcement officer of the Department of Public Safety or an authorized employee the Department of Transportation after having identified any violation of any of the provisions of the permit. The revocation shall be final, and no further movement of the vehicle or load shall be authorized until the vehicle or load is authorized by a proper permit.

(d) Multi-trip oversize permits. A multi-trip oversize permit may be issued for a specific motor vehicle, which can be identified by a vehicle identification number or serial number, for movement as set forth in this Chapter at 730:50-5-6(a)(1) and (j).

(e) Annual envelope vehicle permit. An annual envelope vehicle permit shall be issued by the Department of Transportation in conformity with the requirements of this subchapter in addition to the provisions set forth in 730:50-5-13:

- (1) An annual envelope permit shall not be used in conjunction with any other permit.

(2) An annual envelope permit shall be void if used for the movement of houses or modular or manufactured homes.

(3) An annual envelope permit shall be void if laminated.

(4) Reasonable access to and from terminals for fuel, food, repairs and rest shall not exceed five (5) statute miles from the roadways authorized by the Oklahoma Department of Transportation.

(6) A vehicle being moved under an envelope permit shall not be moved on turnpikes except on non-interstate turnpikes. Non-interstate turnpikes are:

(A) Indian Nation

(B) Cimarron

(C) Cherokee

(D) Chickasaw

(E) Creek

(F) Muskogee

(G) Kilpatrick

(H) Kickapoo

(7) The operator of a vehicle in excess of nine (9) feet and six (6) inches in width which is moving under an envelope permit shall use a valid PikePass or use PlatePay to travel on any turnpike listed in paragraph (6).

(f) Special over-height trailer permit for limited travel.

A Special Over-height Trailer Permit for Limited Travel (SOTPLT), in accordance with 47 O.S. § 14-103(B)(1), shall be issued in a manner and on a form prescribed by the Executive Director of the Department of Transportation.

(1) An SOTPLT shall be for a duration as determined by the Executive Director of the Department of Transportation, but under no circumstance shall the permit exceed one (1) calendar year.

(A) The fee for a single trip SOTPLT shall be Forty Dollars (\$40.00) and shall be nonrefundable.

(B) The fee for a thirty (30) day SOTPLT shall be Five Hundred Dollars (\$500.00) and shall be nonrefundable.

(C) The fee for a one (1) year SOTPLT shall be Two Thousand Dollars (\$2000.00) and shall be nonrefundable.

(2) An SOTPLT shall not be restricted to non-divisible loads and shall be specific to the trailer being permitted.

(3) In addition to these requirements:

(A) An SOTPLT shall not be used in conjunction with any other permit.

(B) A trailer being moved under an SOTPLT shall not access nor be moved on any part of the National System of Interstates and Defense Highways or four-lane divided Federal Aid Primary System Highways, state highways or turnpikes.

(4) An SOTPLT shall comply with 730:50-5-18(b)(3), unless otherwise waived by the Executive Director of the Department of Transportation.

(5) An SOTPLT applicant shall submit a detailed application to the Executive Director of the Department of Transportation containing:

(A) Physical features of the route, including but not limited to:

(i) applicable speed limits,

(ii) specifications and description of any bridges,

(iii) infrastructure,

- (iv) public or private utility overhead wire lines,
- (v) traffic control devices,
- (vi) road signage, and
- (vii) any potential for pedestrian traffic.
- (B) The duration of time the SOTPLT permit is needed.
- (C) Trailer information including, but not limited to, VIN, tag number, height and specifications of the trailer.
- (D) A certification from the permittee stating the permittee has contacted the effected City Street Department and/or County Commissioner and referenced any possible restrictions or obstacles within their jurisdiction that may impact the permittee's ability to travel.
- (g) Any violation of any part of this section shall result in the permit being voided.
- (h) Prima facie evidence. Undertaking the movement of the vehicles and loads specified in the permit is deemed prima facie evidence of an unequivocal allegation that the permit is accepted by the permittee. Acceptance of the permit by the permittee will be deemed prima facie evidence of an unequivocal allegation by the permittee that:
  - (1) Permittee is in compliance with all operational requirements;
  - (2) All dimension and weight limitations specified in the permit will not be exceeded;
  - (3) All operation, registration, and license requirements have been met;
  - (4) All financial responsibility obligations and other legal requirements have been met. The permittee assumes all responsibility for injury to any person or for damage to public or private property, including the permittee's own, or to the load being transported, caused directly or indirectly by the transportation of vehicles and loads authorized under the permit.

### **730:50-3-3. Requesting, obtaining, and paying for a permit**

- (a) Requesting and obtaining a permit. A permit shall be applied for and obtained from the Size and Weight Permit Division of the Department of Transportation, by contacting a permit office either in person, by telephone, or from the Department of Transportation website. A permit for movement of a manufactured home shall be applied for and obtained in accordance with 68 O.S. §2813 and 47 O.S. §14-103D. The permit office shall make a determination as to whether the permit can be issued based upon the size of load, weight of load, the route to be traveled, the clearance of overhead structures, weather conditions, and traffic conditions.
- (b) In-person permit application. All permit offices are open Monday through Friday, except on state holidays. Location and office hours of permit offices are.:
  - (1) Oklahoma City (main office), 200 N.E. 21<sup>st</sup> Street, Oklahoma City, OK 73105 Office hours: 8:00 a.m. to 12:00 p.m. (noon) and 1:00 p.m. to 4:00 p.m.
  - (2) Offices at Oklahoma Highway Patrol district headquarters:
    - (A) Enid, 5725 West Garriott Road. Office hours: 8:00 a.m. to 12:00 p.m. (noon) and 1:00 p.m. to 4.00 p.m.
    - (B) Tulsa, 9191 East Skelly Drive. Office hours: 8:00 a.m. to 12:00 p.m. (noon) and 1:00 p.m. to 4:00 p.m.
  - (3) Field Offices:
    - (A) Elk City, Merritt Road at the west junction of U.S. Highway 66 and State Highway 6. Office hours: 8:00 a.m. to 12:00 p.m. (noon), and 1:00 p.m. to 4:00 p.m.
    - (B) Woodward, 2411 Williams Ave. Suite 112A. Office hours: 8:00 a.m. to 12:0 p.m. (noon), and 1:00 p.m. to 4:00 p.m.
- (c) Telephone permit application. Telephone applications may be made by calling 405-425-7012

Monday through Friday, except on state holidays, between 8:00 a.m. to 12:00 p.m. (noon) and 1:00 p.m. to 4:30 p.m.

(d) Website permit application. Website applications may be made through [oklahoma.gov/odot/size-and-weight.html](http://oklahoma.gov/odot/size-and-weight.html).

(e) Payment for a permit. Payment for a permit is to be made by one of the following methods:

(1) Cash (exact change is required). Please do not mail cash.

(2) Certified cashier's check. Make checks payable to "Oklahoma Department of Transportation."

(3) Money order. Make money orders payable to "Oklahoma Department of Transportation."

(4) Personal or company check. Make checks payable to "Oklahoma Department of Transportation." If a personal or company check is not honored by the bank upon which it is drawn, the Department of Transportation reserves the right to refuse all further checks from the person or company who issued the check.

(5) Credit card. Discover, MasterCard, American Express or Visa will be accepted for payment.

(6) Monthly billing account. [See 730:50-3-4 regarding establishing monthly billing accounts.]

#### **730:50-3-4. Establishing a monthly billing account**

The Size and Weight Permit Division may authorize monthly billing accounts for individuals, companies, and corporations to defer payment of special permits issued for oversize and overweight vehicles. A monthly billing account will be established in accordance with the following provisions:

(1) Posting of bond.

(A) A bond must be posted in an amount sufficient to cover the monthly billing. The minimum amount of such bond shall be Five Thousand Dollars (\$5,000.00).

(B) The bonding company must be approved by the Oklahoma Insurance Commissioner to do business in Oklahoma and maintain such approval during the term of the bond.

(C) The bond must be on a form prepared by the Department of Transportation. The completed original form must be submitted to the Department of Transportation for final approval. The form may be obtained by contacting the Size and Weight Permit Division of the Department of Transportation.

(D) The surety company must notify the Department of Transportation by written notice a minimum of thirty (30) days prior to cancellation or reduction of the amount of coverage and state the effective date of the change in coverage. The surety company shall send the notice by certified mail to the Size and Weight Permit Division.

(E) It is the responsibility of the company holding the bond to give the monthly billing account number only to persons qualified to use the account. Establishing an account implies full agreement to the terms of the account and any related activities thereof. Sharing your password with anyone, is a violation of our agreement, as it may compromise the account holder's confidential information and could result in outside charges on your account for which you will be responsible and liable. The charges incurred on your account are the responsibility of the owner as described in the profile, no matter who makes the actual charge. Once the bond has been approved by the Department of Transportation, notification of the monthly billing account number will be given. Information concerning accounts may be obtained by calling (405) 522-9004 or 405-522-2290.

(2) Payment of account. Each monthly billing account will be invoiced at the first of each month. Payment must be received by the Department of Transportation at 200 N.E. 21<sup>st</sup> Street, Oklahoma City, OK, 73105 by the fifteenth (15th) day of the invoice month. Accounts which are not paid will not be issued permits until the account is paid. Accounts not paid by the twenty-second (22nd) day of the invoice month can no longer purchase permits regardless of payment method. Accounts not paid by the first (1st) of the following month will be sent to the bonding company for collection. The Department of Transportation may close any account for which the deferred payment is habitually delinquent.

**730:50-3-5. Assumption of liability and responsibility for damages to public facilities by permittee**

(a) The driver, owner, operator, and any person, firm, or corporation causing or responsible for any vehicle being on any public road, street, or highway of this state operating under the limited authority of an oversize, overweight or other special permit shall, by operation of the vehicle under such permit, assume full and absolute responsibility for any damage to any road, street, highway, bridge, overpass, pavement, or other transportation facility.

(b) The issuance of an oversize or overweight permit shall, under no circumstances, be considered or construed to be a warranty, either express or implied, or a representation in any form by the State of Oklahoma or any agency or political subdivision of the State that any road, street, highway, or bridge provides adequate support or clearance for the permitted load or vehicle. No permit shall be valid except in strict conformance with the conditions precedent of this provision and all provisions contained in the permit. The Executive Director of the Department of Transportation shall provide, on the face of each permit as determined by the Executive Director, notice of these conditions precedent for the use of the permit.

**SUBCHAPTER 5. SIZE AND WEIGHT PERMIT LOAD**

**730:50-5-1. Conditions and restrictions**

The following conditions and restrictions shall apply to the issuance of permits for the operation of oversize and overweight vehicles:

(1) Travel time. Movement shall be permitted in accordance with the dates and times provided in 47 O.S. §14-101 and in this sub-section.

(A) Oklahoma County. Movement of oversize permitted loads is not allowed on the National System of Interstate and Defense Highways in Oklahoma County from 7:00 a.m. to 9:00 a.m., and from 3:30 p.m. to 6:30 p.m., Monday through Friday.

(B) Tulsa County. Movement of oversize permitted loads is not allowed on the National System of Interstate and Defense Highways in Tulsa County from 7:00 a.m. to 9:00 a.m., and from 3:30 p.m. to 6:30 p.m., Monday through Friday.

(C) Cleveland County. Movement of oversize permitted loads is not allowed on the National System of Interstate and Defense Highways in Cleveland County from 7:00 a.m. to 9:00 a.m., and from 3:30 p.m. to 6:30 p.m., Monday through Friday. The two (2) mile section of Interstate 35 between State Highway 9 East (Exit 108) and State Highway 9 West (Exit 106) shall be exempt from this restriction.

(2) Required sign and flags. All oversized vehicles and loads require the regulation "Oversize Load" sign and flagging, as provided in 730-50-5-15.

(3) Exceptions. The restrictions in this paragraph shall not apply to special combination vehicles, longer combination vehicles, and vehicles which are overweight only.



(4) Weather, traffic, road, and atmospheric conditions. Extreme caution in the operation of permitted vehicles and loads shall be exercised during hazardous conditions, including, but not limited to, snow, ice, sleet, fog, mist, rain, dust, smoke, excessive wind, or any weather, traffic, or road condition which would adversely affect traction or braking capabilities. When conditions become dangerous, the company or the operator shall discontinue operations, and operations shall not resume until the vehicle and load can be moved with reasonable safety. The state may restrict or prohibit operations during periods, when, in the state's judgment, weather, traffic, road, or other conditions exist which make such operations unsafe or inadvisable. [See OAC 730:50-5-9(c)(2) regarding driving conditions.]

(5) Overweight load route review. Requests for permits for overweight loads which require a load route review shall be submitted to ensure they are received by the Oklahoma Department of Transportation Bridge Division a minimum of five (5) working days prior to the date of movement [730:50-5-4(k)].

(6) Brakes, drawbars, and lighting requirements. Equipment requirements for this Paragraph are found in 47 O.S. §§12-201 through 12-415, and in the Federal Motor Carriers Safety Regulations, Part 393, Subchapters B, C, F, and H.

(7) Accuracy of information. It is the responsibility of the applicant to ensure accuracy of information contained in company profile and on the application when submitting for a permit. Sharing your password with anyone is a violation of our agreement, as it may compromise the account holder's confidential information and could result in outside charges on your account for which you will be responsible and liable. The charges incurred on your account are the responsibility of the owner as described in the profile, no matter who makes the actual charge. Permits will not be revised to alter the load description or the vehicle or load dimensions. Multi-trip or annual permits cannot be changed. Any other revisions shall be at the discretion of the permit office and only one (1) revision will be allowed per permit.

### **730:50-5-2. Method of placing permit in suspension where conditions exist beyond the control of the permittee**

(a) A permit may be placed in suspension by the permit holder for a maximum of two (2) weeks for inclement weather, road conditions due to weather and equipment breakdown. To place a permit in suspension the permit holder shall:

(1) Contact the permit office within the trip dates. If the permit expires when the permit office is closed, contact the permit office the next working day;

(2) Provide the permit number and trip dates;

(3) Before the permit may be reinstated due to equipment breakdown proper documentation must be submitted to [swpermits@odot.ok.gov](mailto:swpermits@odot.ok.gov).

(b) If the permit office is not contacted by the permit holder to remove the suspension of the permit within two (2) weeks of placing the permit in suspension, the permit shall become void, and the permit shall be required to apply for a new permit. Only one (1) suspension shall be granted by the Department of Transportation per permit.

### **730:50-5-3. General conditions and restrictions on permits**

(a) Unless otherwise specifically required by law, the following provisions shall apply to the eligibility for permits issued by the Executive Director of the Department of Transportation for the operation of oversize and/or overweight vehicles:

(1) Vehicles bearing an out-of-state license are ineligible for a permit of any type for a

movement between an origin and destination, both of which are located within Oklahoma (intrastate movement), unless said vehicle is covered under an agreement between the licensing state and the State of Oklahoma which prorates the licensing and/or registration fees for such vehicles, or unless such vehicle has been temporarily licensed for operation in this state. Evidence of compliance with the provisions of this subparagraph must be provided with the application for any such permit.

(2) Only single trip permits may be requested by the vehicle owner or operator for non-divisible overweight vehicles and/or loads.

(A) A non-divisible load means any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles, would meet any one of the following criteria:

(i) Compromise the intended use of the vehicle, i.e., make it unable to perform the function for which it was intended;

(ii) Destroy the value of the load or vehicle, i.e., make it unusable for its intended purpose; or

(iii) Require more than eight (8) work hours to dismantle using appropriate equipment. The applicant for a non-divisible load permit has the burden of proof as to the number of work hours required to dismantle the load.

(B) Emergency response vehicles and casks designed and used for the transport of spent nuclear materials, and military vehicles transporting marked military equipment and material shall be considered for permits as non-divisible vehicles or loads.

(C) Non-divisible loads not operating on the interstate Highway System mean loads which, in the opinion of the Executive Director of the Department of Transportation, cannot be reasonably and efficiently dismantled and which may safely operate on the permitted route.

(D) Permits may be issued only after proper consideration of:

(i) allowable weights on, and dimensions of, bridges;

(ii) potential damage to roadways;

(iii) highways under construction;

(iv) construction or other detours;

(v) traffic volumes;

(vi) interference with the normal flow of traffic; and

(vii) existing or reasonably anticipated weather conditions such as excessive winds, rain, fog, snow or ice, or any other condition which, in the opinion of the issuing agency, or any law enforcement officer, may adversely affect the safe operation of permitted vehicles or the public safety.

(3) Single trip permits for non-divisible overweight vehicles and/or loads may be requested only for vehicles which have been lawfully registered to carry the requested weight and only for the time reasonably necessary to accommodate the movement of said vehicle and/or load from its point of origin to its point of destination via the shortest practicable routing. Any return trip of said identical vehicle and/or load shall require an additional permit.

(4) All permit applications and issued permits must clearly and specifically identify the name and address of the vehicle owner, the vehicle involved including make, model, license number and state of issuance, the number of trailers, their license numbers and state of issuance, a brief description of the load to be transported and, if overweight, the gross permitted vehicle weight, the number of axles, axle configurations, spacings and weights and, if oversize, all oversize dimensions, the lengths of any front or rear load overhang and,

for the movement of unlicensed equipment or mobile homes, a serial or other identification number unique to said load.

(5) No permit tolerances shall apply to any permitted vehicle and/or load.

(6) Permitted vehicles shall neither access nor move upon any part of the National System of Interstates and Defense Highways or four-lane divided Federal Aid Primary System Highways, state highway or bridge unless the properly signed original permit or true and correct facsimile or copy thereof, specifically authorizing such movement, is in the driver's possession.

(7) All vehicles and/or loads moving under provisions of a permit shall travel to the right of the center of the roadway and shall yield the right of way to other traffic. An exception occurs on bridges when the permit specifies traveling on the centerline of the roadway.

(8) Permitted vehicles and/or loads, the movement of which requires an escort, shall not travel in convoy.

(9) Failure of the vehicle owner or driver to comply with any applicable law, rule, regulation, ordinance, posted speed limit or any permit term, condition, limitation or requirement including, but not limited to routes of travel may, in addition to all other legal remedies, immediately invalidate the permit.

(10) Every effort shall be made to remove appendages that are attached to vehicles carrying loads of other vehicles or equipment if removal is both reasonable and will avoid the need for an oversize permit.

(11) Vehicles and/or loads which are both overweight and oversize shall require the issuance of a permit covering both the overweight and oversize movement; however, the permit fees shall apply as though both permits had been issued separately.

#### **730:50-5-4. Overweight permits; specific conditions and restrictions**

(a) Unless otherwise specifically required by law, in addition to the applicable General Conditions and Restrictions on Permits as contained in 730:50-5-3 of this Chapter, no overweight vehicle and/or load and no combination of vehicles and/or loads shall be eligible for a permit unless all the following conditions are met:

(1) the permit application is for a single trip only; and

(2) the vehicle and/or load to which the application applies cannot be divided; and

(3) the applicant has justifiably certified that the movement proposed in the application is necessary due to the existence of a specific public emergency requiring the use of the State Highway System and the Executive Director of the Department of Transportation has concurred in the existence of such emergency; and

(4) the route requested constitutes the shortest practicable routing available; and

(5) the overweight vehicle and/or load to which the application applies does not require a fixed single axle loading in excess of 20,000 pounds or 600 pounds per inch and fractional part thereof of nominal tire tread width, whichever is the lesser.

(b) Except as otherwise provided in this subchapter overweight permits shall be required for the movement of vehicles and/or loads exceeding 80,000 pounds or any of the provisions of federal Formula "B" or Table "B", when proposed for movement on the Dwight D. Eisenhower National System of Interstate and Defense Highways and for the movement of vehicles and/or loads exceeding 90,000 pounds or any of the provisions of federal Formula "B" or Table "B", when proposed for movement on any other portion of the State Highway System.

(c) In accordance with the Federal Highway Administration interpretation of 23 U.S.C. § 127 longer combination vehicles, (LCV's) which are defined in § 127(d)(4) as any



combination of a truck tractor and two or more trailers or semitrailers which operates on the Interstate System at a gross vehicle weight greater than 80,000 pounds in accordance with Federal Weight Formula "B" shall be allowed to operate on the Interstate System in Oklahoma at a gross vehicle weight of not to exceed 90,000 pounds, if the LCV configuration was in regular or periodic operation as permitted by the Executive Director of the Department of Transportation. LCV's shall be subject to all other requirements provided for by federal law, state law and this subchapter. The Federal Highway Administration requires that any LCV operating on the Interstate Highway in the State of Oklahoma at a gross vehicle weight in excess of 80,000 pounds, but not exceeding 90,000 pounds, first obtain from the Executive Director of the Department of Transportation a special annual divisible load permit for such operation on the Interstate Highways.

(d) The gross permissible axle weight on any axle which is capable of being lowered for use in supporting a load or retracted from such use by controls located in or accessible from the vehicle cab, shall not exceed the lesser of 8,000 pounds or the axle manufacturer's gross axle weight rating and no tire on any such axle shall be permitted to carry weights in excess of 240 pounds per inch and fractional part thereof of tread width. All tires on any such axle shall be compatible in size, width and air pressure with the tires on fixed load axles.

(e) No operator shall move any load without a permit which is over the weight limits provided by law.

(f) Maps for Load Posted Bridges on Oklahoma Highway System are available on the Department of Transportation web site and updated within two weeks of when changes occur. The map indicates, at the time of its updating, the locations of all load restricted bridges and highways on the state highway system. The map does not, in any event, constitute a warranty, either express or implied.

(g) All applications shall be entered into the Department of Transportation automated overload permitting system and shall indicate all proposed axles, axle spacings and weights, the inner bridge dimensions, gross vehicle weight, vehicle width, height and length, origin, destination, and the proposed routing, and shall be referred in writing to the Department of Transportation for a specific load route review. Based upon the findings of that review, the Department of Transportation shall notify the applicant whether such a permit may be issued or whether such movement will pose an unacceptable risk of damage to the highways and/or bridges of this state or create a hazard to the public safety. Permits for proposed movements which pose an unacceptable risk in the opinion of the Department of Transportation shall be denied.

(h) Overweight load route reviews shall be made by the Department of Transportation's Bridge and Maintenance Divisions. Bridge reviews shall be performed in strict compliance with provisions of the current AASHTO Manual for Bridge Evaluation. The computed stresses for a bridge due to an overweight load proposed for permitting shall not, under any circumstances whatsoever, exceed those specified in said manual; provided, the Department of Transportation may reduce the AASHTO recommended allowable computed stress values where necessary to account for deterioration in any of the structural members of any bridge.

(i) Based upon previously completed load route reviews, the Department of Transportation has compiled and maintains an Overweight Truck Permit Map which is intended for use in permitting the movement of standard configurations of overweight trucks which have been previously studied and are shown on Standard Drawing OL-1. Said drawing indicates the maximum gross vehicle weight and axle group loading, minimum number of axles and inner bridge dimensions for all truck combinations shown. The Overweight Truck Permit Map and the Standard Drawing OL-1 are herein incorporated by reference and constitute an integral part of

this subchapter and will be updated by the Department of Transportation not less than once every two years for the purpose of approving or rejecting applications for overweight permits for the movement of indicated vehicles and/or loads without requesting a load route review by the Department of Transportation for the previously studied routes shown on the map. The Department of Transportation reserves the right to add, delete or modify at any time, any routes or portions thereof shown on the map due to any change in the condition of highways relating to their ability to carry such loads, by oral or written notification to the Executive Director of the Department of Transportation or his designated representative.

Neither the Overweight Truck Permit Map or the Standard Drawing OL-1 constitutes a warranty, express or implied.

(j) All requests for overweight permits must go through the Department of Transportation automated overload permitting system. Requests must be received a minimum of five working days prior to the date requested for actual movement of the load. Additional time may be required where several bridges are involved. Routes shown in red on said map are incapable of supporting permitted overweight vehicles shown on the Standard Drawing OL-1. Permits may be issued for vehicles shown on Standard Drawing OL-1 on routes shown in green on said map.

(k) Reducing bridge impact loading by restricting the speed of more conventional permit loads shall not be considered by the Department of Transportation where long hauls are to be made by permitted overweight vehicles. Restricted speed will be considered only for extremely short hauls where it can be shown that an alternate means of transportation is not readily available.

(l) The Department of Transportation will review specific routes and bridges for various combinations of oversize and overweight trucks including superloads to determine the probability of specific structures and pavements to support such loads; however, due to unknown factors, such as recent changes in conditions or any other unknown factor, the Department of Transportation shall not warrant, guarantee or certify that a particular overweight load or superload can be safely moved over any route without incurring a substantial risk of structural failure to the paving surface or bridge structure due to the higher level of stress permitted for these oversize or overweight loads and no such warranty, guarantee or certification is hereby expressed or implied. The Department of Transportation reserves the right to require an evaluation of potential damage to the pavement on a specific route. A superload is defined as any overweight permit load that exceeds the Standard Drawing OL-1 trucks described in paragraphs (i) and (j) of this subsection. If the route has not been studied previously for the proposed superload, a detailed structural analysis will be required to check each bridge to be crossed by the proposed superload to determine if adequate safety factors exist in the bridge to assure that damage will not occur unless it can be shown by a comparative analysis that it will not exceed stresses developed by OL-1. Bridge stress and safety factors shall be in strict conformance with paragraph (h) of this subsection.

(m) Superloads with dual lanes axles may be considered as separate side-by-side axles for analysis and permit purposes as shown by the Oklahoma Department of Transportation Standard Drawing OL-1. Superloads with dual lanes meeting the following requirements will be reviewed by the Oklahoma Department of Transportation for specific routes:

(1) Each axle shall include a minimum of four (4) tires and not exceed 20,000 lbs. or 600 lbs. per inch and fractional part thereof of nominal tire tread width, whichever is the lesser. No more than one axle per lane will be allowed for dual lane configurations.

(2) The dual lane configuration has a minimum out to out width of 16'-0" regardless of the type of equipment being used.

(3) The Gage, "G", between consecutive dual wheels on each axle must be a minimum of 4'-

0" regardless of the type of equipment being used.

(4) The Passing Distance "P", or split inside distance separating axles between centers of inside dual wheels must be a minimum of 4'-0" measured between centers of inside dual wheels regardless of the type of equipment being used.

(5) The minimum longitudinal axle spacing must be 4'6".

(6) The permit application is for a single trip only.

(7) The vehicle and/or load cannot be reasonably modified or dismantled for operation in compliance with all legally defined maximum dimensions.

(8) The load does not exceed 16 feet in width when proposed for operation on the Dwight D. Eisenhower National System of Interstate and Defense Highways during any portion of the trip or 20'-0" on the state highway system.

(9) The height of the vehicle and/or load will clear, by a minimum of two (2) inches, the minimum posted height limitation for any overhead structure. A Vertical Clearance of Bridge Structures Map is produced by and available from the Oklahoma Department of Transportation, but the map does not, in any event, constitute a warranty, either expressed or implied.

(10) The track of the vehicle and/or load does not require the use of highway shoulders and the turning radius of the vehicle and/or load does not require leaving the surface of roadway travel lanes, the travel lanes of interchange loops or ramps, to negotiate turns.

(11) The towing vehicle has sufficient power to move the oversize load safely.

(12) All applications received by the Executive Director of the Department of Transportation for overweight permits shall indicate all proposed axle spacings including gage and wheel spacings, axle spacings and weights, the inner bridge dimensions, gross vehicle weight, vehicle width, height and length, origin, destination and proposed routing, and shall be referred to the Department of Transportation for a specific load route review. As a general rule, increasing the Gage, "G", and the Passing Distance "P", will, in most cases, improve the load distribution and allow larger gross vehicle weights to pass over the bridges.

(13) As a general rule, the allowance of dual lane axles is intended for shorter hauls or, for instances when no other means is available, to move the load and the movement originates or terminates in the State of Oklahoma with the exception given to the panhandle region of the state. In order to minimize disruption to traffic, preference should be given to the use of single lane equipment.

#### **730:50-5-5. Special crossing permits**

(a) Special Crossing Permits for Industrial Use (Crossing Permits) may be applied for regarding the use of specific locations where private roads cross non-access controlled state highways and the load exceeds 20,000 lbs./axle when the following conditions and requirements are met.

(1) An initial Crossing Permit application for each such crossing shall be submitted through the Department of Transportation indicating, as a minimum, highway route number, station location, county, township and range, the proposed vehicle size, the number of axles and axle spacings, the maximum gross weight, maximum axle loadings and such additional information as the Executive Director of the Department of Transportation may require.

(2) The Crossing Permit application shall be accompanied by appropriate plans, specifications and details necessary for said crossing, and shall have been prepared by a Registered Professional Engineer. The plans must show structural adequacy for the proposed reinforced surface of the highway crossing, including a soils study as well as

appropriate traffic warning and control devices necessary to insure the safety of the traveling public.

(3) The Department of Transportation engineering staff shall make a comprehensive study of the proposal, make recommendations for any necessary revisions or modifications, and submit the request to the Transportation Commission for approval or rejection.

(4) If the request is approved by the Transportation Commission, the requesting party shall enter into an agreement with the Director of the Department of Transportation to pay all costs of or associated with the construction and maintenance of the crossing, including the perpetual daily maintenance of the heavy load crossing and any safety warning and traffic control devices. The requesting party shall file with the Department of Transportation evidence of sufficient liability insurance in amounts equal to the maximum amounts of liability for state agencies provided in the Governmental Tort Claims Act, naming the State of Oklahoma, ex rel. Department of Transportation as an additional insured and shall further agree to hold harmless the State of Oklahoma, its agents and employees from any and all claims of damages whatsoever which arise from the industry's use of, or as a result of the existence of, the highway crossing, associated warning or traffic control devices or any impairment of public safety at the crossing location.

(5) When construction of the crossing is completed and accepted, the Department of Transportation will make an inspection to ensure the crossing satisfies the requirements of the plans and agreement and that the initial Crossing Permit may be issued.

(6) Subsequent Crossing Permits issued by the Executive Director of the Department of Transportation shall authorize a specific vehicle to cross the state highway at an identified and approved crossing location. Said permits shall further specify a maximum gross weight and the maximum axle loadings and minimum inner bridge dimensions, as well as the length and width of each vehicle and may specify times of day, weather conditions or other factors limiting the use of such crossings.

(b) Failure on the part of the vehicle owner to comply with any of the Crossing Permit requirements or operation of the vehicle on or across a state highway at any non-permitted location shall constitute grounds for closing the crossing and the revocation of all special permits at that location. Any revocation of such permits shall be for a period of not less than 1 year.

### **730:50-5-6. Oversize permits; specific conditions and restrictions**

(a) Unless otherwise specifically required by law, in addition to the applicable General Conditions and Restrictions on Permits as contained in 730:50-5-3, no oversize vehicle shall be eligible for a permit unless all of the following conditions are met:

(1) the permit application is for a single trip only; however, in cases where an industry located near the Oklahoma State line routinely ships oversize loads directly across the nearby state line, or in other unusual instances, the Executive Director of the Department of Transportation may issue multi-trip oversize permits for specific movements as set forth in 730:50-5-6(j); and

(2) the vehicle and/or load is non-divisible as defined in 730:50-5-3(2)(A); and

(3) the load does not exceed 16 feet in width when proposed for operation on the Dwight D. Eisenhower National System of Interstate and Defense Highways during any portion of the trip; and

(4) the height of the vehicle and/or load will clear, by a minimum of 2 inches, the maximum height limitation for any overhead structure shown on the Vertical Clearance of Bridge Structures Map produced by and available from the Oklahoma Department of

Transportation, which map does not, in any event, constitute a warranty, either express or implied; and

(5) the track of the vehicle and/or load does not require the use of highway shoulders and the turning radius of the vehicle and/or load does not require leaving the surface of roadway travel lanes or the travel lanes of interchange loops or ramps, to negotiate turns; and

(6) the towing vehicle has sufficient power to move the oversize load safely at reasonable highway speeds.

(b) Unless otherwise provided for in this subchapter the following trailer and semi-trailer lengths may be permitted by the Executive Director of the Department of Transportation:

(1) Semi-trailers exceeding 53 feet in length, but not exceeding 59 feet 6 inches in length, operating in a truck tractor- semi-trailer combination may operate without a permit on the National Network of highways as designated by the United States Secretary of Transportation, plus the reasonable access provided for in this section as such combination is authorized by 49 U.S.C. App. § 2311 and 23 CFR Part 658.

(2) Semi-trailers and trailers operating in a truck tractor- semi-trailer and trailer combination shall not exceed 53 feet in length. No permit may be issued for any such combination in which a semi-trailer or trailer exceeds 53 feet in length. In no event shall the total length of the cargo carrying units exceed 110 feet. Such combination vehicles may only operate on the Interstate and four lane divided federal-aid primary systems.

(3) Semi-trailers and trailers operating in a truck tractor-semi-trailer and trailer combination shall not exceed 29 feet in length for any semi-trailer or trailer which is a part of the vehicle combination, and no permit may be issued for such combination if any semi-trailer or trailer exceeds 29 feet in length or the overall cargo carrying capacity exceeds 95 feet in length. Such combination vehicles may operate only on the Interstate System and four lane divided highways plus reasonable access.

(4) In no case shall any trailer or semi-trailer be placed ahead of another trailer or semi-trailer which carries a 5,000 pound or more heavier load. The heaviest trailer or semi-trailer shall be placed in front and the lightest at the rear. An empty trailer or semi-trailer must not precede a loaded trailer or semi-trailer.

(5) Semi-trailer or trailer lengths shall be measured from the front of the trailer to the rear of the trailer or any extension of the load beyond the rear of the trailer. Any appendages to the rear of the trailer shall be included in the trailer length measurement.

(c) Truck or truck tractor and semi-trailer or trailer combinations which exceed 102 inches but not exceeding 120 inches in width may operate under authority of a special annual overwidth permit. Such permit shall be valid for the movement of single trip overwidth loads exceeding 8½ feet on roads and highways having a surface width of 20 feet or more and for travel to and subsequent travel from the initial permitted movement. Such vehicles may be utilized to transport legal dimensioned loads only when a single trip overwidth permitted movement precedes or follows the legal load movement. Proof of the overwidth permitted movement shall be made available upon demand. Such permits shall be specific to the truck tractor.

(d) Semi-trailer exceeding 53 feet but not exceeding 59 feet 6 inches and which are transporting a legal load or no load may operate on roads and highways which are not part of the National Network of Highways under the authority of a special round trip overlength permit issued for the vehicle to proceed to and/or return from a single trip overlength (more than 53 foot long load or where the use of the longer trailer to move a non-divisible load would cause axle weights which would exceed the legal weight to conform to the legal limits) movement performed under permit. The permit shall state the specific route of the trip. Special round trip permits shall be trailer

specific.

(e) Permits for vehicles or loads thereon which exceed a height of thirteen and one-half (13 1/2) feet on any county road, or fourteen (14) feet on any turnpike, interstate, U.S. or state highway shall operate in accordance with Section 730:50-5-4 and 730:50-5-6 of this subchapter and no special annual permits shall be authorized for movement of any vehicle or load thereon exceeding such height on the state highway system.

(f) Manufactured homes used in the course of construction, oil field, or seasonal farming activities may operate under authority of an annual special manufactured home permit, however, such manufactured home must comply with the provision of Oklahoma Statutes Title 47 Chapter 14 Section 103F.

(g) Reasonable access as used in this section shall mean a distance of 5 miles measured by the most direct route of travel and not by a radius from the terminal or point of service.

(h) Reasonable access as used in 730:50-5-6(b) may, in the discretion of the Executive Director of the Department of Transportation and consistent with safety, include two lane segments of the National Network in instances where four lane divided federal-aid primary highways which are part of the National Network are separated by a two lane segment of such highway which is not greater than 15 miles in length as designated by the Department of Transportation to the Executive Director of the Department of Transportation. Use of such two-lane segment shall only be for direct travel between the four lane divided segments of the National Network.

(i) Applications for special oversize non-divisible load multi-trip permits for loads to be transported on a vehicle of legal dimensions shall be filed with the Executive Director of the Department of Transportation and shall specify the size of the vehicle with load; its weight; its configuration; the route or routes proposed or area of proposed operation; and such other information as the Executive Director of the Department of Transportation may require. No special multi-trip permit shall be issued for a vehicle with load which is more than 10 feet 6 inches wide, more than 14 feet in height or more than 80 feet in length. The Executive Director of the Department of Transportation shall document with the application the circumstances requiring the issuance of the special multi-trip permit. For industries located near the state line as set forth in 730:50-5-6(a)(1), and regulated public utilities, an annual permit may be issued. All other multi-trip permits shall be for a period of no longer than thirty (30) days and for operation only within the area or routes designated in the application. In no event shall such special oversize multi-trip permit include an authorization for overweight operations, operations on a roadway where the width of the load exceeds the lane width, or operation not in conformance with the provisions of 730:50-5-6(a)(4) and (5). The face of the permit shall state these restrictions.

### **730:50-5-7. Unitized equipment**

Unless otherwise specifically required by law:

- (1) unitized equipment, for purposes of this Subchapter, is defined as a single unit vehicle and inseparable load; and
- (2) unitized equipment exceeding 8 feet 6 inches in width, excluding both tire bulge and approved safety devices when traveling on highways of twenty feet or more in width or exceeding 8 feet 6 inches in width, excluding both tire bulge and approved safety devices, when traveling on highways of less than twenty feet in width, constitutes an overwidth vehicle and is eligible for a permit; and
- (3) unitized equipment exceeding a height of thirteen and one-half (13 1/2) feet on any county road, or fourteen (14) feet on any turnpike, interstate, U.S. or state highway; and

unitized equipment having a vehicle length of more than 45 feet, exclusive of any protrusion of its unitized equipment, constitutes an overlength vehicle and is eligible for a permit; and  
(4) unitized equipment with longitudinal protrusions extending beyond the vehicle a distance in excess of two-thirds (2/3) of the vehicle's wheelbase shall only operate on the state highway system under the authority of an annual oversize permit. Protrusion length shall be measured by adding the front and rear overhang distances. Protrusions shall be properly counterbalanced with such additional weight or by a transfer of weight as may be required for equal weight distribution; and  
(5) unitized equipment, when traveling by permit, shall tow no trailer or semi-trailer.

### **730:50-5-8. Special mobilized machinery, rubber-tired truck cranes and rubber-tired construction vehicles**

Unless otherwise specifically required by law:

- (1) all equipment of this class shall move upon the highways of Oklahoma only by an Annual Operating Permit in accordance with the provisions of 47 O.S. 2021, Section 1129 and any lawful amendments thereto; and
- (2) any such equipment which is to be moved on the Dwight D. Eisenhower National System of Interstate and Defense Highways and which is oversize and/or overweight by any of the provisions of 23 U.S.C., Section 127 or 47 O.S. 2021, Chapter 14, shall in addition to the Annual Operating Permit, operate under authority of an oversize and/or overweight permit, applied for and issued in accordance with the provisions of this subchapter, or under authority of a Special Annual Oversize and/or Overweight Permit issued by the Department of Transportation. Unless otherwise provided by law, the Commission shall determine the fee for such permit; and
- (3) the weight of any special mobilized machinery, rubber-tired road construction equipment, or rubber-tired truck crane manufactured before January 1, 1994, operating under authority of a special overweight permit which vehicle is overweight as to the overall gross weight only, shall not exceed 650 pounds multiplied by the nominal width of the tire multiplied by the number of tires. Such equipment manufactured after January 1, 1994 operating under the authority of a special overweight permit for overweight by axle, group of axles, or overall gross weight shall not exceed 650 pounds multiplied by the nominal width of the tire multiplied by the number of tires. These provisions shall be effective on the National System of Interstate and Defense Highways. These provisions shall also apply to such equipment operating off the National System of Interstate and Defense Highways previously, however such vehicles shall not be required to obtain a special overweight permit for operation on non-Interstate and Defense Highways.

### **730:50-5-9. Special combination vehicles - permits**

- (a) Unless otherwise specifically required by law, no special combination vehicle, as defined in 47 O.S. 2021, Section 14-121 and any lawful amendments thereto, shall be eligible for operation in this state except by authority of an Annual Operating Permit.
- (b) The Executive Director of the Department of Transportation is required by law to promulgate rules for the issuance of such permits and no person, firm or corporation shall operate or authorize the operation of any such vehicle unless a valid Annual Operating Permit has been issued to the owner of such vehicle by the Permits Section of the Department of Transportation, properly signed by the Executive Director of the Department of Transportation or his authorized designee, and the original or certified copy thereof is available for inspection at all times in the



vehicle cab. No other trailer configuration or multiple trailer combination shall be authorized or operated under said permit. Any violation of a permit provision shall constitute grounds for immediate permit suspension or revocation of said permit.

(c) The content, requirements, and limitations of Annual Operating Permits for special combination vehicles are subject to the provisions of this subchapter and all such permits issued shall require the operation of such vehicles in accordance with the following provisions:

(1) vehicles bearing an out-of-state license are ineligible for a permit of any type for a movement between an origin and destination, both of which are located within Oklahoma (intrastate movement), unless said vehicle is covered under an agreement between the licensing state and the State of Oklahoma which prorates the licensing and/or registration fees for such vehicles, or unless such vehicle has been temporarily licensed for operation in this state; and

(2) no such vehicle combination shall operate under conditions of decreased visibility or when lateral winds in excess of 45 miles per hour are present or during periods when pavement surfaces are slick, icing, icy or snow packed; and

(3) such vehicle combinations shall operate only upon the Dwight D. Eisenhower National System of Interstate and Defense Highways, or other four-lane divided highways which are part of a lawfully identified federal-aid system and may operate on other routes only for purposes of reasonable access, as hereinafter prescribed, between points of origin and destination; and

(4) reasonable access to and from terminals and for fuel, food, repairs and rest shall not exceed 5 statute miles from the vehicle's point of access to, or exit from, those highways authorized for use in paragraph (3) of this subsection and as set forth in 730:50-5-6(h); and

(5) the maximum weight on any single axle of such vehicle shall not exceed 20,000 pounds or 600 pounds per inch and fractional part thereof of nominal tire tread width, whichever is the lesser; and

(6) except as otherwise provided in these rules the maximum gross vehicle weight for any such vehicle and/or load shall not exceed 80,000 pounds or any of the provisions of federal Formula "B" or Table "B" when operating upon any highway of the Dwight D. Eisenhower National System of Interstate and Defense Highways or 90,000 pounds or any of the provisions of federal Formula "B" or Table "B", when operating on other state highways as are authorized in paragraph (3) of this section for use by such vehicles; and

(7) in no case shall any trailer or semi-trailer be placed ahead of another trailer or semi-trailer which carries a 5,000 pound or more heavier load. The heaviest trailer or semi-trailer shall be placed in front and the lightest at the rear. An empty trailer or semi-trailer must not precede a loaded trailer or semitrailer; and

(8) no vehicle, trailer or semi-trailer used in such combination vehicle shall exceed 8 feet 6 inches in width, exclusive of both tire bulge and approved safety devices, or 14 feet in height, or 29 feet in length; and

(9) vehicles or combinations thereof with cargo carrying capacity exceeding 95 feet shall not be eligible for such special combination vehicle permit.

(d) All special Annual Operating Permit holders and drivers must comply with the latest Federal Motor Carrier Safety Regulations [49 CFR Parts 390-397] of the U.S. Department of Transportation.

(e) The driver must at all times during operation of said vehicle be under the control and supervision of the holder of the special Annual Operating Permit.

(f) Failure to comply with any of the provisions of this Section shall constitute grounds for the



immediate suspension or revocation of the Annual Operating Permit in a manner prescribed by the Executive Director of the Department of Transportation. Any suspension of said permit shall remain in effect for a period of not less than 6 months. Any revocation of said permit shall be for a period of not less than 1 year.

(g) Special combination vehicle permits shall be truck tractor specific.

#### **730:50-5-10. Permits on toll facilities (turnpikes)**

(a) The Oklahoma Transportation Commission has no lawful authority to establish rules for the issuance of oversize or overweight permits for movement of vehicles upon toll facilities not a part of the State Highway System; however, the Executive Director of the Department of Transportation may apply the provisions of this subchapter to such facilities, subject to approval by the Oklahoma Turnpike Authority.

(b) All highway approaches to, or exits from, toll facilities which are not a part of the State Highway System, but which have been constructed with public funds by the Oklahoma Department of Transportation, shall be subject to the provisions of this subchapter.

#### **730:50-5-11. Movements of military oversize and/or overweight vehicles**

(a) The routine peacetime non-emergency movement of oversize and/or overweight military vehicles or equipment shall comply with the provisions of this subchapter. Marked military vehicles and equipment shall be considered as non-divisible for the purposes of permitting. Marked military equipment which may be transported as a non-divisible load is equipment or material directly related to a combat or defense mission. It does not include general purpose items such as household furniture or office equipment even though marked and owned by the military. Marked military vehicle includes only vehicles actually owned and operated by the military and does not include vehicles operating under lease or contract to the military.

(b) The Executive Director of the Department of Transportation may establish rules in general consonance with the rules contained herein for life threatening emergencies, covering the issuance of military oversize and/or overweight vehicle movements under wartime conditions or in the event the President of the United States and/or the Governor of Oklahoma declares an emergency to exist which requires that such movements be allowed.

#### **730:50-5-12. Movements of oversize and/or overweight vehicles during a life-threatening emergency**

(a) For purpose of this subchapter, "Disaster" includes flood, tornado, fire, or any other large scale emergency situation that causes or threatens to cause the loss of life or destruction or damage to property of such magnitude as to seriously endanger the public health, safety, or welfare, or causes or threatens destruction of or major damage to any transportation system.

(b) During major emergencies, authorization may be obtained from the Department of Transportation Permit Office for the emergency movement of necessary vehicles and/or loads which exceed the maximum legal dimensions and weight limitations, to or within the emergency area without a standard oversize or overweight permit; however, normal permit requirements shall be observed unless otherwise authorized. During regular office hours, the Department of Transportation Permit Office shall be contacted for assistance in routing. When the Permit Office is closed, the Communications Center of the Department of Public Safety (405/425-2424) will contact Permit officials for permit authorization. All movements made on emergency authorization are required to obtain the applicable permit or permits on the next Department of Transportation working day.

(c) Following the emergency, unless otherwise authorized, the vehicles and/or loads shall be moved from the disaster area under normal permit, conditions, and authority. The Executive Director of the Department of Transportation may issue an emergency authorization or permit for movement to an emergency and return on the same route to the point of origin. The permit or authorization for vehicles going to the emergency may also allow night, weekend, or holiday travel. The permit or authorization to return to the point of origin may also allow daytime weekend or holiday travel.

(d) In the event an area has been declared a disaster area by the President or Governor, manufactured homes may be authorized to move into the area without a standard permit; provided, the 16 feet maximum width limitation shall apply when traveling on routes of the Dwight D. Eisenhower National System of Interstate and Defense Highways. The manufactured homes must be owned by the victims of the disaster or otherwise brought into the area for public relief purposes. If the units are furnished by the Federal Department of Housing and Urban Development (HUD), the Permit Office of the Department of Transportation will generally authorize movement in conformance with the American Association of State Highway and Transportation Officials' National Policy; the Permit Office may include such additional restrictions in its authorization as are considered necessary. Movements under this emergency authorization are required to obtain the appropriate permit or permits on the next business day.

(e) The emergency movement of vehicles and/or loads to railroad derailments may be authorized on state highways during periods when normal permits are restricted, provided:

- (1) a loss of life is threatened, or hazardous materials are involved, or a mainline railroad or other major rail line or transportation facility is blocked; and
- (2) during normal working hours, the emergency service company shall obtain standard permits by contacting a Department of Transportation Permit Office. If the emergency occurs when the Permit Office is closed, the emergency service company may, if authorized, obtain a permit through the Oklahoma permitting system under established rules. A representative shall contact the Department of Public Safety Communications Center (405/425-2424) to request emergency movement authorization. The information required before authorization will be granted includes the permit number, location of the incident, time of occurrence, description of equipment needed and the origin and requested routing of the movement. If loss of life is threatened or any major transportation facility is blocked, Permit Officials may waive the requirement for certain items of such information.

### **730:50-5-13. Annual Envelope Vehicle Permit**

(a) The Executive Director of the Department of Transportation may issue an Annual Envelope Vehicle Permit in accordance with 47 O.S. § 14-103G, to a specific vehicle, for the movement of non-divisible oversize or overweight vehicles or loads as defined in 47 O.S. § 14-107(4). Unless otherwise noted, permits issued under this rule are subject to the conditions described.

#### (1) Vehicle Permit Dimensions

(A) A vehicle transporting an oversize or overweight non-divisible load operating under an Annual Envelope Vehicle Permit may not exceed any of the following:

- (i) 12 feet in width;
- (ii) 14 feet in height;
- (iii) 110 feet in length;
- (iv) 120,000 pounds gross weight.

(B) Except as provided in section (c) of this rule, the Annual Envelope Vehicle Permit will be issued for these dimensions and weights.

(2) A vehicle transporting an oversize or overweight non-divisible load operating under an Annual Envelope Vehicle Permit may not transport a load that has more than 25 feet of front overhang, or more than 30 feet of rear overhang.

(3) The fee for an Annual Envelope Vehicle Permit is \$4,000, and is non-refundable.

(4) The Annual Envelope Vehicle Permit shall be valid for a period of one year beginning on the date of issue stated on the permit.

(5) An Annual Envelope Vehicle Permit authorizes operation of the permitted vehicle only on the state highway system.

(6) The permitted vehicle is not permitted travel on any part of the Interstate Highway System. Further, the permitted vehicle may only be operated on routes shown as "green" routes on the current Annual Envelope Vehicle Permit Map. The Executive Director of the Department of Transportation shall provide a copy of this rule and a copy of the Annual Envelope Vehicle Permit Map to the permittee when the permit is issued. The permittee assumes the responsibility for assuring that the Annual Envelope Vehicle Permit Map in its possession is current. The most current edition of the Annual Envelope Vehicle Permit Map may be found on the Oklahoma Department of Transportation's website. The permittee also assumes responsibility for obtaining the Vertical Clearance of Bridge Structures Map from the Department of Transportation and assuring the map is correct. The most current edition of the map may be found on the Oklahoma Department of Transportation website. The permittee is also responsible for determining the location of any construction restriction. Construction restrictions may be found on the Department of Transportation Size and Weight Permit website.

(7) The vehicle or vehicle combination operating under the authority of an Annual Envelope Vehicle Permit must be registered in accordance with 47 O.S. § 1151A(4), for not less than the maximum weight allowed.

(8) A permit issued under section 14-103G or this rule is non-transferable.

(9) A permit issued under section 14-103G or this rule may be transferred from one vehicle to another vehicle in the permittee's fleet provided:

- (A) the permitted vehicle is destroyed or otherwise becomes permanently inoperable, to an extent that it will no longer be utilized, and the permittee presents proof that the negotiable certificate of title or other qualifying documentation has been surrendered; or
- (B) the certificate of title to the permitted vehicle is transferred to someone other than the permittee, and the permittee presents proof that the negotiable certificate of title or other qualifying documentation has been transferred from the permittee.

(b) The Executive Director of the Department of Transportation may issue an Annual Envelope Vehicle Permit to a specific motor carrier, for the movement of a vehicle transporting an oversize or overweight non-divisible load as defined in 47 O.S. § 14-107(4). Unless otherwise noted, permits issued under this section are subject to the conditions described in section (a) (1-8) of this rule. A permit issued under section 14-103G or this rule may be transferred from one vehicle to another vehicle in the permittee's fleet provided:

- (1) that no more than one vehicle per permit is operated at a time; and
- (2) the original certified permit is carried in the vehicle that is being operated under the terms of the permit.

(c) The Executive Director of the Department of Transportation may issue an Annual Envelope Vehicle Permit for vehicles transporting turbine blades used for the purpose of wind power generation. Unless otherwise noted, permits issued under this section are subject to the conditions described in section (a) (1-8). A vehicle operating under this permit may not exceed a

cargo length of one hundred sixty (160) feet when transporting the turbine blades. The permit shall be valid only when the vehicle is transporting the blades.

(d) An Annual Envelope Vehicle Permit issued under section (a), (b) or (c) of this rule will be sent to the permittee via registered mail, or at the permittee's request and expense, by overnight delivery service. This permit will be replaced only if:

(1) the permittee did not receive the original permit within seven business days after its date of issuance;

(2) a request for replacement is submitted to the Department of Transportation within 10 business days after the original permit's date of issuance; and

(3) the request for replacement is accompanied by a notarized statement signed by a principle or officer of the permittee acknowledging that the permittee understands the permit may not be duplicated or altered, and that if the original permit is located, the permittee must return either the original or replacement permit to the Department of Transportation Size and Weights Permit Office.

(e) A request for replacement of a permit issued under section (a), (b) or (c) of this rule will be denied if the Executive Director of the Department of Transportation can verify that the permittee received the original.

(f) Lost, misplaced, damaged, destroyed, or otherwise unusable permits will not be replaced. A new permit will be required.

(g) No duplication or alteration of the Annual Envelope Vehicle Permit is authorized. The permit shall be issued on title quality or better paper and shall have a raised gold or similar seal. Any duplication or alteration of the permit by any means voids the permit.

(h) Operation of a vehicle under the authority of an Annual Envelope Vehicle Permit authorized by 47 O.S. § 14-103G or this rule on an Interstate Highway or a route not listed as a "green" route on the current Annual Envelope Vehicle Permit Map, except as provided in section (n) of this rule, voids the permit.

(i) Operation of a vehicle under the authority of an Annual Envelope Vehicle Permit during the hours of darkness in violation of 47 O.S. § 14-101(F) voids the permit.

(j) Operation of a vehicle under the authority of an Annual Envelope Vehicle Permit in excess of any limit set forth in section (a) (1) or (2) of this rule voids the permit, except as provided herein. If the violation of section (a) (1) does not exceed one thousand (1,000) pounds on any axle, or group of axles or the gross weight of the vehicle, the Annual Envelope Vehicle Permit shall not be valid for that move only and the permit remains valid for additional moves. The one thousand (1,000) pound allowance is cumulative among the axles and groups of axles so that the total allowance in no event shall exceed one thousand (1,000) pounds.

(k) Axle Weight Limitations

(1) No axle on a vehicle operating under the authority of an Annual Envelope Vehicle Permit shall exceed any of the following:

(A) Steer axle 600 lbs. x the nominal inch per tire tread width x number of tires, not to exceed a maximum of 15,000 lbs.

(B) Single axle 20,000 lbs. per axle.

(C) Tandem (2) axle groups 40,000 lbs. / 20,000 per axle, not less than 4 tires per axle.

(D) Triple (3) axle groups 60,000 lbs. / 20,000 per axle, not less than 4 tires per axle.

(2) Except as provided for in subsection (j), operation of a vehicle under the authority of an Annual Envelope Vehicle Permit in excess of the weights set forth in this section or Appendix A voids the permit.

(l) Annual Envelope Vehicle Permits are valid only on the State highway system. Operation of

the equipment on city streets or county roads may require additional authorization from local officials.

(m) Operators of vehicles operating under an Annual Envelope Vehicle Permit shall comply with the holiday restrictions of 47 O.S. § 14-101G.

(n) Operators of vehicle operating under the Annual Envelope Vehicle Permit shall comply with the curfew restrictions in Oklahoma, Tulsa and Cleveland Counties which are set forth in Department of Transportation rule OAC 730:50-5-1(1). Violation of these curfew restrictions voids the permit.

(o) Operators of vehicles operating under Annual Envelope Vehicle Permit shall comply with the weather restrictions set forth in 730:50-5-1(4).

(p) The Annual Envelope Vehicle Permit is not valid for the operation of unitized equipment or special mobilized machinery. Use of the permit for the movement of unitized equipment or special mobilized machines voids the permit.

(q) Operators of vehicles operating under an Annual Envelope Vehicle Permit shall comply with the escort requirements set forth in Department of Transportation rule 730:50-5-18(b).

(r) The operator of any vehicle shall, upon request, surrender a voided permit to any commissioned law enforcement officer. Upon receipt of a surrendered permit, the officer shall return the permit to the Department of Transportation Size and Weights Permit Office.

#### **730:50-5-14 Government agencies**

##### **(a) Military moves.**

(1) Special permission. All movements by the Armed Forces and the National Guard must be in compliance with the size and weight limits contained in 47 O.S. §§ 14-103 and 14-109, unless an authorization has been issued by the Size and Weight Permit Division, or an emergency has been officially declared by the President or the Governor. In the event an official emergency is declared, telephone contact should be made with the Oklahoma City Size and Weight Permit Office by calling toll free 405-425-7012 during regular office hours or the Oklahoma Highway Patrol Communications Center by calling 405-425-2323 at other times.

(2) No-cost authorization. If it is necessary to move a vehicle or load which cannot be reasonably dismantled or disassembled and transported within the legal size and weight limits, an application for authorization to make the movement must be submitted to the Oklahoma City Permit Office. Application may be on Department of Defense standard forms, by letter, or by electronic communications. If the Oklahoma City Permit Office determines the move can be made in safety without damaging the highway system, a no-cost authorization will be issued.

(3) No-Cost authorization. The Oklahoma City Permit Office will review requests for routine military convoy movements, which are submitted on standard military forms, and issue a Military No-Cost Authorization for all approved oversize and overweight vehicles and loads which are included. These authorizations do not relieve the Armed Forces or National Guard from overall responsibility for the convoy movement.

##### **(b) City, county, state, and federal agencies.**

(1) Compliance. City, county, state, and federal agencies must comply with the provisions of 730:50-5-14(a)(1).

(2) No-cost authorization. If it is necessary to move a vehicle or load which cannot be reasonably dismantled or disassembled and transported within the legal size and weight limits, an application for authorization to make the movement must be submitted to the

Oklahoma City Permit Office. If the Oklahoma City Permit Office determines the move can be made safely without damaging the highway system, a no-cost authorization will be issued.

(3) ODOT and OTA No-Cost Authorization. The Oklahoma Department of Transportation and the Oklahoma Turnpike Authority are required to obtain oversize overweight fleet permits at no cost for agency fleet vehicles moving to, from and engaged in highway maintenance and construction activities.

### **730:50-5-15. "Oversize Load" sign and warning flags**

(a) "Oversize Load" sign. All oversize vehicles and loads moving under permit must have the regulation "Oversize Load" sign attached to the front of the towing vehicle and on the rear of the load or towed vehicle, whichever extends the farthest. The "Oversize Load" signs shall not be displayed on a vehicle that is of legal dimensions. Regulation "Oversize Load" signs must meet the following requirements:

(1) Color. The sign shall consist of a yellow background with black lettering.

(2) Size. The sign shall be at least five (5) feet long and at least fourteen (14) inches high. The letters shall legible from a distance of at least fifty (50) feet and shall be at least eight (8) inches high using a one and one-eighth (1 1/8) inch wide brush stroke.

(3) Placement of sign. The sign mounted on the rear of the load or the towed vehicle whichever extends the farthest must be as high as practicable from ground level. For manufactured homes, the sign must be no lower than five (5) feet from ground level. If an escort vehicle is required, the regulation "Oversize Load" sign shall be mounted either on the roof or on the front of the escort vehicle, if movement is on two-lane highways or super two-lane roadways, or on the rear or on the roof of the escort vehicle, if movement is on multi-lane roadways.

(4) Wording. The wording shall state "Oversize Load".

(5) Sign material. The sign shall be made of a durable material.

(b) Warning flags. All overwidth and overlength vehicles and loads moving under permit, excluding extra-length vehicle combinations, shall be marked by warning flags. All loads which overhang the rear of the vehicle or trailer by four (4) feet or more shall be marked by warning flags. Warning flags must meet the following requirements:

(1) Color. Each flag shall be a solid red or fluorescent orange.

(2) Size. Each flag shall be at least eighteen (18) inches by eighteen (18) inches.

(3) Placement of flags. Flags shall be placed at the four (4) corners of the vehicle or load and on the extremities of the vehicle or load, if applicable, in the following manner:

(A) Front. Two (2) flags required: a flag shall be fastened to each front corner or extremity of the vehicle or load, whichever extends the farthest, if the width requires the vehicle or load to be permitted.

(B) Rear.

(i) Overwidth. Two (2) flags required: a flag shall be fastened to each rear corner or extremity of the vehicle or load, whichever extends the farthest, if the width requires the vehicle or load to be permitted.

(ii) Overlength. If the rear overhang of the load extends beyond the end of the vehicle by four (4) feet or more:

(I) One (1) flag required: a flag shall be fastened at the extreme rear of the load if the width of the load projection is two (2) feet or less.

(II) Two (2) flags required: a flag shall be fastened to each rear corner of the load

if the width of the load projection is more than two (2) feet.

(C) Side. Flags required: A flag shall be fastened in such a manner so as to mark any extremity of size which is wider than the front or rear of the vehicle or load, whichever is wider.

### **730:50-5-16. Requirements for escort vehicles and escort vehicle operators**

(a) General requirements for escort vehicles. Any vehicle to be used as an escort vehicle must be either a pickup truck of not less than one-quarter (1/4) ton rated load capacity or an automobile of not less than 2,000 pounds. The escort vehicle must be properly licensed under the statutes of the State of Oklahoma [47

O.S. § 1101 et seq.] or properly licensed in another state. If commercially licensed, an escort for an intrastate move must obtain a temporary registration from the Oklahoma Tax Commission Motor Vehicle Registration Division.

(b) Identification of escort vehicles. The owner of an escort vehicle must have displayed on each side of the escort vehicle the name, city and state of the escort vehicle company or operator, or the owner of the escort vehicle, or both. Such identifying markings must be:

- (1) Plainly legible and visible to the motoring public.
- (2) Readily legible during daylight hours from a distance of fifty (50) feet while the vehicle is stationary.
- (3) Kept and maintained in a manner to preserve legibility.
- (4) In a color or colors which sharply contrast with the background on which they are placed.

(c) Equipment of escort vehicles. An escort vehicle must carry the following items of equipment at all times when escorting an oversize/overweight vehicle or load:

- (1) Flags. Red flags shall be at least twelve (12) inches square and shall be attached to standards angled upward to the left and right at forty-five (45) degrees and mounted on the top of the cab. No flags shall be displayed unless the escort vehicle is actually engaged in escorting.
- (2) Mirrors. The vehicle shall be equipped with an outside rear-view mirror on each side of the vehicle.
- (3) Radio. Escort and towing vehicles shall be equipped with a two-way radio which is capable of transmitting and receiving voice messages over a minimum distance of one (1) mile and which is compatible with radios in the escorted vehicle and any other escort vehicle(s).
- (4) Fire extinguisher. One (1) ten-pound or two (2) five-pound ABC fire extinguishers. Extinguishers shall be checked annually to ensure they are operational.
- (5) Flares or reflectors. Four (4) LED type flares, three (3) traffic cones or three (3) portable triangle reflector units.
- (6) Sign. The regulation "Oversize Load" sign, as provided in 730:50-5-15(a), except that sign shall be at least ten (10) inches high, shall be mounted either on the front or the roof of front escort vehicles and on the rear or on the roof of the rear escort vehicle while escorting an oversize vehicle or load. The sign shall be clearly visible without an obstruction. No signs shall be displayed unless the escort vehicle is actually engaged in escorting.
- (7) Warning lights. One AAMVA-approved rotating or flashing amber beacon or a flashing amber light bar system shall be mounted on top of the escort vehicle and shall be of sufficient intensity when illuminated to be visible from five hundred (500) feet in normal sunlight, and shall rotate, oscillate, or flash through 360 degrees. Blue lights are strictly



prohibited and, red, or white rotating lights are not authorized under Oklahoma statutes. In addition:

(A) Headlights of escort vehicles shall be lighted at all times during movement.

(B) Warning lights in conformance with 47 O.S. § 12-220(B) may be used in conjunction with the headlights.

(C) No warning lights shall be displayed unless the escort vehicle is actually engaged in escorting.

(8) Measuring pole. A current height measuring pole made of non-conductive, flexible, non-fragile material when escorting a load or vehicle which is fifteen

(15) feet and nine (9) inches or more in height.

(9) Traffic control sign. Two (2) "STOP" and "SLOW" paddle signs at least 18" inches in diameter with letters at least 6" high with a reflective surface which meets standards set by the Manual on Uniform Traffic Control Devices.

(10) Safety clothing. A hard hat and a jacket or vest, both of which meet standards set by the Manual on Uniform Traffic Control Devices, for each person who may be assigned to traffic control, setting reflectors or any other duties conducted on or near a roadway.

(11) Flashlight. At least one operating hand held flashlight that is visible for at least 500 feet.

(12) Spare tire. A full-size spare tire for the escort vehicle, tire jack and lug wrench.

(d) Prohibitions when operating escort vehicles. The escort vehicle shall not:

(1) Carry any item, equipment, or load in or upon the vehicle which:

(A) Exceeds the height, length, or width of the vehicle, overhangs the escort vehicle; or otherwise impairs its immediate recognition as an escort vehicle by the motoring public.

(B) Impairs the view of the operator of the escort vehicle or the escorted vehicle.

(C) Obstructs the view of signs or flags used by the escort vehicle or causes safety risks to the motoring public.

(D) Impairs the performance of the escort vehicle.

(2) Tow any trailer or other vehicle, except that an escort vehicle operator not required to be certified by the Department may tow a trailer when escorting a manufactured home. Such trailer shall not exceed eight and one-half (8 1/2) feet in width and twenty (20) feet in length with siding not to exceed four (4) feet in height measured from the bed of the trailer. The trailer may only be used to transport supplies and equipment necessary to carry out the mission of escort vehicle operators [47 O.S. § 14-120.1(C)] and shall not be used to carry other supplies, equipment, or cargo.

(3) The operator of the escort vehicle shall not perform as a tillerman or steerman while performing escort operations. A passenger in the escort vehicle may act as a steerman. For purposes of this paragraph, "tillerman" means a person who is physically located on the CMV, has a valid commercial driver license and who operates by remote control or other means any axle of the CMV; "steerman" means a person who is not physically located on the CMV, not required to have a valid commercial driver license, and who operates by remote control or other means any axle of the CMV.

(e) Duties of escort vehicle operators.

(1) Traffic control. In the performance of duties as the operator of an escort vehicle, the operator is authorized to direct traffic to stop, slow down or proceed in situations where such direction is necessary to allow traffic or the escorted vehicle or load to continue moving safely. Pilot/Escort operators must be trained and certified to perform the above duties according to MUTCD (Section 6E.01 Qualifications for Flaggers).



(A) The operator of the escort vehicle shall require the escorted vehicle or load to stop, and the escorted vehicle shall move as far off of the roadway as practicable and stop to allow other traffic to pass, under the following conditions:

(i) When the escorted vehicle or load becomes disabled.

(ii) When the movement of the escorted vehicle or load on a particular section of roadway presents a safety risk or unreasonable risk to or unreasonably interferes with the efficient movement of other traffic, based upon such factors as the widths of the escorted vehicle or load, roadway, volume of traffic, limited visibility, or mountainous terrain.

(iii) When driving conditions for the escorted vehicle or load are hazardous for any reason including weather.

(B) When the escorted vehicle or load stops, the escort vehicle operator shall direct other traffic past the escorted vehicle or load as necessary until such time as the escorted vehicle or load can reenter the roadway and continue moving without presenting a safety risk or unreasonably interfering with efficient movement of other traffic.

(C) Escort vehicle operators when performing escort duties shall have their driver's license and escort certification on their person and present them for inspection at the request of any law enforcement officer.

(2) Escort vehicle operation.

(A) The operator of an escort vehicle must comply with all applicable traffic laws of this state and with the requirements of this Chapter when escorting a vehicle on all routes of the state highway system, including but not limited to the Dwight D. Eisenhower National System for Interstate and Defense Highways, all turnpikes, and such other roads, streets, or public ways that the Oklahoma Department of Transportation shall deem appropriate.

(B) On two-lane highways, the first escort vehicle will travel far enough to the front and the second escort vehicle, if required, will travel far enough to the rear of the escorted vehicle or load to timely warn approaching motorists. On multi-lane highways, the first escort vehicle will travel far enough to the rear of the escorted vehicle or load to timely warn motorists approaching from the rear.

(C) The operator of an escort shall not:

(i) possess, use, or be under the influence of alcohol, or have any measurable alcohol concentration within four (4) hours before or at any time while operating or in actual physical control of any escort vehicle.

(ii) use alcohol or be under the influence of alcohol within 4 hours before going on duty or while operating or having actual physical control of an escort vehicle; or

(iii) use alcohol, be under the influence of alcohol, or have any measured alcohol concentration or detected presence of alcohol, while on duty, or operating, or in physical control of an escort vehicle.

(iv) Operate an escort vehicle and be in possession of wine, beer, or distilled spirits.

(v) be on duty and possess, be under the influence of, or use, any of the following drugs or other substances:

(I) Any Title 63 O.S. §2-204 Schedule I substance;

(II) An amphetamine or any formulation thereof;

(III) A narcotic drug or any derivative thereof; or

(IV) Any other substance, to a degree which renders the driver incapable of safely operating a motor vehicle.

(f) Insurance. Each certified escort vehicle operator who operates in interstate commerce, and on and after August 1, 2012, each certified escort vehicle operator, shall maintain a valid insurance policy issued by an insurance company currently authorized to issue policies of insurance covering risks in the State of Oklahoma, and proof of insurance shall be carried in the escort vehicle at all times. The insurance policy shall protect the public against loss of life, bodily injury to persons, and damage to property, as evidenced by a current certificate of insurance, including any applicable endorsement, which indicates that the operator, or the operator's employer, has in full force and effect insurance coverage for bodily injury or property damage, or both, as a result of the operation of the escort vehicle or of the actions of escort vehicle operator, or of both, causing the bodily injury or property damage, or both, arising out of an act or omission by the escort vehicle operator relating to the escort duties required by this chapter. The insurance shall be no less than \$1,000,000 combined single limit or \$1,000,000 per occurrence, or both, of commercial liability coverage, as applicable, and must be maintained at all times during the term of the certification.

**730:50-5-17. Certification of operators of escort vehicles for hire**

(a) Requirements. Every person who drives an escort vehicle for hire to escort a permitted over-dimensional load or vehicle in this state must be certified by the Department of Transportation. To be certified, the person must meet the following requirements:

- (1) Be at least eighteen (18) years of age.
- (2) Possess a valid driver license from the state or jurisdiction in which the person is a resident.
- (3) Submit an application for certification to the Size and Weight Permit Division of the Department of Transportation on the form provided by the Department of Transportation. The application must contain all required information including a driving record issued within the immediately preceding thirty (30) days.
- (4) Attend a course in escort vehicle certification, as prescribed by the Department of Transportation, and successfully pass the escort vehicle certification examination.

(b) Course and examination. The course will be taught by the Oklahoma State University Center for Local Government Technology. Courses will be taught at locations throughout the state. Class size shall be determined by Oklahoma State University Center for Local Government Technology. Locations, times, and enrollment information are available by calling (405) 744-6049, or online at [clgt.okstate.edu](http://clgt.okstate.edu).

(c) Certification. The Department of Transportation will grant a certification card to any person who completes an escort vehicle course prescribed by the Department of Transportation, passes the escort vehicle certification examination with a score of seventy-five percent (75%) or higher, and satisfies all other requirements.

(1) The term of the certification shall be for a maximum period of five (5) years, subject to subsection (d), and shall expire automatically five (5) years after the date of issuance. Upon expiration of the certification, the operator must again comply with the requirements in (a)(1), (a)(2), (a)(3), and (a)(4) of this Section before the Department of Transportation will issue a new certificate.

(2) Operators must notify the Department of Transportation, Size and Weight Permit Division in writing within thirty (30) days of any change of address or name.

(d) Denial or withdrawal of certification. The following circumstances shall result in denial or withdrawal of certification:

- (1) Failure to satisfy the requirements of or failure to give required or correct information on

the application for certification as an escort vehicle operator, or the commission of any fraud in making the application.

(2) Violation of rules established by the certifying state.

(3) Suspension, revocation, cancellation, or denial of the driver license of the certified operator. The certified operator shall notify the Department of Transportation, Size and Weight Permit Division, within five (5) days of any such suspension, revocation, cancellation, or denial, and shall provide the Division a copy of the Order from the Department of Public Safety documenting the suspension, revocation, cancellation, or denial of the driver license.

(e) Hearing. Any party aggrieved by the denial or withdrawal of certification under this Section may request a hearing, in writing, with the Department of Transportation by sending the hearing request to the Office of General Counsel, 200 N.E. 21st, Oklahoma City, OK 73105.

(f) Certification by other states. An escort vehicle operator shall possess an Oklahoma certification, unless the escort vehicle operator is a resident of a state other than Oklahoma which has a reciprocal agreement with Oklahoma recognizing escort vehicle operator certifications issued by that state [47 O.S., §14-120.1(E)] and is in possession of a current escort vehicle operator certification issued by that state. Under all circumstances, an escort vehicle operator who is an Oklahoma resident shall have an Oklahoma certification.

#### **730:50-5-18. Oversize vehicles and loads**

(a) General. Permitted oversize vehicles and loads shall be subject to the following conditions and restrictions:

(1) The applicant for a permit must provide the length, height, and width of the vehicle or combination of vehicles and load requiring a permit.

(2) Date and time of travel shall be permitted as provided for in 47 O.S. §14-101 and in 730:50-5-1.

(3) Certain highways and areas may be designated for use or prohibited from use for a limited time, due to events which would impede traffic conditions.

(4) An escort vehicle or vehicles will be required as provided in (b) of this Section or as provided in 730:50-5-19 for manufactured homes.

(b) Escorts for oversize loads.

(1) Loads greater than twelve (12) feet in width but not more than fourteen (14) feet in width are required to be accompanied by a front escort vehicle on two-lane highways and on super two-lane highways and by a rear escort on multi-lane highways with the required "Oversize Load" sign and flagging on the front of the towing vehicle and on the rear of the load or the towed vehicle, whichever extends the farthest.

(2) Loads more than fourteen (14) feet in width are required to be accompanied by two escort vehicles, one in the front and one in the rear, on two-lane highways or super two-lane highways. A rear escort is required on all multi-lane highways. All loads more than sixteen (16) feet in width are required to be accompanied by two escort vehicles, one in the front and one in the rear, on all roads and highways. The required "Oversize Load" sign and flagging is required on the front of the towing vehicle and on the rear of the load or the towed vehicle, whichever extends the farthest.

(3) Loads with an overall height of fifteen (15) feet and nine (9) inches or more are required to be accompanied by two escort vehicles, one in the front and one in the rear. The required "Oversize Load" sign and flagging is required on the front of the towing vehicle and on the rear of the load or the towed vehicle, whichever extends the farthest. All public utilities and

railroads along the route must be contacted in advance of the move by the permittee. Measuring Pole (Height Pole) shall be meet the requirements as provided by 730:50-5-16(8).

(4) A truck-tractor/semi-trailer combination which is more than eighty (80) feet in overall length is required to be accompanied by one front escort on two-lane highways. A combination other than a truck-tractor/semi-trailer which is more than eighty (80) feet in overall length is required to be accompanied by one front escort on two-lane highways or super two-lane highways.

(5) A truck-tractor/semi-trailer combination or any other combination of vehicles which is more than one hundred (100) feet in overall length is required to be accompanied by two escort vehicles, one in the front and one in the rear, on two-lane highways and super two-lane highways.

### **730:50-5-19. Manufactured homes and industrialized housing**

(a) General provisions for manufactured homes. Permits for movement of manufactured homes and industrialized housing shall require the "Oversize Load" sign and flagging in accordance with 730:50-5-15. Other requirements are:

(1) Oversize movement is subject to the provisions of 47 O.S. §14-101 and 730:50-5-1(1).

(2) The towing vehicle must be at least fourteen (14) feet from bumper to bumper, or have a wheelbase of at least one hundred eighteen (118) inches to tow a manufactured home or industrialized housing at least twelve (12) feet but not more than sixteen (16) feet in width. All towing vehicles must have dual wheels on the drive axles. If the manufactured home is less than twelve (12) feet wide, the towing vehicle must be a truck of at least three-quarter (3/4) ton capacity. If the manufactured home is twelve (12) feet wide or more, the towing vehicle must be of at least two (2) ton capacity.

(3) Red flags and the "Oversize Load" sign are required as provided in 730:50-5-15.

(b) Manufactured homes not more than ten (10) feet wide. Manufactured homes not more than ten (10) feet wide and with an overall length which exceeds seventy (70) feet are required to have an overwidth permit. The towing vehicle must be a truck with a rated capacity of three-quarter (3/4) ton or more. The regulation "Oversize Load" sign and flagging are required, as provided in 730:50-5-15. An "Oversize Load" sign shall be placed on the front of the towing vehicle and the rear of the manufactured home.

(c) Manufactured homes at least twelve (12) feet wide but not more than fourteen (14) feet wide. For manufactured homes at least twelve (12) feet wide but not more than fourteen (14) feet wide, the towing vehicle must be a truck of at least two (2) ton rated capacity, with dual rear wheels. A front escort is required on all two-lane and super two-lane roads and highways. A rear escort is required on all multi-lane highways. The regulation "Oversize Load" sign and flagging are required, as provided in 730:50-3-15. An "Oversize Load" sign shall be placed on the front of the towing unit and the rear of the manufactured home. The towing vehicle must maintain a minimum speed of 40 mph on all multi-lane highways, if conditions are favorable. The load must not extend more than one foot on each side at the eaves.

(d) Manufactured homes more than fourteen (14) feet wide but not more than eighteen (18) feet wide. Manufactures homes more than fourteen (14) feet wide but not more than eighteen (18) feet wide will be issued permits in accordance with 47 O.S. §14-103A. The towing vehicle must be a truck of at least two (2) ton rated capacity, with dual rear wheels. Both front and rear escorts are required on all two-lane and super two-lane roads and highways. A rear escort is required on all multi-lane highways. The regulation "Oversize Load" sign and flagging are

required, as provided in 730:50-5-15. An "Oversize Load" sign shall be placed on the front of the towing unit and the rear of the manufactured home. Manufactured homes of this width will not be permitted to travel on any turnpike but will be permitted on the Dwight D. Eisenhower System of Interstate and Defense Highways. The towing vehicle must maintain a minimum speed of 40 mph on all multi-lane highways, if conditions are favorable. The load must not extend more than one foot on each side at the eaves.

(e) Manufactured homes more than eighteen (18) feet wide. Manufactured homes more than eighteen (18) feet will be issued permits in accordance with 47

O.S. § 14-103A. Manufactured homes more than eighteen (18) feet shall not be permitted for movements on the Dwight D. Eisenhower System of interstate and defense highways. The towing vehicle must be a tandem-axle truck of not less than two hundred twenty (220) horsepower. Both front and rear escorts are required on all two-lane and super two-lane roads and highways. A rear escort is required on all multi-lane highways. The regulation "Oversize Load" sign and flagging are required on the front of the towing unit and the rear of the manufactured home. Manufactured homes of this width will not be permitted to travel on any turnpike. The towing vehicle must maintain a minimum speed of 40 mph on all multi-lane highways if conditions are favorable. The load must not extend more than one foot on each side at the eaves.

#### **730:50-5-20. Portable buildings**

Movement of portable buildings requires the following:

(1) The towing vehicle for portable buildings not exceeding fourteen (14) feet in width shall be any type of truck. For portable building exceeding fourteen (14) feet in width, but not exceeding sixteen (16) feet in width, the towing vehicle must be a ¾-ton truck.

(2) Portable buildings must meet the same provisions for escorts and the regulation "Oversize Load" sign and flagging, as provided in 730:50-5-15, as are required for manufactured homes [see 730:50-5-19 regarding these provisions].

#### **730:50-5-21. Industrialized housing, houses, and buildings**

Permits for house or building movement will be issued in accordance with 47 O.S. §14-103C.

(1) The maximum width will not exceed thirty-two (32) feet at the base and thirty-four (34) feet at the top. The height shall not exceed twenty-one (21) feet on any state or federal highway.

(2) Travel shall be on highways and at times and dates determined by the Department of Transportation and consistent with public convenience and safety, as specified on the permit. Permits will be issued in accordance with 47 O.S. §14- 101 et seq.; provided, the structures shall not be moved on Saturday or Sunday.

(3) Loads which are fourteen (14) feet or more in width, or in excess of eighty (80) feet in overall length must have two escorts with a flag person.

(4) House movers will be required to notify any railroad company across whose railroad a house or building is to be moved of the date, time of the anticipated crossing and obtain the train schedule. In all cases when overhead lines are present and the load is fifteen (15) feet and nine (9) inches or more in height, the house mover will be required to notify any affected utility or railroad company in advance of the anticipated move, so overall safety measures can be taken, and flag person(s) can be provided.

(5) Any structure in excess of sixteen (16) feet in width, the towing unit shall be a tandem-axle truck of no less than two hundred twenty (220) horsepower.

### **730:50-5-22. Agriculture permits**

Agriculture permits shall be governed by 47 O.S. §14-118(e).

(1) Transporting of raw forest products shall not be permitted on the National System of Interstate and Defense Highways and shall require:

(A) An annual permit with a fee of Twenty-five Dollars (\$25.00)

(B) Truck and trailer information shall be given to the Size and Weight Permit Division of the Department of Transportation.

(C) The regulation "Oversize Load" sign and flagging are required, as provided in 730:50-5-15.

(2) Transporting of round baled hay requires:

(A) An annual permit with a fee of Twenty-five Dollars (\$25.00).

(B) Truck and trailer information shall be given to the Size and Weight Permit Division of the Department of Transportation.

(C) The regulation "Oversize Load" sign and flagging are required, as provided in 730:50-5-15.

(3) Transporting of soil conservation equipment requires:

(A) An annual permit with a fee of Twenty-five Dollars (\$25.00).

(B) Truck and trailer information shall be given to the Size and Weight Permit Division of the Department of Transportation.

(C) Travel on the National System of Interstate and Defense Highways shall not be permitted.

(D) The regulation "Oversize Load" sign and flagging are required, as provided in 730:50-5-15.

### **730:50-5-23. Unitized equipment**

(a) To obtain unitized equipment permit or endorsement to an oversize permit, the following information is required:

(1) make and model of vehicle,

(2) vehicle length (truck),

(3) wheelbase measurement,

(4) protrusion measurements (front and rear),

(5) measurement of lowest point of protrusion above road surface.

(b) The protrusion shall bear luminous tape sufficient to warn the public of the extent of the protrusion.

### **730:50-3-24. Special mobilized machinery**

(a) Permits for special mobilized machinery as defined in 47 O.S. §1-165 and authorized by 47 O.S. §14-118 shall be issued upon application and approval, when such application is accompanied by a certificate of registration or receipt of ad valorem fees paid for such special mobilized machinery. Permit holders shall operate in accordance with the safety requirements of the Oklahoma statutes relating to motor vehicle operations and required equipment found in 47 O.S., Chapters 11, 12, and 74 and any related provision of this subchapter.

(b) Permits for oversize and/or overweight special mobilized machinery shall be issued upon proper application and approval, under authority of 47 O.S., §§ 14- 103, 14-118 and this Chapter. Machines that exceed twelve (12) feet in width and fifteen (15) in height shall not be authorized an annual oversize permit. All oversize equipment shall display the regulation "Oversize Load"

sign on the front and rear of the equipment.

## **SUBCHAPTER 7. SPECIAL COMBINATION VEHICLES [NEW]**

### **730:50-7-1. General provisions**

(a) Defined. Special combination vehicles are defined and subject to 47 O.S. § 14-121, and the Department of Transportation rules pertaining to the movement of oversized and/or overweight vehicles and loads within this state. Annual permits issued shall be specific to the power unit.

(b) Return to Department of Transportation. Any operator that disposes of or removes a Special Combination Vehicle from operation shall return the issued permit for that particular vehicle to the Department.

(c) Service of notice. Any notice required by law or by the rules of the Department of Transportation to be served upon any holder of a Special Combination Vehicle Permit shall be served personally or mailed to the last known address of such person as reflected by the records on file with the Department of Transportation. Notice is deemed complete ten (10) days after mailing. It is the duty of every permit holder to notify the Department of Transportation, Size and Weight Division, in writing, as to any change in the address of such person or his principal place of business.

### **730:50-7-2. Issuance of permits**

The requirements for issuance of special combination vehicle permits are the following:

(1) Where to apply. Application shall be made to the Director of the Size and Weight Permit Division, Department of Transportation, 200 N.E. 21<sup>st</sup> Street, Oklahoma City, Oklahoma, 73105, on a form prescribed by the Department.

(2) Cost. A completed and signed application will be accompanied by a tender of an annual fee of Two Hundred Forty Dollars (\$240.00) for each permit issued.

(3) Number. One permit is required for each special combination vehicle.

(4) Expiration. Permits will expire one year from the date of issuance.

(5) Refunds. Refunds for unused portions of issued permits will not be made.

(6) Renewal. The filing of an application for permit or renewal of same does not authorize operation. Operation may only commence after the issuance of a permit by the Department of Transportation.

### **730:50-7-3. Denial, modification, suspension, and revocation of permits**

(a) Failure to qualify. The Department of Transportation may deny or cancel a permit of any applicant or current permit holder who fails to qualify for the issuance of a permit as provided in this Chapter, Oklahoma Tax Commission rules or State Law.

(b) Violation. The Department of Transportation may deny, cancel, modify, suspend or revoke a permit of any holder who has committed a violation of any of the provisions of this Chapter.

(c) Minor disqualification. Where the Department of Transportation determines that minor disqualification and/or violation exists which may be readily rectified by the applicant, holder or driver, the Department of Transportation may informally notify such party by mail or telephone of such minor disqualification or violation, with a request for compliance within a specified period of time. If such party fails to rectify the minor disqualification or violation, the Department of Transportation may proceed according to other provisions of this Chapter, and 730:50-5-9(f) which states: *Failure to comply with any of the provisions of this Section shall constitute grounds for the immediate suspension or revocation of the Annual Operating Permit in a manner prescribed by the Executive Director of the Department of Transportation. Any*

suspension of said permit shall remain in effect for a period of not less than six (6) months. Any revocation of said permit shall be for a period of not less than one (1) year. [OAC 730:50-5-9(f)].

(d) Denial. In addition to all other provisions of this subchapter any Special Combination Vehicle Permit may be denied, suspended, revoked, or modified, in whole or in part when:

- (1) The applicant makes a false statement on the application for a permit.
- (2) The applicant fails to provide valid and applicable information on the application for a permit.
- (3) The applicant fails to submit the applicable permit fee as required.
- (4) The Department of Transportation determines that the applicant cannot comply with the requirements of this Chapter, Oklahoma Tax Commission rules or State Law.
- (5) The applicant failed to comply with or obtain a previous Special Combination Vehicle Permit.

(e) Procedures. In the event that the Department of Transportation has determined that a permit should be denied, suspended, revoked or canceled for any reason, the following procedures shall apply. [75 O.S. §301 et seq.]:

- (1) The Department of Transportation shall send written notice containing all information required [75 O.S §309] to the concerned applicant or permit holder. Notice will be made as provided in 47 O.S §2-116. Notice will set forth the specific reasons for and the particular action which will be taken.
- (2) The notice shall provide that the Department of Transportation action shall become effective twenty (20) days after mailing unless the licensee timely files a written request for a hearing with the Department of Transportation's Size and Weight Permit Division. Such request shall be timely when filed prior to the effective date of the Department of Transportation action.
- (3) If a timely hearing is requested, such hearing shall be scheduled not less than seven (7) days nor more than fifteen (15) days from the date the Department of Transportation receives the request. The hearing will be held at the Department of Transportation Size and Weight Permit Division in Oklahoma City or at another location set by the Department of Transportation and agreeable to all parties.
- (4) A hearing officer shall be designated by the Executive Director of the Department of Transportation and each party shall be afforded an opportunity to be heard and to present evidence. [75 OS Section 304, et seq.]
- (5) The scope of the hearing shall be confined to the specific reasons for the particular action, all of which will be set forth in the notice letter.
- (6) The hearing officer shall render a decision thereon based upon the law and evidence presented.
- (7) The decision of the hearing officer becomes final after ten (10) days from the date of its entry, unless written request under the provisions of 75 O.S §317, is timely made.
- (8) If applicant or permit holder fails to appear at the scheduled hearing without good cause, the hearing officer shall record the nonappearance and enter an order reflecting the effective date.
- (9) If the Department of Transportation representative fails to appear without good cause, the hearing officer shall record the nonappearance and enter an order of dismissal of the Department of Transportation action; such order of dismissal shall be without prejudice if the basis for the action constitutes noncompliance or a continuing violation of the rules of this Chapter.



(10) Where a timely written request for a rehearing, reopening or reconsideration of the case is received, the Department of Transportation action shall be stayed until a final order has been entered, except as provided in (11) of this Subsection.

(11) Department of Transportation action shall become effective immediately where:

(A) An original application for a permit is denied for failure to qualify.

(B) The Department of Transportation finds that the health, safety, or welfare of the public imperatively requires such action and a finding to the effect is incorporated in its order. [75 O.S §314].

(12) Each party shall be notified of each action taken by the hearing officer.

#### **730:50-7-4. Equipment requirements**

Each licensee shall insure that the operation of special combination vehicles complies with the following rules in addition to other equipment requirements established by state or federal laws or rules:

(1) Power. All truck-tractors shall be powered to provide adequate acceleration and hill climbing ability under normal operating conditions, and to operate on level grades at speeds compatible with other traffic. The ability to maintain a minimum speed of 40 mph under normal operating conditions on any grade over which the combination is operated is required.

(2) Traction. All truck-tractors shall have adequate traction to maintain a minimum speed of 20 mph under normal operating conditions on any grade over which the combination is operated and to be able to resume a speed of 20 mph after stopping on any such grade and, except in extreme road or weather conditions, to negotiate at any speed all grades encountered.

(3) Tires. Stiff sidewall tires are recommended. Adequate tread and safe condition is required.

(4) Fifth wheel. A heavy duty fifth wheel is required. All fifth wheels must be clean and lubricated with a light duty grease at all times while operating in this state.

(5) Pick-up plates. Pick-up plates must be of equal strength to the fifth wheel.

(6) King pin. The kingpin must be of a solid type and permanently fastened. Screw out or folding type kingpins are prohibited.

(7) Pintle hook and eye. All hitch connections must be of a no-slack type, preferably air actuated ram. Air actuated hitches which are isolated from the primary air transmission system are recommended.

(8) Drawbar. The length of the drawbars (a beam which serves as a point of connection for some trailers) shall be consistent with the clearance required between trailers for turning and backing maneuvers.

(9) Axles. Axles must be those designed for the width of the body.

(10) Brakes. All braking systems must comply with state and federal requirements. In addition, fast air transmission and release valves must be provided on all trailers, semi-trailers and converter dolly axles. A brake force limiting valve, sometimes called a "slippery road" valve may be provided on the steering axle if Federal Motor Carrier Safety regulations would so allow. Indiscriminate use of engine retarder brakes is prohibited.

(11) Mud flaps or splash guards. As required by state law. [47 O.S. §12-405.3]

#### **730:50-7-5. Operation of special combination vehicles**

The procedures established below shall be followed when operating a special combination

vehicle in this state:

- (1) Minimum distance. A minimum distance of 500 feet shall be maintained between Special Combination Vehicles and other vehicles except when overtaking and passing. Except when passing another vehicle in the same direction, or when emergency conditions exist, a Special Combination Vehicle shall remain at all times in the right hand outside lane.
- (2) Disabled vehicle. In the event a Special Combination Vehicle is disabled for any reason other than an accident, it shall be parked as far off the travelled roadway as possible and proper warning devices displayed as required by state law.
- (3) Explosives, poisons and radioactive materials. Transportation by Special Combination Vehicles of Class A and B explosives, Class A poisons and Class 1, 2 and 3 radioactive material or any other Material deemed to be unduly hazardous by the Department of Transportation is prohibited. This prohibition does not include the transportation of gasoline, fuel, oil or heating oil, or such petroleum products.

#### **730:50-7-6. Stability**

All multiple trailer combinations must be stable at all times during normal braking and normal operation. A multiple trailer combination when traveling on a level, smooth, paved surface must follow in the path of the towing vehicle without shifting or swerving more than three inches to either side when the towing vehicle is moving in a straight line.

#### **730:50-7-7. Weight**

The total weight on any single axle shall not exceed 20,000 pounds. The total axle weight on any tandem axle shall not exceed 34,000 pounds. The total weight on any group of two or more consecutive axles shall not exceed the amounts shown in 23 U.S.C Section 27. All Special Combination Vehicles must be properly registered.

#### **730:50-7-8. Load sequence**

The heaviest trailer or semi-trailer should be placed in front and the lightest at the rear whenever possible and practicable. In no case shall either trailer or semi-trailer be placed ahead of another trailer or semi-trailer which carries an appreciably heavier load. An empty trailer or semi-trailer shall not precede a loaded trailer or semi-trailer.

### **SUBCHAPTER 9. NATIONAL AND REGIONAL PERMITS [NEW]**

#### **730:50-9-1. Regional Permits**

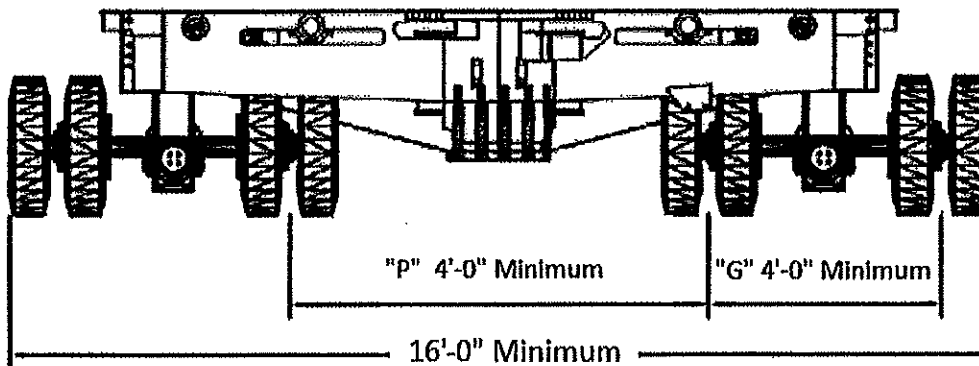
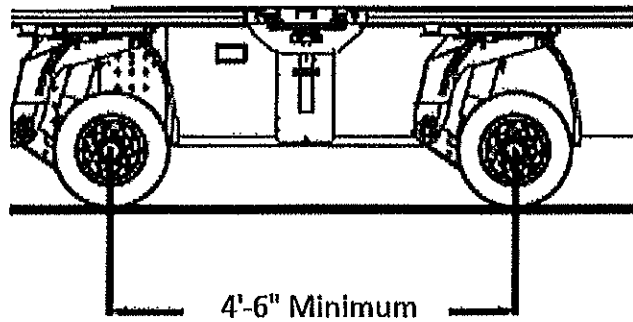
(a) The Department of Transportation adopts by reference the agreement entered into between the Department of Transportation and the Western Association of State and Highway Transportation Officials (WASHTO), as well as the Guide for Uniform Laws and Regulations Governing Truck Size and Weight Among the WASHTO States, for the future issuance of multi-state permits for single-trip non-divisible loads in accordance with said agreement.

(b) The Department of Transportation adopts by reference the agreement entered into between the Department of Transportation and SASHTO, as well as the Agreement on Multi-State Permitting of Oversize and Overweight Vehicles to consider a single, routine, uniform mechanism for processing multi-state single trip permits for oversize and/or overweight vehicle combinations which are within the standards and specifications of the agreement.

#### **730:50 APPENDIX A. DUAL LANE AXLES [NEW]**

APPENDIX A. DUAL LANE AXLES

Figure 1



# **AMENDMENTS TO DEPARTMENT ADMINISTRATIVE RULES**

**AGENDA ITEM NO. \_\_\_\_\_**

- b) Approval to Revoke the OAC Rule No.: 730:1-5-5.  
Collection of damage claims**

**730:1-5-5. Collection of damage claims [REVOKED]**

~~Claims for damage to Department facilities with an estimated cost of less than two thousand five hundred dollars (\$2,500.00) may be collected by the Department based upon a repair estimate prepared by the appropriate field division and approved by the division engineer. The estimate shall, as a minimum, contain an estimate of the materials required and cost for each item, an estimated number of man hours and the hourly rate by classification and equipment hourly costs. The Department shall develop a form for use by the field division in making damage cost estimates. The form shall contain a statement signed by the division engineer that the damage will be repaired as soon as practical.~~

# **AMENDMENTS TO DEPARTMENT ADMINISTRATIVE RULES**

**AGENDA ITEM NO. \_\_\_\_\_**

**c) Approval to Revoke Rules, OAC Rule No.: 730:30-9-2 through 730:30-9-16 and Appendix C, D & E.**

## **SUBCHAPTER 9. PERMITTING OF OVERSIZED, OVERWEIGHT AND SPECIAL COMBINATION VEHICLES [REVOKED]**

### **730:30-9-2. Purpose [REVOKED]**

~~The purpose of this Subchapter is to provide rules which will serve as a basis for the development of a system by the Commissioner of Public Safety for the issuance of permits for the controlled movement of reasonably oversize and/or overweight vehicles upon appropriate transportation facilities which are adequately designed to accommodate such vehicle sizes and with minimal disruption to the normal flow of traffic, creating damage to public facilities or impairing the public safety. It is the intent of the Oklahoma Transportation Commission to ensure, to the greatest extent possible, that the traveling public is protected from potential traffic hazards and the public interest and investment in state owned transportation facilities are protected through meaningful control of vehicle sizes and weights exceeding statutory limitations while providing adequate eligibility to permit, where in the public interest, the non-routine movements of oversize and/or overweight vehicles.~~

### **730:30-9-3. Applicability [REVOKED]**

~~The provisions of this Subchapter pertain to all routes of the State Highway System including, without limitation, the Dwight D. Eisenhower National System of Interstate and Defense Highways and all toll facilities (turnpikes) carrying an Interstate Highway, US Highway or State Highway designation, and such other roads, streets, or public ways as the Commissioner of Public Safety shall deem appropriate.~~

### **730:30-9-4. Permit defined [REVOKED]**

~~A permit, when issued by the Commissioner of Public Safety in accordance with the laws of the State of Oklahoma and provisions of this Subchapter shall, subject to the conditions and restrictions of the law and these rules, constitute the limited written permission of the State of Oklahoma for the movement of a specific vehicle and/or load which exceeds any size or weight limitations of Title 47 O.S. 1991, Chapter 14 and any lawful amendments thereto, or, with regard to the Dwight D. Eisenhower National System of Interstate and Defense Highways, exceeds any of the provisions of Title 23 U.S.C., Section 127 or associated federal regulations.~~

### **730:30-9-5. Assumption of liability and responsibility for damages to public facilities by permittee [REVOKED]**

~~(a) The driver, owner, operator, and any person, firm, or corporation causing or responsible for any vehicle being on any public road, street, or highway of this state operating under the limited authority of an oversize, overweight or other special permit shall, by operation of the vehicle under such permit, assume full and absolute responsibility for any damage to any road, street, highway, bridge, overpass, pavement, or other transportation facility.~~

~~(b) The issuance of an oversize or overweight permit shall, under no circumstances, be considered or construed to be a warranty, either express or implied, or a representation in any form by the State of Oklahoma or any agency or political subdivision of the State that any road, street, highway, or bridge provides adequate support or clearance for the permitted load or vehicle. No permit shall be valid except in strict conformance with the conditions precedent of this provision and all provisions contained in the permit. The Commissioner of Public Safety~~

shall provide, on the face of each permit as determined by the Commissioner, notice of these conditions precedent for the use of the permit.

### **730:30-9-6. General conditions and restrictions on permits [REVOKED]**

Unless otherwise specifically required by law, the following provisions shall apply to the eligibility for permits issued by the Commissioner of Public Safety for the operation of oversize and/or overweight vehicles:

(1) ~~Vehicles bearing an out of state license are ineligible for a permit of any type for a movement between an origin and destination, both of which are located within Oklahoma (intrastate movement), unless said vehicle is covered under an agreement between the licensing state and the State of Oklahoma which prorates the licensing and/or registration fees for such vehicles, or unless such vehicle has been temporarily licensed for operation in this state. Evidence of compliance with the provisions of this subparagraph must be provided with the application for any such permit.~~

(2) ~~Only single trip permits may be requested by the vehicle owner or operator for non-divisible overweight vehicles and/or loads.~~

~~(A) A non-divisible load means any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles, would:~~

~~(i) Compromise the intended use of the vehicle, i.e., make it unable to perform the function for which it was intended;~~

~~(ii) Destroy the value of the load or vehicle, i.e., make it unusable for its intended purpose; or~~

~~(iii) Require more than eight (8) work hours to dismantle using appropriate equipment. The applicant for a non-divisible load permit has the burden of proof as to the number of work hours required to dismantle the load.~~

~~(B) Emergency response vehicles and casks designed and used for the transport of spent nuclear materials, and military vehicles transporting marked military equipment and material shall be considered for permits as non-divisible vehicles or loads.~~

~~(C) Non-divisible loads not operating on the interstate Highway System mean loads which, in the opinion of the Commissioner of Public Safety, cannot be reasonably and efficiently dismantled and which may safely operate on the permitted route.~~

~~(D) Permits may be issued only after proper consideration of:~~

~~(i) allowable weights on, and dimensions of, bridges;~~

~~(ii) potential damage to roadways;~~

~~(iii) highways under construction;~~

~~(iv) construction or other detours;~~

~~(v) traffic volumes;~~

~~(vi) interference with the normal flow of traffic; and~~

~~(vii) existing or reasonably anticipated weather conditions such as excessive winds, rain, fog, snow or ice, or any other condition which, in the opinion of the issuing agency, or any law enforcement officer, may adversely affect the safe operation of permitted vehicles or the public safety.~~



~~(3) Single trip permits for non-divisible overweight vehicles and/or loads may be requested only for vehicles which have been lawfully registered to carry the requested weight and only for the time reasonably necessary to accommodate the movement of said vehicle and/or load from its point of origin to its point of destination via the shortest practicable routing. Any return trip of said identical vehicle and/or load shall require an additional permit.~~

~~(4) All permit applications and issued permits must clearly and specifically identify the name and address of the vehicle owner, the vehicle involved including make, model, license number and state of issuance, the number of trailers, their license numbers and state of issuance, a brief description of the load to be transported and, if overweight, the gross permitted vehicle weight, the number of axles, axle configurations, spacings and weights and, if oversize, all oversize dimensions, the lengths of any front or rear load overhang and, for the movement of unlicensed equipment or mobile homes, a serial or other identification number unique to said load.~~

~~(5) No enforcement tolerances shall apply to any permitted vehicle and/or load.~~

~~(6) Permitted vehicles shall neither access nor move upon any part of the National System of Interstates and Defense Highways or four-lane divided Federal Aid Primary System Highways, state highway or bridge unless the properly signed original permit or true and correct facsimile or copy thereof, specifically authorizing such movement, is in the driver's possession.~~

~~(7) All vehicles and/or loads moving under provisions of a permit shall travel to the right of the center of the roadway and shall yield the right of way to other traffic. An exception occurs on bridges when the permit specifies traveling on the centerline of the roadway.~~

~~(8) Permitted vehicles and/or loads, the movement of which requires an escort, shall not travel in convoy.~~

~~(9) Failure of the vehicle owner or driver to comply with any applicable law, rule, regulation, ordinance, posted speed limit or any permit term, condition, limitation or requirement including, but not limited to routes of travel shall, in addition to all other legal remedies, immediately invalidate the permit.~~

~~(10) Vehicles carrying loads of other vehicles or equipment whose reasonably removable appendages require an oversize permit shall have such appendages removed prior to movement, thereby eliminating the need for an oversize permit.~~

~~(11) Vehicles and/or loads which are both overweight and oversize shall require the issuance of a permit covering both the overweight and oversize movement; however, the permit fees shall apply as though both permits had been issued separately.~~

### **730:30-9-7. Overweight permits - specific conditions and restrictions [REVOKED]**

~~(a) Unless otherwise specifically required by law, in addition to the applicable General Conditions and Restrictions on Permits as contained in 730:30-9-6, no overweight vehicle and/or load and no combination of vehicles and/or loads shall be eligible for a permit unless all the following conditions are met:~~

~~(1) the permit application is for a single trip only; and~~

~~(2) the vehicle and/or load to which the application applies cannot be divided; and~~

~~(3) the applicant has justifiably certified that the movement proposed in the application is necessary due to the existence of a specific public emergency requiring the use of the~~

~~State Highway System and the Commissioner of Public Safety has concurred in the existence of such emergency; and~~

~~(4) the route requested constitutes the shortest practicable routing available; and~~

~~(5) the overweight vehicle and/or load to which the application applies does not require a fixed single axle loading in excess of 20,000 pounds or 600 pounds per inch and fractional part thereof of nominal tire tread width, whichever is the lesser.~~

~~(b) Except as otherwise provided in this subchapter overweight permits shall be required for the movement of vehicles and/or loads exceeding 80,000 pounds or any of the provisions of federal Formula "B" or Table "B" when proposed for movement on the Dwight D. Eisenhower National System of Interstate and Defense Highways and for the movement of vehicles and/or loads exceeding 90,000 pounds or any of the provisions of the Oklahoma Weight and Axle Spacing Table shown in 47 O.S. 1991, Section 14-109(a)2, when proposed for movement on any other portion of the State Highway System.~~

~~(c) In accordance with the Federal Highway Administration interpretation of 23 U.S.C. § 127 longer combination vehicles, (LCV's) which are defined in § 127(d)(4) as any combination of a truck tractor and two or more trailers or semitrailers which operates on the Interstate System at a gross vehicle weight greater than 80,000 pounds in accordance with Federal Weight Formula "B" shall be allowed to operate on the Interstate System in Oklahoma at a gross vehicle weight of not to exceed 90,000 pounds, if the LCV configuration was in regular or periodic operation as permitted by the Commissioner of Public Safety on or before June 1, 1991. LCV's shall be subject to all other requirements provided for by federal law, state law and this subchapter. The Federal Highway Administration requires that any LCV operating on the Interstate Highway in the State of Oklahoma at a gross vehicle weight in excess of 80,000 pounds, but not exceeding 90,000 pounds, first obtain from the Commissioner of Public Safety a special annual divisible load permit for such operation on the Interstate Highways.~~

~~(d) The gross permissible axle weight on any axle which is capable of being lowered for use in supporting a load or retracted from such use by controls located in or accessible from the vehicle cab, shall not exceed the lesser of 8,000 pounds or the axle manufacturer's gross axle weight rating and no tire on any such axle shall be permitted to carry weights in excess of 240 pounds per inch and fractional part thereof of tread width. All tires on any such axle shall be compatible in size, width and air pressure with the tires on fixed load axles.~~

~~(e) No operator shall move any load without a permit which is over the weight limits provided by law.~~

~~(f) Maps for Load Posted Bridges on Oklahoma Highway System are available on the Department of Transportation web site and updated within two weeks of when changes occur. The map indicates, at the time of its updating, the locations of all load restricted bridges and highways on the state highway system. The map does not, in any event, constitute a warranty, either express or implied.~~

~~(g) All applications shall be entered into the Department of Public Safety automated overload permitting system and shall indicate all proposed axles, axle spacings and weights, the inner bridge dimensions, gross vehicle weight, vehicle width, height and length, origin, destination and the proposed routing, and shall be referred in writing to the Department of Transportation for a specific load route review. Based upon the findings of that review, the Department of Transportation shall notify the Commissioner of Public Safety whether such a permit may be issued or whether such movement will pose an unacceptable risk of damage to the highways and/or bridges of this state or create a hazard to the public safety. Permits for proposed~~

movements which pose an unacceptable risk in the opinion of the Department of Transportation shall be denied.

~~(h) Overweight load route reviews shall be made by the Department's Bridge and Maintenance Divisions. Bridge reviews shall be performed in strict compliance with provisions of the current AASHTO Manual For Bridge Evaluation. The computed stresses for a bridge due to an overweight load proposed for permitting shall not, under any circumstances whatsoever, exceed those specified in said manual; provided, the Department of Transportation may reduce the AASHTO recommended allowable computed stress values where necessary to account for deterioration in any of the structural members of any bridge.~~

~~(i) Based upon previously completed load route reviews, the Department has compiled and maintains an Overweight Truck Permit Map which is intended for use in permitting the movement of standard configurations of overweight trucks which have been previously studied and are shown on Standard Drawing OL-1. Said drawing indicates the maximum gross vehicle weight and axle group loading, minimum number of axles and inner bridge dimensions for all truck combinations shown. The Overweight Truck Permit Map and the Standard Drawing OL-1 are herein incorporated by reference and constitute an integral part of this Subchapter and will be updated by the Department not less than once every two years and furnished to the Commissioner of Public Safety in such quantities as he may reasonably require for the purpose of approving or rejecting applications for overweight permits for the movement of indicated vehicles and/or loads without requesting a load route review by the Department for the previously studied routes shown on the map. The Department reserves the right to add, delete or modify at any time, any routes or portions thereof shown on the map due to any change in the condition of highways relating to their ability to carry such loads, by oral or written notification to the Commissioner of Public Safety or his designated representative. Neither the Overweight Truck Permit Map or the Standard Drawing OL-1 constitutes a warranty, express or implied.~~

~~(j) All requests for overweight permits must go through the Department of Public Safety automated overload permitting system. Requests must be received a minimum of five working days prior to the date requested for actual movement of the load. Additional time may be required where several bridges are involved. Routes shown in red on said map are incapable of supporting permitted overweight vehicles shown on the Standard Drawing OL-1. Permits may be issued for vehicles shown on Standard Drawing OL-1 on routes shown in green on said map.~~

~~(k) Reducing bridge impact loading by restricting the speed of more conventional permit loads shall not be considered by the Department of Transportation where long hauls are to be made by permitted overweight vehicles. Restricted speed will be considered only for extremely short hauls where it can be shown that an alternate means of transportation is not readily available.~~

~~(l) The Department of Transportation will review specific routes and bridges for various combinations of oversize and overweight trucks including superloads to determine the probability of specific structures and pavements to support such loads; however, due to unknown factors, such as recent changes in conditions or any other unknown factor, neither the Commissioner of Public Safety nor the Department of Transportation shall warrant, guarantee or certify that a particular overweight load or superload can be safely moved over any route without incurring a substantial risk of structural failure to the paving surface or bridge structure due to the higher level of stress permitted for these oversize or overweight loads and no such warranty, guarantee or certification is hereby expressed or implied. The Department of Transportation reserves the right to require an evaluation of potential damage to the pavement on a specific route. A superload is defined as any overweight permit load that exceeds the~~

Standard Drawing OL-1 trucks described in paragraphs (i) and (j) of this subsection. If the route has not been studied previously for the proposed superload, a detailed structural analysis will be required to check each bridge to be crossed by the proposed superload to determine if adequate safety factors exist in the bridge to assure that damage will not occur unless it can be shown by a comparative analysis that it will not exceed stresses developed by OL-1. Bridge stress and safety factors shall be in strict conformance with paragraph (h) of this subsection.

(m) Superloads with dual lanes axles may be considered as separate side by side axles for analysis and permit purposes as shown by the Oklahoma Department of Transportation Standard Drawing OL-1. Superloads with dual lanes meeting the following requirements will be reviewed by the Oklahoma Department of Transportation for specific routes:

- (1) Each axle shall include a minimum of four (4) tires and not exceed 20,000 lbs. or 600 lbs. per inch and fractional part thereof of nominal tire tread width, whichever is the lesser. No more than one axle per lane will be allowed for dual lane configurations.
- (2) The lateral distance, "W", between consecutive dual wheels on each axle must be a minimum of 4' 0" regardless of the type of equipment being used.
- (3) The Gage, "G", or split inside distance separating axles between centers of inside dual wheels must be a minimum of 6' 0" measured between centers of inside dual wheels regardless of the type of equipment being used.
- (4) The permit application is for a single trip only.
- (5) The vehicle and/or load cannot be reasonably modified or dismantled for operation in compliance with all legally defined maximum dimensions.
- (6) The load does not exceed 16 feet in width when proposed for operation on the Dwight D. Eisenhower National System of Interstate and Defense Highways during any portion of the trip or 20' 0" on the state highway system.
- (7) The height of the vehicle and/or load will clear, by a minimum of two (2) inches, the minimum posted height limitation for any overhead structure. A Vertical Clearance of Bridge Structures Map is produced by and available from the Oklahoma Department of Transportation, but the map does not, in any event, constitute a warranty, either expressed or implied.
- (8) The track of the vehicle and/or load does not require the use of highway shoulders and the turning radius of the vehicle and/or load does not require leaving the surface of roadway travel lanes, the travel lanes of interchange loops or ramps, to negotiate turns.
- (9) The towing vehicle has sufficient power to move the oversize load safely at reasonable highway speeds.
- (10) All applications received by the Commissioner of Public Safety for overweight permits shall indicate all proposed axle spacings including gage and wheel spacings, axle spacings and weights, the inner bridge dimensions, gross vehicle weight, vehicle width, height and length, origin, destination and proposed routing, and shall be referred to the Department of Transportation for a specific load route review. **As a general rule, increasing the Gage, "G", and the wheel spacing, "W", will, in most cases, improve the load distribution and allow larger gross vehicle weights to pass over the bridges.**
- (11) As a general rule, the allowance of dual lane axels are intended for shorter hauls or, for instances when no other means is available, to move the load and the movement originates or terminates in the State of Oklahoma. In order to minimize disruption to traffic, preference should be given to the use of single lane equipment.

### 730:30-9-8. Special crossing permits [REVOKED]

~~(a) Special Crossing Permits for Industrial Use (Crossing Permits) may be applied for regarding the use of specific locations where private roads cross non-access controlled state highways and the load exceeds 20,000 lbs /axle when the following conditions and requirements are met.~~

~~(1) An initial Crossing Permit application for each such crossing shall be submitted through the Department of Public Safety to the Department of Transportation indicating, as a minimum, highway route number, station location, county, township and range, the proposed vehicle size, the number of axles and axle spacings, the maximum gross weight, maximum axle loadings and such additional information as the Commissioner of Public Safety may require.~~

~~(2) The Crossing Permit application shall be accompanied by appropriate plans, specifications and details necessary for said crossing, and shall have been prepared by a Registered Professional Engineer. The plans must show structural adequacy for the proposed reinforced surface of the highway crossing, including a soils study as well as appropriate traffic warning and control devices necessary to insure the safety of the traveling public.~~

~~(3) The Department of Transportation engineering staff shall make a comprehensive study of the proposal, make recommendations for any necessary revisions or modifications, and submit the request to the Transportation Commission for approval or rejection. If rejected, the Department will so notify the Commissioner of Public Safety.~~

~~(4) If the request is approved by the Transportation Commission, the requesting party shall enter into an agreement with the Director of the Department of Transportation to pay all costs of or associated with the construction and maintenance of the crossing, including the perpetual daily maintenance of the heavy load crossing and any safety warning and traffic control devices. The requesting party shall file with the Department evidence of sufficient liability insurance in amounts equal to the maximum amounts of liability for state agencies provided in the Governmental Tort Claims Act, naming the State of Oklahoma, ex rel. Department of Transportation as an additional insured and shall further agree to hold harmless the State of Oklahoma, its agents and employees from any and all claims of damages whatsoever which arise from the industry's use of, or as a result of the existence of, the highway crossing, associated warning or traffic control devices or any impairment of public safety at the crossing location.~~

~~(5) When construction of the crossing is completed and accepted, the Department of Transportation shall notify the Commissioner of Public Safety that an inspection has been made and the crossing satisfies the requirements of the plans and agreement and that the initial Crossing Permit may be issued.~~

~~(6) Subsequent Crossing Permits issued by the Commissioner of Public Safety shall authorize a specific vehicle to cross the state highway at an identified and approved crossing location. Said permits shall further specify a maximum gross weight and the maximum axle loadings and minimum inner bridge dimensions, as well as the length and width of each vehicle and may specify times of day, weather conditions or other factors limiting the use of such crossings.~~

~~(b) Failure on the part of the vehicle owner to comply with any of the Crossing Permit requirements or operation of the vehicle on or across a state highway at any non-permitted location shall constitute grounds for closing the crossing and the revocation of all special permits at that location. Any revocation of such permits shall be for a period of not less than 1 year.~~

**730:30-9-9. Oversize permits - specific conditions and restrictions [REVOKED]**

~~(a) Unless otherwise specifically required by law, in addition to the applicable General Conditions and Restrictions on Permits as contained in 730:30-9-6, no oversize vehicle shall be eligible for a permit unless all of the following conditions are met:~~

- ~~(1) the permit application is for a single trip only; however, in cases where an industry located near the Oklahoma State line routinely ships oversize loads directly across the nearby state line, or in other unusual instances, the Commissioner of Public Safety may issue multi-trip oversize permits for specific movements as set forth in 730:30-9-9(j); and~~
- ~~(2) the vehicle and/or load is nondivisible as defined in 730:30-9-6(2); and~~
- ~~(3) the load does not exceed 16 feet in width when proposed for operation on the Dwight D. Eisenhower National System of Interstate and Defense Highways during any portion of the trip; and~~
- ~~(4) the height of the vehicle and/or load will clear, by a minimum of 2 inches, the maximum height limitation for any overhead structure shown on the Vertical Clearance of Bridge Structures Map produced by and available from the Oklahoma Department of Transportation, which map does not, in any event, constitute a warranty, either express or implied; and~~
- ~~(5) the track of the vehicle and/or load does not require the use of highway shoulders and the turning radius of the vehicle and/or load does not require leaving the surface of roadway travel lanes or the travel lanes of interchange loops or ramps, to negotiate turns; and~~
- ~~(6) the towing vehicle has sufficient power to move the oversize load safely at reasonable highway speeds.~~

~~(b) Unless otherwise provided for in this subchapter the following trailer and semitrailer lengths may be permitted by the Commissioner of the Department of Public Safety:~~

- ~~(1) Semitrailers exceeding 53 feet in length, but not exceeding 59 feet 6 inches in length, operating in a truck tractor semitrailer combination may operate without a permit on the National Network of highways as designated by the United States Secretary of Transportation, plus the reasonable access provided for in this section as such combination is authorized by 49 U.S.C. App. § 2311 and 23 CFR Part 658.~~
- ~~(2) Semitrailers and trailers operating in a truck tractor semitrailer and trailer combination shall not exceed 53 feet in length. No permit may be issued for any such combination in which a semitrailer or trailer exceeds 53 feet in length. In no event shall the total length of the cargo carrying units exceed 110 feet. Such combination vehicles may only operate on the Interstate and four lane divided federal aid primary systems.~~
- ~~(3) Semitrailers and trailers operating in a truck tractor semitrailer trailer and trailer combination shall not exceed 29 feet in length for any semitrailer or trailer which is a part of the vehicle combination, and no permit may be issued for such combination if any semitrailer or trailer exceeds 29 feet in length or the overall cargo carrying capacity exceeds 95 feet in length. Such combination vehicles may operate only on the Interstate System and four lane divided highways plus reasonable access.~~
- ~~(4) In no case shall any trailer or semitrailer be placed ahead of another trailer or semitrailer which carries a 5,000 pound or more heavier load. The heaviest trailer or semitrailer shall be placed in front and the lightest at the rear. An empty trailer or semitrailer must not precede a loaded trailer or semitrailer.~~

- (5) ~~Semitrailer or trailer lengths shall be measured from the front of the trailer to the rear of the trailer or any extension of the load beyond the rear of the trailer. Any appendages to the rear of the trailer shall be included in the trailer length measurement.~~
- ~~(c) An automobile transporter, defined as a truck and semitrailer or truck tractor and semitrailer which has the fifth wheel assemblage located on a drop from behind and below the rear most axle of the power unit and which exceeds 70 feet in length but does not exceed 75 feet in length, inclusive of both the front and rear bumpers, may, under the authority of 23 CFR Section 658.13(d), operate on the National Network as designated by the United States Secretary of Transportation, plus reasonable access, without a permit. Automobile transporters may carry an extension of the load, not to exceed 3 feet beyond the front nor more than 4 feet beyond the rear of such transporter.~~
- ~~(d) Truck or truck tractor and semitrailer or trailer combinations which exceed 102 inches but not exceeding 120 inches in width may operate under authority of a special annual overwidth permit. Such permit shall be valid for the movement of single trip overwidth loads exceeding 8½ feet on roads and highways having a surface width of 20 feet or more and for travel to and subsequent travel from the initial permitted movement. Such vehicles may be utilized to transport legal dimensioned loads only when a single trip overwidth permitted movement precedes or follows the legal load movement. Proof of the overwidth permitted movement shall be made available upon demand. Such permits shall be specific to the truck tractor.~~
- ~~(e) Semitrailers exceeding 53 feet but not exceeding 59 feet 6 inches and which are transporting a legal load or no load may operate on roads and highways which are not part of the National Network of Highways under the authority of a special round trip overlength permit issued for the vehicle to proceed to and/or return from a single trip overlength (more than 53 foot long load or where the use of the longer trailer to move a non divisible load would cause axle weights which would exceed the legal weight to conform to the legal limits) movement performed under permit. The permit shall state the specific route of the trip. Special round trip permits shall be trailer specific.~~
- ~~(f) Permits for vehicles or loads thereon which exceed 13½ feet in height shall operate in accordance with Section 730:30-9-6 and 730:30-9-9 of this subchapter and no special annual permits shall be authorized for movement of any vehicle or load thereon exceeding such height on the state highway system.~~
- ~~(g) Manufactured homes used in the course of construction, oil field, or seasonal farming activities may operate under authority of an annual special manufactured home permit, however, such manufactured home must comply with the provision of Oklahoma Statutes Title 47 Chapter 14 Section 103F.~~
- ~~(h) Reasonable access as used in this section shall mean a distance of 5 miles measured by the most direct route of travel and not by a radius from the terminal or point of service.~~
- ~~(i) Reasonable access as used in 730:30-9-9(b) may, in the discretion of the Commissioner and consistent with safety, include two lane segments of the National Network in instances where four lane divided federal aid primary highways which are part of the National Network are separated by a two lane segment of such highway which is not greater than 15 miles in length as designated by the Department to the Commissioner of Public Safety. Use of such two lane segment shall only be for direct travel between the four lane divided segments of the National Network.~~
- ~~(j) Applications for special oversize nondivisible load multi trip permits for loads to be transported on a vehicle of legal dimensions shall be filed with the Commissioner of Department~~

~~of Public Safety and shall specify the size of the vehicle with load; its weight; its configuration; the route or routes proposed or area of proposed operation; and such other information as the Commissioner may require. No special multi-trip permit shall be issued for a vehicle with load which is more than 10 feet 6 inches wide, more than 14 feet in height or more than 80 feet in length. The Commissioner shall document with the application the circumstances requiring the issuance of the special multi-trip permit. For industries located near the state line as set forth in 730:30-9-9(a)(1), and regulated public utilities, an annual permit may be issued. All other multi-trip permits shall be for a period of not longer than thirty (30) days and for operation only within the area or routes designated in the application. In no event shall such special oversize multi-trip permit include an authorization for overweight operations, operations on a roadway where the width of the load exceeds the lane width, or operation not in conformance with the provisions of 730:30-9-9(a)(4) and (5). The face of the permit shall state these restrictions.~~

### **730:30-9-10. Unitized equipment [REVOKED]**

~~Unless otherwise specifically required by law:~~

- ~~(1) unitized equipment, for purposes of this Subchapter, is defined as a single unit vehicle and inseparable load; and~~
- ~~(2) unitized equipment exceeding 8 feet 6 inches in width, excluding both tire bulge and approved safety devices when traveling on highways of twenty feet or more in width or exceeding 8 feet 6 inches in width, excluding both tire bulge and approved safety devices, when traveling on highways of less than twenty feet in width, constitutes an overwidth vehicle and is eligible for a permit; and~~
- ~~(3) unitized equipment exceeding 13 feet 6 inches in height constitutes an overheight vehicle and is eligible for a permit; and~~
- ~~(4) unitized equipment having a vehicle length of more than 45 feet, exclusive of any protrusion of its unitized equipment, constitutes an overlength vehicle and is eligible for a permit; and~~
- ~~(5) unitized equipment with longitudinal protrusions extending beyond the vehicle a distance in excess of two-thirds (2/3) of the vehicle's wheelbase shall only operate on the state highway system under the authority of an annual oversize permit. Protrusion length shall be measured by adding the front and rear overhang distances. Protrusions shall be properly counterbalanced with such additional weight or by a transfer of weight as may be required for equal weight distribution; and~~
- ~~(6) unitized equipment, when traveling by permit, shall tow no trailer or semitrailer.~~

### **730:30-9-11. Special mobilized machinery, rubber tired truck cranes and rubber tired construction vehicles [REVOKED]**

~~Unless otherwise specifically required by law:~~

- ~~(1) all equipment of this class shall move upon the highways of Oklahoma only by an Annual Operating Permit in accordance with the provisions of 47 O.S. 1991, Section 1129 and any lawful amendments thereto; and~~
- ~~(2) any such equipment which is to be moved on the Dwight D. Eisenhower National System of Interstate and Defense Highways and which is oversize and/or overweight by any of the provisions of 23 U.S.C., Section 127 or 47 O.S. 1991, Chapter 14, shall in addition to the Annual Operating Permit, operate under authority of an oversize and/or overweight permit, applied for and issued in accordance with the provisions of this~~



~~Subchapter, or under authority of a Special Annual Oversize and/or Overweight Permit issued by the Department of Public Safety. Unless otherwise provided by law, the Commission shall determine the fee for such permit; and~~

~~(3) the weight of any special mobilized machinery, rubber tired road construction equipment, or rubber tired truck crane manufactured before January 1, 1994 operating under authority of a special overweight permit which vehicle is overweight as to the overall gross weight only, shall not exceed 650 pounds multiplied by the nominal width of the tire multiplied by the number of tires. Such equipment manufactured after January 1, 1994 operating under the authority of a special overweight permit for overweight by axle, group of axles, or overall gross weight shall not exceed 650 pounds multiplied by the nominal width of the tire multiplied by the number of tires. These provisions shall be effective on the National System of Interstate and Defense Highways. These provisions shall also apply to such equipment operating off the National System of Interstate and Defense Highways previously, however such vehicles shall not be required to obtain a special overweight permit for operation on non Interstate and Defense Highways.~~

### **730:30-9-12. Special combination vehicles – permits [REVOKED]**

~~(a) Unless otherwise specifically required by law, no special combination vehicle, as defined in 47 O.S. 1991, Section 14-121 and any lawful amendments thereto, shall be eligible for operation in this state except by authority of an Annual Operating Permit.~~

~~(b) The Commissioner of Public Safety is required by law to promulgate rules for the issuance of such permits and no person, firm or corporation shall operate or authorize the operation of any such vehicle unless a valid Annual Operating Permit has been issued to the owner of such vehicle by the Permits Section of the Department of Public Safety, properly signed by the Commissioner of Public Safety or his authorized designee, and the original or certified copy thereof is available for inspection at all times in the vehicle cab. No other trailer configuration or multiple trailer combination shall be authorized or operated under said permit. Any violation of a permit provision shall constitute grounds for immediate permit suspension or revocation of said permit.~~

~~(c) The content, requirements and limitations of Annual Operating Permits for special combination vehicles are subject to the provisions of this Subchapter and all such permits issued shall require the operation of such vehicles in accordance with the following provisions:~~

~~(1) vehicles bearing an out-of-state license are ineligible for a permit of any type for a movement between an origin and destination, both of which are located within Oklahoma (intrastate movement), unless said vehicle is covered under an agreement between the licensing state and the State of Oklahoma which prorates the licensing and/or registration fees for such vehicles, or unless such vehicle has been temporarily licensed for operation in this state; and~~

~~(2) no such vehicle combination shall operate under conditions of decreased visibility or when lateral winds in excess of 45 miles per hour are present or during periods when pavement surfaces are slick, icing, icy or snow packed; and~~

~~(3) such vehicle combinations shall operate only upon the Dwight D. Eisenhower National System of Interstate and Defense Highways or other four-lane divided highways which are part of a lawfully identified federal-aid system and may operate on other routes only for purposes of reasonable access, as hereinafter prescribed, between points of origin and destination; and~~

~~(4) reasonable access to and from terminals and for fuel, food, repairs and rest shall not exceed 5 statute miles from the vehicle's point of access to, or exit from, those highways authorized for use in paragraph (3) of this subsection and as set forth in 730:30-9-9(h); and~~

~~(5) the maximum weight on any single axle of such vehicle shall not exceed 20,000 pounds or 600 pounds per inch and fractional part thereof of nominal tire tread width, whichever is the lesser; and~~

~~(6) except as otherwise provided in these rules the maximum gross vehicle weight for any such vehicle and/or load shall not exceed 80,000 pounds or any of the provisions of federal Formula "B" or Table "B" when operating upon any highway of the Dwight D. Eisenhower National System of Interstate and Defense Highways or 90,000 pounds or any of the provisions of the Oklahoma Weight and Axle Spacing Table shown in 47 O.S. 1991, Section 14-109(a)2, when operating on other state highways as are authorized in paragraph (3) of this section for use by such vehicles; and~~

~~(7) in no case shall any trailer or semitrailer be placed ahead of another trailer or semitrailer which carries a 5,000 pound or more heavier load. The heaviest trailer or semitrailer shall be placed in front and the lightest at the rear. An empty trailer or semitrailer must not precede a loaded trailer or semitrailer; and~~

~~(8) no vehicle, trailer or semitrailer used in such combination vehicle shall exceed 8 feet 6 inches in width, exclusive of both tire bulge and approved safety devices, or 13 feet 6 inches in height, or 29 feet in length; and~~

~~(9) vehicles or combinations thereof with cargo carrying capacity exceeding 95 feet shall not be eligible for such special combination vehicle permit.~~

~~(d) All special Annual Operating Permit holders and drivers must comply with the latest Federal Motor Carrier Safety Regulations [49 CFR Parts 390-397] of the U. S. Department of Transportation.~~

~~(e) The driver must at all times during operation of said vehicle be under the control and supervision of the holder of the special Annual Operating Permit.~~

~~(f) Failure to comply with any of the provisions of this Section shall constitute grounds for the immediate suspension or revocation of the Annual Operating Permit in a manner prescribed by the Commissioner of Public Safety. Any suspension of said permit shall remain in effect for a period of not less than 6 months. Any revocation of said permit shall be for a period of not less than 1 year.~~

~~(g) Special combination vehicle permits shall be truck tractor specific.~~

#### **730:30-9-13. Permits on toll facilities (turnpikes) [REVOKED]**

~~(a) The Oklahoma Transportation Commission has no lawful authority to establish rules for the issuance of oversize or overweight permits for movement of vehicles upon toll facilities not a part of the State Highway System; however, the Commissioner of Public Safety may apply the provisions of this Subchapter to such facilities, subject to approval by the Oklahoma Turnpike Authority.~~

~~(b) All highway approaches to, or exits from, toll facilities which are not a part of the State Highway System but which have been constructed with public funds by the Oklahoma Department of Transportation, shall be subject to the provisions of this Subchapter.~~

#### **730:30-9-14. Movements of military oversize and/or overweight vehicles [REVOKED]**

~~(a) The routine peacetime non-emergency movement of oversize and/or overweight military vehicles or equipment shall comply with the provisions of this Subchapter. Marked military vehicles and equipment shall be considered as nondivisible for the purposes of permitting. Marked military equipment which may be transported as a nondivisible load is equipment or material directly related to a combat or defense mission. It does not include general purpose items such as household furniture or office equipment even though marked and owned by the military. Marked military vehicle includes only vehicles actually owned and operated by the military and does not include vehicles operating under lease or contract to the military.~~

~~(b) The Commissioner of Public Safety may establish rules in general consonance with the rules contained herein for life threatening emergencies, covering the issuance of military oversize and/or overweight vehicle movements under wartime conditions or in the event the President of the United States and/or the Governor of Oklahoma declares an emergency to exist which requires that such movements be allowed.~~

### **730:30-9-15. Movements of oversize and/or overweight vehicles during a life threatening emergency [REVOKED]**

~~(a) For purpose of this subchapter, "Disaster" includes flood, tornado, fire, or any other large scale emergency situation that causes or threatens to cause the loss of life or destruction or damage to property of such magnitude as to seriously endanger the public health, safety, or welfare, or causes or threatens destruction of or major damage to any transportation system.~~

~~(b) During major emergencies, authorization may be obtained from the Department of Public Safety Permit Office for the emergency movement of necessary vehicles and/or loads which exceed the maximum legal dimensions and weight limitations, to or within the emergency area without a standard oversize or overweight permit; however, normal permit requirements shall be observed unless otherwise authorized. During regular office hours, the Department of Public Safety Permit Office shall be contacted for assistance in routing. When the Permit Office is closed, the Communications Center of the Department of Public Safety (405/425-2424) will contact Permit officials for permit authorization. All movements made on emergency authorization are required to obtain the applicable permit or permits on the next Department of Public Safety working day.~~

~~(c) Following the emergency, unless otherwise authorized, the vehicles and/or loads shall be moved from the disaster area under normal permit, conditions and authority. The Commissioner may issue an emergency authorization or permit for movement to an emergency and return on the same route to the point of origin. The permit or authorization for vehicles going to the emergency may also allow night, weekend, or holiday travel. The permit or authorization to return to the point of origin may also allow daytime weekend or holiday travel.~~

~~(d) In the event an area has been declared a disaster area by the President or Governor, manufactured homes may be authorized to move into the area without a standard permit; provided, the 16 foot maximum width limitation shall apply when traveling on routes of the Dwight D. Eisenhower National System of Interstate and Defense Highways. The manufactured homes must be owned by the victims of the disaster or otherwise brought into the area for public relief purposes. If the units are furnished by the Federal Department of Housing and Urban Development (HUD), the Permit Office of the Department of Public Safety will generally authorize movement in conformance with the American Association of State Highway and Transportation Officials' National Policy; the Permit Office may include such additional~~

restrictions in its authorization as are considered necessary. Movements under this emergency authorization are required to obtain the appropriate permit or permits on the next business day.

(e) The emergency movement of vehicles and/or loads to railroad derailments may be authorized on state highways during periods when normal permits are restricted, provided:

- (1) a loss of life is threatened, or hazardous materials are involved, or a mainline railroad or other major rail line or transportation facility is blocked; and
- (2) during normal working hours, the emergency service company shall obtain standard permits by contacting a Department of Public Safety Permit Office. If the emergency occurs when the Permit Office is closed, the emergency service company may, if authorized, self issue a provisional permit under established rules. If not authorized, a representative shall contact the Department of Public Safety Communications Center (405/425-2424) to request emergency movement authorization. The information required before authorization will be granted includes the location of the incident, time of occurrence, description of equipment needed and the origin and requested routing of the movement. If loss of life is threatened or any major transportation facility is blocked, Permit Officials may waive the requirement for certain items of such information.

### **730:30-9-16. Annual Envelope Vehicle Permit [REVOKED]**

(a) The Commissioner of the Department of Public Safety may issue an Annual Envelope Vehicle Permit in accordance with 47 O.S. § 14-103G, to a specific vehicle, for the movement of non-divisible oversize or overweight vehicles or loads as defined in 47 O.S. § 14-107(3). Unless otherwise noted, permits issued under this rule are subject to the conditions described.

#### **(1) Vehicle Permit Dimensions**

(A) A vehicle transporting an oversize or overweight non-divisible load operating under an Annual Envelope Vehicle Permit may not exceed any of the following:

- (i) 12 feet in width;
- (ii) 14 feet in height;
- (iii) 110 feet in length;
- (iv) 120,000 pounds gross weight.

(B) Except as provided in section (c) of this rule, the Annual Envelope Vehicle Permit will be issued for these dimensions and weights.

(2) A vehicle transporting an oversize or overweight non-divisible load operating under an Annual Envelope Vehicle Permit may not transport a load that has more than 25 feet of front overhang, or more than 30 feet of rear overhang.

(3) The fee for an Annual Envelope Vehicle Permit is \$4,000, and is non-refundable.

(4) The Annual Envelope Vehicle Permit shall be valid for a period of one year beginning on the date of issue stated on the permit.

(5) An Annual Envelope Vehicle Permit authorizes operation of the permitted vehicle only on the state highway system.

(6) The permitted vehicle is not permitted travel on any part of the Interstate Highway System. Further, the permitted vehicle may only be operated on routes shown as "green" routes on the current Annual Envelope Vehicle Permit Map. The Commissioner shall provide a copy of this rule and a copy of the Annual Envelope Vehicle Permit Map to the permittee when the permit is issued. The permittee assumes the responsibility for assuring that the Annual Envelope Vehicle Permit Map in its possession is current. The most current edition of the Annual Envelope Vehicle Permit Map may be found on the

~~Oklahoma Department of Transportation's website. The permittee also assumes responsibility for obtaining the Vertical Clearance of Bridge Structures Map from the Department of Transportation and assuring the map is correct. The most current edition of the map may be found on the Oklahoma Department of Transportation website. The permittee is also responsible for determining the location of any construction restriction. Construction restrictions may be found on the Department of Public Safety Size and Weight Permit website.~~

~~(7) The vehicle or vehicle combination operating under the authority of an Annual Envelope Vehicle Permit must be registered in accordance with 47 O.S. § 1151A(4), for not less than the maximum weight allowed by the Annual Envelope Vehicle Permit.~~

~~(8) A permit issued under section 14-103G or this rule is non transferable.~~

~~(9) A permit issued under section 14-103G or this rule may be transferred from one vehicle to another vehicle in the permittee's fleet provided:~~

~~(A) the permitted vehicle is destroyed or otherwise becomes permanently inoperable, to an extent that it will no longer be utilized, and the permittee presents proof that the negotiable certificate of title or other qualifying documentation has been surrendered; or~~

~~(B) the certificate of title to the permitted vehicle is transferred to someone other than the permittee, and the permittee presents proof that the negotiable certificate of title or other qualifying documentation has been transferred from the permittee.~~

~~(b) The Commissioner may issue an Annual Envelope Vehicle Permit to a specific motor carrier, for the movement of a vehicle transporting an oversize or overweight non-divisible load as defined in 47 O.S. § 14-107(3). Unless otherwise noted, permits issued under this section are subject to the conditions described in section (a) (1-8) of this rule. A permit issued under section 14-103G or this rule may be transferred from one vehicle to another vehicle in the permittee's fleet provided:~~

~~(1) that no more than one vehicle per permit is operated at a time; and~~

~~(2) the original certified permit is carried in the vehicle that is being operated under the terms of the permit.~~

~~(c) The Commissioner may issue an Annual Envelope Vehicle Permit for vehicles transporting turbine blades used for the purpose of wind power generation. Unless otherwise noted, permits issued under this section are subject to the conditions described in section (a) (1-8). A vehicle operating under this permit may not exceed a cargo length of one hundred sixty (160) feet when transporting the turbine blades. The permit shall be valid only when the vehicle is transporting the blades.~~

~~(d) An Annual Envelope Vehicle Permit issued under section (a), (b) or (c) of this rule will be sent to the permittee via registered mail, or at the permittee's request and expense, by overnight delivery service. This permit will be replaced only if:~~

~~(1) the permittee did not receive the original permit within seven business days after its date of issuance;~~

~~(2) a request for replacement is submitted to the department within 10 business days after the original permit's date of issuance; and~~

~~(3) the request for replacement is accompanied by a notarized statement signed by a principle or officer of the permittee acknowledging that the permittee understands the permit may not be duplicated or altered, and that if the original permit is located, the~~

~~permittee must return either the original or replacement permit to the Department of Public Safety Size and Weights Permit Office.~~

~~(e) A request for replacement of a permit issued under section (a), (b) or (c) of this rule will be denied if the Commissioner can verify that the permittee received the original.~~

~~(f) Lost, misplaced, damaged, destroyed, or otherwise unusable permits will not be replaced. A new permit will be required.~~

~~(g) No duplication or alteration of the Annual Envelope Vehicle Permit is authorized. The permit shall be issued on title quality or better paper and shall have a raised gold or similar seal. Any duplication or alteration of the permit by any means voids the permit.~~

~~(h) Operation of a vehicle under the authority of an Annual Envelope Vehicle Permit authorized by 47 O.S. § 14-103G or this rule on an Interstate Highway or a route not listed as a "green" route on the current Annual Envelope Vehicle Permit Map, except as provided in section (n) of this rule, voids the permit.~~

~~(i) Operation of a vehicle under the authority of an Annual Envelope Vehicle Permit during the hours of darkness in violation of 47 O.S. § 14-101(D) voids the permit.~~

~~(j) Operation of a vehicle under the authority of an Annual Envelope Vehicle Permit in excess of any limit set forth in section (a) (1) or (2) of this rule voids the permit, except as provided herein. If the violation of section (a) (1) does not exceed one thousand (1,000) pounds on any axle, or group of axles or the gross weight of the vehicle, the Annual Envelope Vehicle Permit shall not be valid for that move only and the permit remains valid for additional moves. The one thousand (1,000) pound allowance is cumulative among the axles and groups of axles so that the total allowance in no event shall exceed one thousand (1,000) pounds.~~

~~(k) Axle Weight Limitations~~

~~(1) No axle on a vehicle operating under the authority of an Annual Envelope Vehicle Permit shall exceed any of the following:~~

~~(A) Steer axle 600 lbs. x the nominal inch per tire tread width x number of tires, not to exceed a maximum of 15,000 lbs.~~

~~(B) Single axle 20,000 lbs. per axle.~~

~~(C) Tandem (2) axle groups 40,000 lbs. / 20,000 per axle, not less than 4 tires per axle.~~

~~(D) Triple (3) axle groups 60,000 lbs. / 20,000 per axle, not less than 4 tires per axle.~~

~~(2) Except as provided for in subsection (j), operation of a vehicle under the authority of an Annual Envelope Vehicle Permit in excess of the weights set forth in this section and Appendix E voids the permit.~~

~~(l) Annual Envelope Vehicle Permits are valid only on the State highway system. Operation of the equipment on city streets or county roads may require additional authorization from local officials.~~

~~(m) Operators of vehicles operating under an Annual Envelope Vehicle Permit shall comply with the holiday restrictions of 47 O.S. § 14-101E.~~

~~(n) Operators of vehicle operating under the Annual Envelope Vehicle Permit shall comply with the curfew restrictions in Oklahoma, Tulsa and Cleveland Counties which are set forth in Department of Public Safety rule OAC 595:30-3-4(1). Violation of these curfew restrictions voids the permit.~~

~~(o) Operators of vehicles operating under Annual Envelope Vehicle Permit shall comply with the weather restrictions set forth in OAC 595:30-3-4(5).~~

~~(p) The Annual Envelope Vehicle Permit is not valid for the operation of unitized equipment or special mobilized machinery. Use of the permit for the movement of unitized equipment or special mobilized machines voids the permit.~~

~~(q) Operators of vehicles operating under an Annual Envelope Vehicle Permit shall comply with the escort requirements set forth in Department of Public Safety rule OAC 595:30-3-18(b).~~

~~(r) The operator of any vehicle shall, upon request, surrender a void permit to any commissioned law enforcement officer. Upon receipt of a surrendered permit, the officer shall return the permit to the Department of Public Safety Size and Weights Permit Office.~~

**AMENDMENTS TO DEPARTMENT ADMINISTRATIVE RULES**

**AGENDA ITEM NO. \_\_\_\_\_**

- d) Approval to Revoke the Highway Construction Materials Technician Certification Board Rules, Title 318, Chapter 1, OAC Rule No.: 318-1-1-1 through 318:1-1-6; Title 318, Chapter 10, OAC Rule No. 318:10-1-1 through 318:10-1-11; and Title 318 Chapter 20, OAC Rule No. 318:20-1-1 through 318:20-1-16.**



## CHAPTER 1. ADMINISTRATIVE OPERATIONS [REVOKED]

### 318:1-1-1. Purpose [REVOKED]

~~The Rules in this Chapter set forth the administrative operations governing the Highway Construction Materials Technician Certification Board as authorized by the Act.~~

### 318:1-1-2. Definitions [REVOKED]

~~The following words or terms, when used in this Chapter, shall have the following meaning, unless the context clearly indicates otherwise:~~

~~Defn "Act" shall mean Oklahoma Highway Construction Materials Technician Registration Act.~~

~~Defn "Applicant" shall mean a person seeking certification as a construction materials technician.~~

~~Defn "Certification" shall mean registration as a construction materials technician.~~

### 318:1-1-3. Board officers and staff [REVOKED]

~~(a) Chair. The Chair shall preside over the meetings, appoint advisory committees, sign all certificates, and perform all other duties which are required or permitted by law.~~

~~(b) Vice-Chair. The Vice-Chair shall perform the Chair's duties in the absence of the Chair.~~

~~(c) Secretary. The Board may elect a Secretary from its members. The Secretary shall perform those duties prescribed by the Chair.~~

~~(d) Program Director. The Program Director shall perform those duties prescribed by the Board.~~

### 318:1-1-5. Board records and Board seal [REVOKED]

~~(a) The Board shall comply with the Oklahoma Open Records Act. All records required by law to be maintained by the Board shall be available for public inspection in the Board Office during regular business hours. Unless otherwise exempted by the Oklahoma Open Records Act, copying costs shall be \$0.25 per uncertified page and \$1.00 per certified page.~~

~~(b) The Board Seal shall be kept on file at the Board Office.~~

### 318:1-1-6. Declaratory rulings [REVOKED]

~~Persons may request a declaratory ruling as to the applicability of any Board rule or order by filing a written petition with the Board, setting forth the rule or order in question, the effective date of the rule or order, a statement setting forth the issues raised by the rule or order which caused the petition to be filed, and a statement setting forth the petitioner's personal interest in the ruling and how the Board's ruling will affect that interest. The Board shall consider any petition filed at least one (1) month prior to the next regular meeting. The Board may request verbal or written presentations upon its own motion. The Board may refuse to issue a declaratory ruling. Appeals from any declaratory ruling may be taken in a manner consistent with the Oklahoma Administrative Procedures Act.~~

## **CHAPTER 10. EXAMINATION AND CERTIFICATION [REVOKED]**

### **318:10-1-1. Purpose [REVOKED]**

~~The Rules in this Chapter set forth the training, examination and certification procedures governing highway construction materials technician training and certification and training of others in Oklahoma as authorized by the Act.~~

### **318:10-1-2. Application for certification [REVOKED]**

~~Applicants for certification shall make application on forms prescribed by the Program Director.~~

### **318:10-1-3. Areas of certification [REVOKED]**

~~(a) Applicants may apply for certification in various areas of construction material sampling and testing. Applicants may seek certification in one or more areas.~~

~~(b) The Board may offer training to applicants in the areas of certification. Applicants may attend the training in preparation for the certification examination(s).~~

~~(c) Applicants also may prepare for certification by sampling and/or testing construction materials under the direct guidance of certified construction materials technicians, through an apprentice program.~~

#### **318:10-1-3.1. Training of personnel not seeking certification [REVOKED]**

~~Construction inspectors, first line construction supervisors, and others not seeking certification as a materials technician may apply for training in various areas of construction. Fees for such training shall be determined in accordance with the same procedures as those for training of materials technicians.~~

### **318:10-1-4. Examination Criteria [REVOKED]**

~~(a) Applicants shall achieve passing scores on both written and practical examinations prescribed by the Board. On the written examination, a passing score shall consist of a minimum score of seventy percent (70%) on each section and a minimum average score of eighty percent (80%) on all sections combined. On the practical examination, a passing score shall consist of successful completion of a series of sampling and testing procedures.~~

~~(b) Examinations shall be administered by the Board or an evaluator approved by the Board.~~

~~(c) Applicants failing to achieve a passing score on the written examination may retake the examinations one (1) time within sixty (60) days after notification of the failing score. Applicants failing to achieve a passing score on the subsequent written examination shall not be considered for certification until re-satisfying all certification requirements.~~

~~(d) Applicants failing to achieve a passing score on any procedure in the practical examination will be given one opportunity to re-attempt that procedure between seven (7) and sixty (60) days after the notification of failing. Applicants failing to pass the procedure on the subsequent attempt shall not be considered for certification until re-satisfying all certification requirements.~~

### **318:10-1-5. Certification [REVOKED]**

~~(a) Applicants who achieve passing scores on both written and practical examinations and who satisfy all other certification requirements shall be construction material technicians qualified to use the title Registered Highway Construction Materials Technician or RHCMT. The title shall~~

designate which area(s) the construction materials technician is certified to practice in the State of Oklahoma.

~~(b) Certification shall be effective for a period of five (5) consecutive years or until a re-certification attempt is failed unless otherwise revoked or suspended by the Board.~~

### **318:10-1-6. Re-Certification [REVOKED]**

~~(a) Requirements for re-certification are the same as for original certification.~~

~~(b) Construction materials technicians may complete all re-certification requirements within one (1) year prior to the expiration of the current certification period. Recertification will become effective on the expiration date of the current certification period.~~

~~(c) Construction materials technicians who have maintained certification in a specific area of registration for a minimum of 9 years with no more than twelve total months interruption of continuous certification shall have the option to omit the practical examination provided the construction materials technician has received, within the past 18 months, a satisfactory evaluation in that registration area from the Oklahoma Department of Transportation Independent Assurance Branch or its authorized representative(s).~~

### **318:10-1-7. Temporary and apprentice certifications [REVOKED]**

~~(a) The Program Director may grant temporary certification to construction materials technicians failing to complete all applicable re-certification requirements prior to certification expiration.~~

~~(b) In order to receive a temporary certification, an applicant must (1) furnish adequate documented evidence of qualifying experience and/or education, (2) achieve a passing score on a written examination, and (3) enroll in and make full payment for the next available certification module.~~

~~(c) Temporary certifications shall expire on the date of the next available certification module.~~

~~(d) The Program Director may grant apprentice certification to apprentices sampling and/or testing construction materials under the direct guidance of certified construction materials technicians. Such apprenticeships shall be used for the sole purpose of developing knowledge and skills by the apprentice and are not prerequisite for certification.~~

~~(e) In order to receive an apprentice certification, an applicant must (1) agree to conduct, under the direct guidance of a certified construction materials technician, all sampling and/or testing which he or she performs and (2) make payment of \$100.00 for certification in each area of interest.~~

~~(f) Apprentice certifications shall expire when the apprentice obtains full certification in the area of interest or one year from the beginning of the apprenticeship, whichever is earlier. Apprenticeships in more than one area of interest are acceptable; however, only one apprenticeship in any given area is allowed. (No apprenticeship may be repeated.)~~

### **318:10-1-8. Continuing Training Requirements [REVOKED]**

~~(a) Construction materials technicians shall maintain sufficient levels of technical competency in their respective areas of certification. The Board may require construction materials technicians to successfully complete no more than ten (10) hours of continuing training per year in each certification area. Successful completion of continuing training shall be evidenced by achieving a passing score on a written and/or practical examination prescribed by the Board. Failure to successfully complete the continuing training may be deemed grounds for Board discipline.~~

- ~~(b) Continuing training shall be provided by the Board or providers approved by the Board.~~
- ~~(c) Construction materials technicians who fail to comply with the continuing training requirement may petition the Board for partial or complete relief upon showing of hardship. The hardship petition should be filed prior to the expiration of certification, but the Board, at its discretion, may accept petitions filed after the expiration of certification.~~

### **318:10-1-9. Administrative proceedings [REVOKED]**

~~The Board shall comply with the Oklahoma Administrative Procedures Act when conducting an individual proceeding against a construction materials technician. The substantive and procedural provisions of the Oklahoma Administrative Procedures Act are hereby incorporated by reference.~~

### **318:10-1-10. Grounds for discipline [REVOKED]**

~~(a) The Board may revoke, suspend, reprimand, or otherwise sanction a construction materials technician upon clear and convincing evidence of the following:~~

~~(1) "Gross negligence" which shall mean a construction materials technician's willful, intentional, or bad faith failure to use due diligence in the performance of the duties of a construction materials technician; or~~

~~(2) "Misconduct" which shall include a construction materials technician's following acts or omissions:~~

~~(A) Making false or misleading statements or claims contained in laboratory samplings or testing results;~~

~~(B) Making false or misleading statements or claims concerning professional qualifications or areas of certification;~~

~~(C) Conviction of or pleading guilty or nolo contendere to a felony or drug-related offense;~~

~~(D) Attempting to bribe or improperly influence an existing or prospective client;~~

~~(E) Failure to comply with recognized professional codes or governmental regulations;~~

~~(F) Acting in a negligent or incompetent manner in the performance of duties of a construction materials technician;~~

~~(G) Practice or other behavior that demonstrates a manifest incapacity or incompetence to hold certification;~~

~~(H) Aiding or abetting an uncertified person to act as a certified construction materials technician (Providing direct guidance to an apprentice technician shall not be considered misconduct.);~~

~~(I) Accepting an assignment when it is contingent upon reporting a predetermined analysis, opinion, or conclusion or where employment or the fee paid is contingent upon the analysis, opinion, or conclusion of the construction materials technician;~~

~~(J) Failure to disclose a professional conflict of interest;~~

~~(K) Use or abuse of alcohol or of a habit-forming drug or chemical which impairs the ability of the construction materials technician to act in that capacity in a diligent and competent manner;~~

~~(L) Failure to furnish the Board, its staff, or authorized agents information legally requested or failure to cooperate with a lawful investigation conducted by or on behalf of the Board; or~~

~~(M) Continued practice as a certified construction materials technician after expiration of certification.~~

~~(b) The Board may apply to the district court for any relief not otherwise provided for by the Administrative Procedures Act.~~

**318:10-1-11. Fees [REVOKED]**

~~(a) Applicants shall pay the following training fees (when applicable):~~

~~(1) No more than \$450.00 for modules with a duration of five (5) days or less.~~

~~(2) Fees for modules with a duration exceeding five days shall be based upon a rate of not more than \$90.00 per day.~~

~~(b) Applicants shall pay the following certification fees (when applicable):~~

~~(1) Three-Day Certification Examinations in Sampling and Testing of Asphalt: \$975.00 each~~

~~(2) Two-Day Certification Examinations in Sampling and Testing of Soils: \$650.00~~

~~(3) One-Day Certification Examinations in Sampling and Testing of Concrete: \$325.00~~

~~(4) One-Day Certification Examinations in Sampling and Testing of Aggregates: \$325.00~~

~~(5) One-Day Certification Examinations in Profilograph Operation: \$375.00~~

~~(6) One-Day Certification Examinations to Supplement American Concrete Institute Certification: \$325.00~~

~~(7) Three-Day Certification Examination in Field Testing of Concrete and Sampling of Soils, Aggregates, Asphalt, and Concrete: \$975.00~~

~~(8) One-Day Certification Examination in Sampling Only of Asphalt: \$325.00~~

~~(9) Re-Certification Examinations: Same as the Applicable Certification Fee except the Fee shall be \$100.00 when the practical examination is omitted.~~

~~(10) Temporary Certification: Same as applicable certification fee (to be applied toward full certification fee if applicant is certified at the next available certification module.)~~

~~(11) Apprentice Certification: \$100.00 in each area (to be applied toward full certification fee(s) if applicant is certified within one year after beginning each apprenticeship.)~~

~~(12) Fees for applicants seeking certification through reciprocity shall be one-half (1/2) the applicable certification examination fee(s).~~

~~(13) Fees for new or modified certifications will be based on a rate not to exceed \$325.00 per day.~~

~~(c) Administrative Fee for returned checks: \$25.00~~

~~(d) Duplicate certificate fee: \$15.00~~

## CHAPTER 20. COMPLAINTS AND INDIVIDUAL PROCEEDINGS [REVOKED]

### 318:20-1-1. Purpose [REVOKED]

~~The rules of this Chapter establish procedures for pursuing formal disciplinary proceedings against persons qualified to use the title Registered Highway Construction Materials Technician or RHCMT, based on the grounds for discipline set forth in 318:10-1-10.~~

### 318:20-1-2. Complaint procedures; forms [REVOKED]

~~(a) Complaint against any Highway Construction Materials Technician shall be verified and signed by the person or persons making complaint or allegation and shall be notarized. Complaint forms are available from the office of the Board. Complaint shall include the following information:~~

- ~~(1) Name and address of person against whom complaint is filed.~~
- ~~(2) Detailed explanation of offense committed.~~
- ~~(3) Name and address of person(s) filing complaint.~~

~~(b) Anonymous complaints may not receive response from or other action by the Board.~~

### 318:20-1-3. Investigation of alleged violations [REVOKED]

~~(a) Alleged violations are investigated by an investigator appointed by the Program Director. One or more investigators may be assigned to complete the investigatory process.~~

~~(b) A full written report of the investigation of alleged violations shall be submitted by the investigator(s) to the Program Director.~~

~~(c) Reports are reviewed by the Program Director who determines in accordance with the Highway Construction Materials Technician Registration Act and Board rules and regulations if sufficient evidence exists to call for formal disciplinary proceedings.~~

### 318:20-1-4. Parties to proceedings [REVOKED]

~~If sufficient evidence exists to call for formal disciplinary proceedings, the Program Director shall file a sworn complaint. The style of the complaint shall be: STATE OF OKLAHOMA ex rel. HIGHWAY CONSTRUCTION MATERIALS TECHNICIAN CERTIFICATION BOARD v. RESPONDENT'S NAME.~~

### 318:20-1-5. Notice of hearing [REVOKED]

~~(a) **General statement.** Original complainants and respondents shall be given not less than ten (10) days advance notice of every individual proceeding.~~

~~(b) **Content of notice.** The notice shall include:~~

- ~~(1) a statement of the time, place and nature of the hearing;~~
- ~~(2) a statement of the legal authority and jurisdiction under which the hearing is to be held;~~
- ~~(3) a reference to the particular sections of the statute and rules involved, and~~
- ~~(4) a short and plain statement of the matters asserted. If the Board or other party is unable to state the matters in detail at the time the notice is served, the initial notice may be limited to a statement of the issues involved. Thereafter upon application a more definite and detailed statement shall be furnished.~~

**318:20-1-6. Persons to be notified [REVOKED]**

- (a) ~~The original complainant and respondent shall be entitled to notice of an individual proceeding.~~
- (b) ~~The Board shall also notify the person or entity with whom the respondent technician is associated.~~

**318:20-1-7. Method of service. [REVOKED]**

(a) ~~**Service.** All notices or other papers requiring service in an individual proceeding shall be served in one of the following manners:~~

- (1) ~~personally, by a person appointed by the Program Director for such purpose, in any manner authorized by the law of this state for the personal service of summons in proceedings in a state court, or~~
- (2) ~~by certified mail mailed by the Program Director, or the Program Director's designee, addressed to the technician or applicant at such address as the technician or applicant filed with the Board, or if no such address is on file, at the noticee's last known address.~~

(b) ~~**Completion.** Notice shall be deemed to have been given at the time that notice is deposited in the United States mail with proper postage thereon and mailed to the last known address of the notified person, or the date when such notice is served in person by a person duly authorized as a representative of the Board.~~

**318:20-1-8. Time for hearing [REVOKED]**

(a) ~~**Setting hearing.** The time set for a hearing, specified in the notice, shall not be less than ten (10) days after the date the notice is completed.~~

(b) ~~**Continuances.** Written motions for any continuances or extensions of time shall state the time desired and the reasons for the request. The Board hereby authorizes the Program Director to rule on said motions. Said application shall be served upon the Program Director. If the extension is denied, the party may renew the request and make proper showing for continuance at the hearing.~~

**318:20-1-9. Hearing [REVOKED]**

(a) ~~**Presiding officer.** The hearing shall be conducted by the Chair of the Board or his designee.~~

(b) ~~**Order of procedure.** Each individual proceeding shall proceed as follows:~~

- (1) ~~Any party shall at all times have the right to counsel. Counsel must be licensed to practice law by the Oklahoma Supreme Court.~~
- (2) ~~All parties shall be afforded the opportunity to present witnesses, evidence, and argument on all issues involved.~~
- (3) ~~A party may cross-examine witnesses.~~
- (4) ~~The Board or hearing officer may ask questions of all parties.~~

(c) ~~**Objections and motions.** The Chair or his designee shall rule on the admissibility of evidence and objections to evidence, and shall rule on motions or objections raised in the course of the hearing. In the exercise of this function, the Chair may rely on the advice of counsel present and serving in an advisory capacity. Any party may object to a ruling which the party considers erroneous, and an exception to such ruling shall be noted of record. Failure to timely object to any alleged error or irregularity shall be deemed as a waiver of such objection.~~

~~(d) **Burden and standard of proof.** The burden of proving the allegations contained in its complaint shall be upon the State. The standard of proof required to sustain the imposition of any sanction against a respondent shall be by clear and convincing evidence.~~

~~(e) **Ruling.**~~

~~(1) The Board or hearing officer shall prepare Findings of Fact and Conclusions of Law. The Board or hearing officer may request the parties to submit proposed Findings and Conclusions before making a final ruling. Any party may file proposed Findings and Conclusions. Disposition of any individual proceeding may be by stipulation, agreed settlement, consent order, default or majority vote.~~

~~(2) The Board, by majority vote of a quorum of its members, may deny, suspend, or revoke a certification for any of the reasons provided in 318:10-1-10. The Board by majority vote of a quorum of its members, may refuse, cancel, or revoke a certification or any of the reasons provided in 318:10-1-10.~~

**318:20-1-10. Hearing officer [REVOKED]**

~~(a) **Selection.** A hearing may be conducted by a hearing officer designated by the Chair.~~

~~(b) **Hearing.** The hearing officer shall swear witnesses, hear testimony, admit evidence, and make rulings on objections and motions, and prepare proposed Findings of Fact and Conclusions of Law and submit the Findings and Conclusions to the Board.~~

**318:20-1-11. Failure to appear [REVOKED]**

~~Any respondent who fails to appear as directed, after having received proper notice, may be determined to have waived their right to present a defense to the charges alleged in the complaint and a denial, suspension, or revocation of a certification, or other disciplinary action may be ordered by the Board if it appears, after having reviewed the evidence, that the allegations did in fact occur.~~

**318:20-1-12. Subpoenas [REVOKED]**

~~(a) **Witnesses.** Subpoenas for the furnishing of information required by the Board, for the attendance of witnesses, and/or the production of evidence or records of any kind shall be issued by the Program Director of the Board. Subpoenas shall be served and a return made in any manner prescribed by general civil law.~~

~~(b) **Sanctions.** Upon the failure of any person to obey a subpoena, upon the refusal of any witness to be sworn or make an affirmation, or to answer a lawful question put to them in the course of the hearing, the Program Director may institute appropriate judicial proceedings under the laws of the State for an order to compel compliance with the subpoena or the giving of testimony, as the case may be. The hearing shall proceed, so far as it is possible, but the hearing officer or the Board in its discretion, at any time may continue the proceedings for such time as may be necessary to secure a final ruling in the compliance proceeding.~~

**318:20-1-13. Depositions [REVOKED]**

~~The Board or any party to a proceeding before it, may take the deposition of witnesses, within or without the State, in the same manner as provided by law for the taking of depositions in civil actions in courts of record. The admissibility of a deposition and objections to all or part of a deposition shall be determined by the Board Chair or his designee in accordance with rules provided in the Administrative Procedures Act.~~



### **318:20-1-14. Record of hearing [REVOKED]**

~~(a) **Contents of record.** The record in every individual proceeding shall include the following:~~

- ~~(1) all pleadings, motions, and intermediate rulings,~~
- ~~(2) evidence received and considered,~~
- ~~(3) a statement of matters officially noticed,~~
- ~~(4) questions and offers of proof, objections and rulings thereon,~~
- ~~(5) proposed findings and exceptions,~~
- ~~(6) any decision, opinion, or report by the person(s) presiding at the hearing, and~~
- ~~(7) all staff memoranda or data submitted to the Board or hearing officer in connection with their consideration of the case.~~

~~(b) **Recording**~~

~~(1) A record of the hearing, by means of tape recording, will be made of all hearings conducted by the Board or hearing officer unless the presiding officer designates otherwise.~~

~~(2) The record of the hearing and the file containing the pleadings will be maintained in a place designated by the Program Director. The tape recordings of the proceedings shall be maintained for a period of at least one (1) year.~~

~~(c) **Transcript.** A transcript of the proceeding shall not be transcribed except upon written application by any party to the action. The party requesting transcription will bear the cost and will pay a fee according to the actual cost of transcription. An initial deposit established by the Program Director must be paid by the requesting party.~~

~~(d) **Final order.** All final orders in individual proceedings shall be in writing. The final order shall include Findings of Fact and Conclusions of Law, separately stated. A copy of the final order will be mailed to each party and to their attorney of record.~~

### **318:20-1-15. Rehearing [REVOKED]**

~~(a) **Petition.** A petition for rehearing is not required before an appeal may be perfected to the District Court of Oklahoma County. A petition for rehearing, reopening, or reconsideration of a final order may be filed with the Program Director within ten (10) days from the entry of the order. It must be signed by the party or their attorney and must set forth with particularity the statutory grounds upon which it is based. However, a petition for rehearing based upon fraud by any party or procurement of the order by perjured testimony or fictitious evidence may be filed at any time within one (1) year of the entry of the order.~~

~~(b) **Disposition.** An order of the Board granting a rehearing shall set forth the grounds which justify such action. The hearing shall be confined to the grounds upon which the rehearing was ordered.~~

### **318:20-1-16. Appeal [REVOKED]**

~~The technician or applicant may appeal the decision of the Board within thirty (30) days from the date the written Final Order is issued. Such appeal shall be made to the District Court of Oklahoma County.~~

# AMENDMENTS TO DEPARTMENT ADMINISTRATIVE RULES

AGENDA ITEM NO. \_\_\_\_\_

- e) **Approval to Amend the OAC Rule No.: 730:1-5-2. Personnel policies.**

**730:1-5-2. Personnel policies**

(a) **Personnel.** Department personnel policies and procedures will conform to the Oklahoma Personnel Act and the ~~Merit Rules for Employment~~ Human Capital Management Division of the Office of Management and Enterprise Services Rules for Employment.

(b) **Worker's compensation.** The Department will provide as required by state law, worker's compensation insurance through the State Insurance Fund for Department personnel.

(c) **Payroll.** The Department is authorized to take necessary action to provide for payroll withholdings relative to the purchase of United States Savings Bonds, State Group Health and Life Insurance program, other insurance programs, Credit Union, and other withholdings authorized by law.

(d) **Conflict of interest.** Department employees shall not engage in any outside employment or enterprise which would constitute a conflict of interest, as defined by law, which would violate the statutes concerning conflict of interest for Transportation Commissioners and Department employees, or the rules of the Oklahoma Ethics Commission.

(e) **Age.** No person will be employed in any capacity by the Department who is not eighteen years of age or older.

# **AMENDMENTS TO DEPARTMENT ADMINISTRATIVE RULES**

**AGENDA ITEM NO. \_\_\_\_\_**

- f) Approval to Amend the OAC Rule No.: 730:30-3-2. Standard specifications.**

**730:30-3-2. Standard specifications**

(a) The Commission shall approve the standard specifications for construction on the State and Federal-aid Highway Systems. These standards shall be developed and kept current by the Department and be in general conformance with the standards adopted by the American Association of State Highway and Transportation Officials and the requirements of the United States Department of Transportation. The current standards, subject to future amendment, are entitled, "~~1999~~ 2019 Standard Specifications for Highway Construction".

(b) The Department is hereby authorized to issue special provisions, when necessary, to supplement the standard specifications.

# AMENDMENTS TO DEPARTMENT ADMINISTRATIVE RULES

AGENDA ITEM NO. \_\_\_\_\_

- g) Approval to Amend the OAC Rule No.: 730:35-1-4.  
Maintenance responsibilities**

**730:35-1-4. Maintenance responsibilities**

- (a) The Department shall pay the cost or perform the act of constructing, improving, or maintaining roads, including frontage roads, public roads, local roads, and interchange ramps or any sections thereof, which have been designated by the Transportation Commission as part of the state highway system.
- (b) The Department shall pay the cost of maintaining all official traffic signs and pavement markings, ~~except for parking space markings, crosswalks, and stop lines,~~ from right-of-way line to right-of-way line.
- (c) Within a municipality, the Department shall maintain the roadway pavement and pavement structure ~~only~~. ~~The department~~ Department may pay the cost of construction or reconstruction of drainage systems, curbs, sidewalks, and driveways when necessary to construct or reconstruct an existing highway within a municipality. The Department shall not perform maintenance on or pay the cost of accident or spill ~~clean-up~~ clean-up, sweeping, mowing the right-of-way, drainage systems, and facilities including inlets, curbs, sidewalks, and driveways, ~~electronic traffic control devices or highway system lights~~.
- (d) The Department may participate in the cost of construction or replacement of highway lighting systems and electronic traffic control devices on highways within municipal limits.
- (e) At places where ~~city~~ municipal streets or county roads intersect with the state highway system, the Department, when requested, shall furnish a "Stop Ahead" sign to be installed on the county road in advance of the highway intersection. The ~~the city~~ municipality or county shall be responsible for maintaining all advance warning signs and for roadside maintenance activities outside the highway right-of-way line including sight distance clearance on the ~~city~~ municipal street or county road leading to the stop intersection.

# AMENDMENTS TO DEPARTMENT ADMINISTRATIVE RULES

AGENDA ITEM NO. \_\_\_\_\_

- h). Approval to Amend the OAC Rule No.: 730:35-7-3. Traffic Control Responsibilities**



### 730:35-7-3. Traffic control responsibilities

(a) On the state highway system within ~~cities and towns~~ municipalities, the Department shall pay for the erection and maintenance of all traffic control signs, pavement markings, and traffic control devices, except as noted in 730:35-1-11.

(b) Following written approval by the ~~Director~~ Department, time parking restriction signs, parking space limit markings, crosswalks, and stop lines shall be purchased, installed, and maintained in a satisfactory condition by the individual governing body or school district involved. All such devices shall be in conformance with 730:35-7-2(a). This section shall not be construed to prohibit the Department from installing these or other special or supplemental signs or pavement markings ~~where~~ when deemed necessary for proper operation and safety.

(c) The construction and maintenance of all traffic signs and markings on the interstate highway system shall be the responsibility of the Oklahoma Department of Transportation or the Oklahoma Transportation Authority.

(d) When Federal Funds are not available, the ~~Oklahoma Transportation Commission~~ Department shall participate in the cost of construction of warranted traffic control signals in ~~cities, towns, or communities~~ municipalities, without regard to population, ~~on a 50-50 ratio of total cost in such ratio as outlined in either a resolution or MOU between the Department and the municipality where such traffic control signals are installed or erected on the state highway system. The city's or town's share of the Engineer's Estimate, or low bid, shall be on deposit with the Department's Comptroller prior to actual award of the contract.~~

(e) When Federal Funds are utilized, the ~~local government~~ municipality shall participate in the cost based on the funding ratio designated by the Federal-aid program requirements. When it can be shown that the traffic control signal installation can be done more economically and quickly by the ~~city~~ municipal concerned, the ~~Director~~ Department may enter into an agreement with the ~~city~~ municipal to provide the project engineering in accordance with Transportation Department Policies and Standards.

(f) Prior to the installation of traffic control signals, the ~~city or town~~ municipality where the signal is to be installed shall execute an agreement whereby the ~~city or town~~ municipality shall furnish all maintenance and pay all power and electricity costs. The municipality's share of the Engineer's Estimate, or low bid, shall be on deposit with the Department's Comptroller prior to actual award of the contract.

(g) Traffic control devices erected on the state highway system shall become the permanent property of the Oklahoma Department of Transportation, except, ~~where-by~~ whereby formal agreement, they become joint property of the ~~city~~ municipality-county, and state, or the sole property of the ~~city~~ municipality-county.

## **AMENDMENTS TO DEPARTMENT ADMINISTRATIVE RULES**

**AGENDA ITEM NO. \_\_\_\_\_**

- i). Approval to Amend the OAC Rules No.: 730:35-13-1. Freeway Signage Supplement Guide Signs; 730:35-13-2. Criteria and limitations for traffic generator signs; 730:35-13-3. Traffic generators that do not normally warrant signing; and 730:35-13-4. Tourist Oriented directional signs (TODS) with revoked Appendixes D, E & F.**

## **SUBCHAPTER 13. FREEWAY SIGNING SUPPLEMENT SUPPLEMENTAL GUIDE SIGNS**

### **730:35-13-1. Purpose**

The purpose of this subchapter is to establish criteria for determining when a destination qualifies as a traffic generator for which supplemental guide signs may be erected on freeways and expressways. Tourist oriented directional signs may be erected on ~~freeways, expressways or rural~~ conventional roadways. To carry out this purpose, the Department adopts and utilizes the most recent edition of MUTCD, "Manual on Uniform Traffic Control Devices", as well as the most recent edition of the AASHTO Guidelines for Supplemental Guide Signs

**730:35-13-2. Criteria and limitations for traffic generator signs**

(a) Before a sign for a traffic generator is installed, sufficient space should exist to accommodate the placement of the sign without interfering or conflicting with required signing. Supplemental guide signs for traffic generators should not be installed at freeway-to-freeway interchanges.

(1) Not more than one supplemental guide sign should be provided in each direction along any freeway. Signs for a traffic generator shall be located in advance of the intersecting road that provides the shortest and most direct route to the facility.

(2) Under exceptional circumstances, when the prime criteria shown in Appendix D of this Chapter the AASHTO Guidelines for Supplemental Guide Signs is exceeded by at least 50 percent, consideration may be given to displaying the information at a second freeway exit. This must be documented and justified by a traffic engineering study. This shall not occur without written concurrence from the State Traffic Engineer.

(3) Supplemental guide signs shall not be erected for a traffic generator that would require a motorist to travel on the intersecting road beyond a second freeway.

(4) Signing for a seasonal generator or an event may be displayed when warranted. When located within five (5) miles of the interchange, and when the Transportation Department determines, it is justified to sign for seasonal events or specific events at auditoriums, convention halls, arenas, stadiums, and fairgrounds, supplemental guide signs may be erected. Such signing shall be removed at the end of the season or event.

(5) Only two traffic generators may be displayed on a single, permanent or seasonal supplemental guide sign. When more than two traffic generators meet the signing criteria, generators having the greatest demand for signing should be shown.

(6) Signing for a traffic generator should not be displayed on a supplemental guide sign until signing has been installed at the ramp terminals and trailblazing signing installed along the intersecting road leading to the generator. Trailblazer signs off the state highway system shall be erected and maintained by local governments and shall conform to the most current edition of the MUTCD, "Manual on Uniform Traffic Control Devices". Trailblazer signing that is not properly installed or maintained shall be justification for removal of the advance guide signs on the freeway system.

~~(b) Signs for a traffic generator may be erected on a freeway or expressway when all of the criteria specified in Appendix D of this Chapter are met for the particular generator.~~

**730:35-13-3. Traffic generators that do not normally warrant signing**

Except under unusual circumstances, supplemental signing should not be considered for the generators shown in ~~Appendix B of this Chapter~~ Table 1 of the AASHTO Guidelines for Supplemental Guide Signs. Signs for these generators shall only be considered after a traffic engineering study and shall not be erected without written concurrence from the ~~Chief State~~ Chief State Traffic Engineer.

**730:35-13-4. Tourist oriented directional signs (TODS)**

~~(a) The Oklahoma Tourism Signage Advisory Task Force as created by 74 O.S. § 1891 performs screening and issues recommendations to the Department concerning directional signs for tourism and travel related attractions and enterprises in this state.~~

~~(b) (a) Tourist-oriented directional signs TODS are guide signs with one or more sign panels that display the business identification of and directional information for eligible business, service, and activity facilities.~~

~~(e) (b) The specific criteria for Tourist Oriented Directional Signs TODS are included in The Oklahoma Tourist Oriented Directional Signs Policy. All signage must be in compliance with the most recent version of MUTCD, "Manual on Uniform Traffic Control Devices", for consistency and uniformity. This program is handled through an application process administered by the Traffic Engineering Division. Requesting facilities are required to pay for approved signs.~~

**APPENDIX D. PREFERRED GUIDELINE CRITERIA FOR SIGNING TRAFFIC GENERATORS ON FREEWAYS OR EXPRESSWAYS**

Figure 1

~~Trailblazing signing off the state highway system shall be installed prior to the installation of any Tourist-Oriented Directional Signing, and shall conform to the Manual on Uniform Traffic Control Devices. Trailblazing signing that is not properly installed or maintained shall be justification for removal of the advance guide signs on the highway system.~~

- ~~a. Airports. City or County owned with regularly scheduled airline passenger service.  
Distance from Interchange:  
Major Metropolitan Area, Urban Area or Rural Area 15 Miles  
Color: White Legend/Green Background~~
- ~~b. College and Universities. Fully accredited by Oklahoma State Regents for Higher Education.  
Distance from Interchange:  
Major Metropolitan Area, Urban Area, or Rural Area 6 Miles  
Color: White Legend/Green Background~~
- ~~c. Vo-Tech Schools/Technology Centers. Fully accredited by Oklahoma State Department of Vo-Tech Education.  
Distance from Interchange: 5 Miles  
Color: White Legend/Green Background~~
- ~~d. Military Bases. Minimum of 5,000 employees and permanently assigned military personnel.  
Distance from Interchange: 5 Miles  
Color: White Legend/Green Background~~
- ~~e. Amusement Parks, Arenas, Auditoriums, Fairgrounds, Convention Halls, Major Recreational Areas, Museums, Stadiums, State Parks, and Zoos.  
Distance from Interchange: 5 Miles  
Minimum Annual Attendance: 50,000  
Color: White Legend/Green Background~~
- ~~f. National Parks or Monuments.  
Distance from Interchange: 5 Miles  
Color: White Legend/Brown Background~~
- ~~g. Hospitals. Shall have a resident physician on duty 24 hours per day, 7 days per week.  
Distance from Interchange: 5 Miles  
Color: White Legend/Blue Background~~

APPENDIX E. TRAFFIC GENERATORS THAT DO NOT NORMALLY WARRANT SIGNING  
Figure 1

~~BUSINESS~~

~~TV/Radio Stations  
Theaters  
Motels/Hotels/Inns\*  
Trailer Parks\*  
Industrial Parks & Plants  
Shopping Centers~~

~~CEMETERIES~~

~~Local or State  
Private/Public  
Military~~

~~COMMUNITIES~~

~~Civic Centers  
Libraries  
Churches  
Subdivisions~~

~~GOVERNMENTAL~~

~~Research/Experimental  
County & City Facilities  
Courthouses  
Driver's License Centers  
Highway Buildings  
Jails/Prisons  
Civil Defense Facilities  
Maintenance Facilities  
Power Plants~~

~~SCHOOLS~~

~~Grade/High  
Vocational/Trade  
Seminaries  
Private~~

~~MEDICAL~~

~~Mental Facilities  
Research Facilities  
Sanitariums  
Infirmaries or Treatment Centers  
Veterans Facilities  
County, Fraternal, or  
Nursing Homes  
Retirement Facilities  
Humane Facilities  
Emergency Medical Services\*~~

~~MILITARY~~

~~Sites or Detachment  
Armories  
Arsenals~~

~~RECREATIONAL/CONSERVATIONAL~~

~~Country Clubs & Golf Courses  
Fish Hatcheries, Game Farms,  
Preserves and Refuges  
Tree Nurseries/Arboretums  
Points of Interest  
Camps: Scout, Church, 4-H,  
Youth & YMCA/YWCA~~

~~HISTORICAL~~

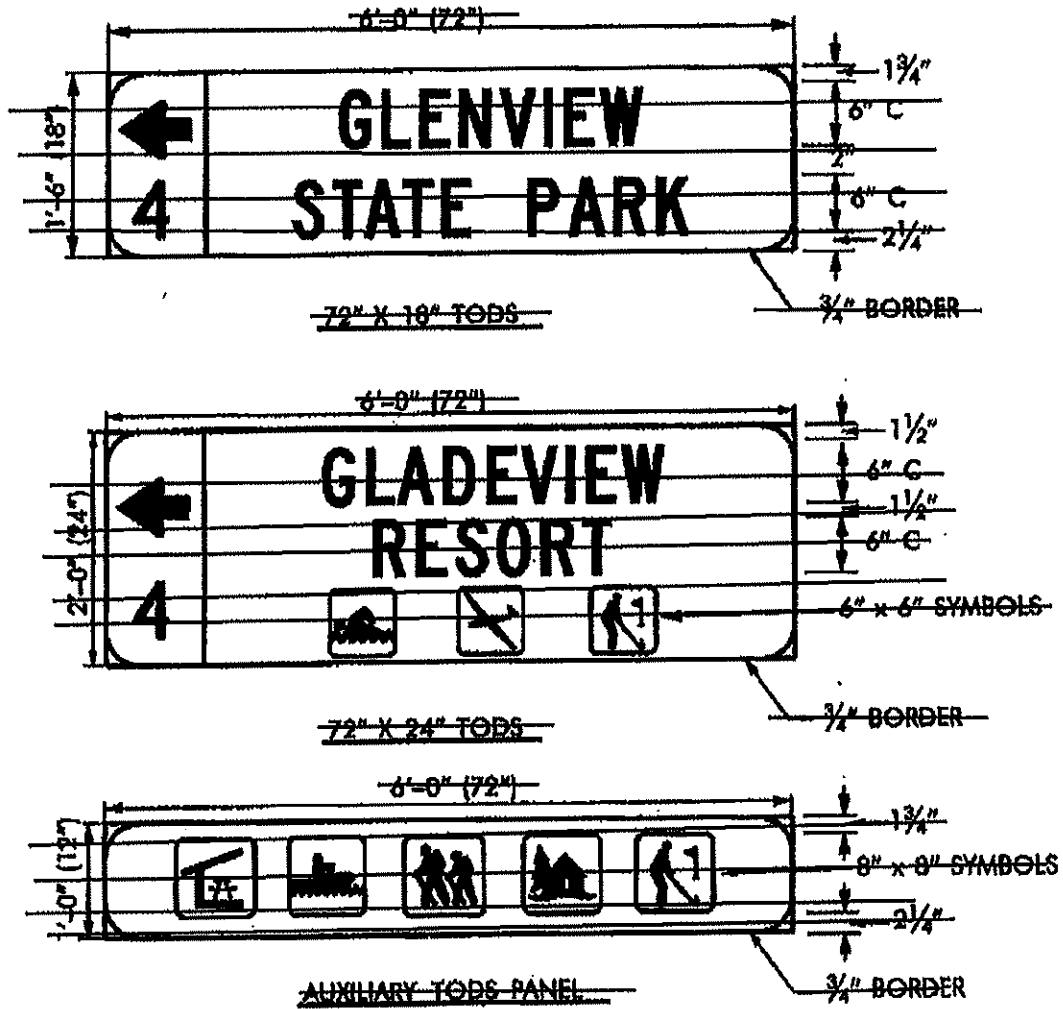
~~Homes and Buildings  
Privately Owned Facility~~

~~\*Items may be included on Motorist Service signs  
(GAS-FOOD-LODGING-HOSPITAL-CAMPING-TOURISM ATTRACTIONS)~~



APPENDIX F. TOURIST ORIENTED DIRECTIONAL SIGNING (TODS)

Figure 1



- SIGN COLOR
- LEGEND AND BORDER: WHITE
  - BACKGROUND: BLUE OR BROWN
  - SYMBOL: WHITE
  - SYMBOL BACKGROUND: BLUE OR BROWN

**AMENDMENTS TO DEPARTMENT ADMINISTRATIVE RULES**

**AGENDA ITEM NO. \_\_\_\_\_**

- j). Approval to Amend the OAC Rules No.: 730: 45-1-3. Administration and 730:45-1-4. Use of funds.**

**730:45-1-3. Administration**

Responsibility for administering these financial assistance programs is hereby vested in the ~~Transit Programs Branch~~ Office of Mobility and Public Transit and in the office of the Deputy Director. Expenditures of both federal and state funds will be made in accordance with the State Management Plans developed by the ~~Transit Programs Branch~~, Office of Mobility and Public Transit.

**730:45-1-4. Use of funds**

The Department is hereby authorized to expend any available federal grants and state funds in strict accordance with applicable federal and state laws, rules and regulations, and to expend legislative appropriations for non-highway purposes to lawfully assist in the development, administration and operation of local and statewide public transportation services, including but not limited to publicly and privately owned inter-city and intra-city bus services, passenger rail services, and para-transit services. The Department is also authorized to expend the aforementioned funds to provide direct public transportation technical assistance, to compile and disseminate relevant transit information including but not limited to inventories of existing transit equipment, facilities and services, statistics on systems' operations, information on technical innovations, ~~legislation~~ legislatively enacted programs, and alternative solutions to statewide transit issues.

**FOR PRESENTATION AT COMMISSION MEETING ON FEBRUARY 6, 2023  
BY SHELLY WILLIAMS, P.E.**

**AGENDA ITEM NO.: 28**

**SUBJECT: Request for Final Approval of the County Designation Order for FY-2023**

In accordance with Title 69 O.S. § 636.3 Subsection B, this Designation Order is prepared for use by the County Road Machinery & Equipment Revolving Fund and has been approved by the Department of Transportation County Advisory Board (CAB).

The purpose of the Designation Order is to establish a priority basis to determine the order in which counties are approved to participate in the Equipment Revolving Fund for the noted fiscal year. The Designation Order is created using funds paid by the OK Tax Commission (from gross production taxes upon oil and natural gas, taxes on gasoline, diesel and special fuels, and motor vehicle fees and taxes) divided by certified county road miles. The subsequent 'Dollar per Mile' figure is prioritized by lowest to highest. As noted in the above-referenced statute, the counties receiving the least appropriations per mile may receive the highest priority. The CAB has deemed it critical to progress through the Designation Order so that all counties have equal access to participate in the Equipment Revolving Fund.

COUNTY CLASSIFICATION DESIGNATION ORDER  
FOR FISCAL YEAR 2023

Designation Number	County	County Number	ODOT Dist #			
1	Tillman	71	5			
2	Cotton	17	7			
3	Kiowa	38	5			
4	Harmon	29	5			
5	Texas	70	6			
6	Cimarron	13	6			
7	Beaver	4	6			
8	Jackson	33	5			
9	Grant	27	4			
10	Noble	52	4			
11	Craig	18	8			
12	Woodward	77	6			
13	Greer	28	5			
14	Harper	30	6			
15	Washita	75	5			
16	Delaware	21	8			
17	Kay	36	4			
18	Jefferson	34	7			
19	Nowata	53	8			
20	Beckham	5	5			
21	Adair	1	1			
22	Mayes	49	8			
23	Pawnee	59	8			
24	Garfield	24	4			
25	Ottawa	58	8			
26	Lincoln	41	3			
27	Caddo	8	7			
28	Choctaw	12	2			
29	Cherokee	11	1			
30	Sequoyah	68	1			
31	Muskogee	51	1			
32	McIntosh	46	1			
33	McCurtain	45	2			
34	Bryan	7	2			
35	Rogers	66	8			
36	Logan	42	4			
37	Alfalfa	2	6			
38	Wagoner	73	1			
39	Woods	76	6			
40	Roger Mills	65	5			
41	Payne	60	4			
42	Major	47	6			
43	Okmulgee	56	1			
44	LeFlore	40	2			

COUNTY CLASSIFICATION DESIGNATION ORDER  
FOR FISCAL YEAR 2023

Designation Number	County	County Number	ODOT Dist #			
45	Atoka	3	2			
46	Haskell	31	1			
47	Pottawatomie	63	3			
48	Seminole	67	3			
49	Pushmataha	64	2			
50	Custer	20	5			
51	Dewey	22	5			
52	Okfuskee	54	3			
53	Pontotoc	62	3			
54	Ellis	23	6			
55	Comanche	16	7			
56	Murray	50	7			
57	Osage	57	8			
58	Creek	19	8			
59	Johnston	35	3			
60	Pittsburg	61	2			
61	Marshall	48	2			
62	Latimer	39	2			
63	Washington	74	8			
64	Coal	15	3			
65	Hughes	32	3			
66	Love	43	7			
67	Carter	10	7			
68	Blaine	6	5			
69	Stephens	69	7			
70	Garvin	25	3			
71	McClain	44	3			
72	Kingfisher	37	4			
73	Tulsa	72	8			
74	Grady	26	7			
75	Canadian	9	4			
76	Cleveland	14	3			
77	Oklahoma	55	4			

**FOR PRESENTATION AT THE COMMISSION MEETING ON FEBRUARY 6, 2023**

**AGENDA ITEM: 29**

**SUBJECT: Presentation of the Municipal Road Drilling Activity Fund**

**LOCATION: Statewide - All Commission Districts**

House Bill 3037 was recently signed into law creating the Municipal Road Drilling Activity Revolving Fund. This legislation provides funding assistance to municipalities with populations less than 15,000 who have experienced roadway damage due to increased oilfield activities.

After reviewing requests for participation in funding, the Department recommends award of Municipal Road Drilling Activity Funds totaling \$5,000,000. This award will assist 15 cities to repair or replace 16.67 miles of municipal roadways.

**Approval is recommended.**



<b>ODOT District</b>	<b>Municipality</b>	<b>County</b>	<b>Road Name</b>
2	Atoka	Atoka	Court Street
3	Newcastle	McClain	South County Line Road
3	Newcastle	McClain	North County Line Road
3	Purcell	McClain	Johnson Ave
3	Wayne	McClain	Siefried Street
3	Wayne	McClain	N Shannon Street
4	Crescent	Logan	Monroe, Meridian, Washington
4	Kingfisher	Kingfisher	W. Victory Lane,W. Will Rogers Dr
4	Kingfisher	Kingfisher	W. Starlite Dr
4	Piedmont	Canadian	Piedmont Road
4	Ripley	Payne	Cook Street
4	Piedmont	Canadian	Apache Rd. NW
5	Canute	Washita	N 2080 Rd., Washita County
5	Burns Flat	Washita	Webb Street
6	Jet	Alfalfa	5th Street
6	Cherokee	Alfalfa	Ohio Street
7	Tuttle	Grady	Richland Road
7	Marlow	Stephens	South Railroad Street
8	Drumright	Creek	Multiple locations

<b>Length of Repair</b>	<b>Estimated Project TOTAL Cost</b>	<b>Award Amount</b>
1.6	\$727,359.33	\$300,000.00
1.1	\$276,700.00	\$260,000.00
1.0	\$274,300.00	\$260,000.00
1.3	\$378,000.00	\$265,000.00
0.11	\$36,403.70	\$30,000.00
0.09	\$56,744.60	\$45,000.00
1.4	\$672,597.00	\$500,000.00
0.3	\$659,718.98	\$375,000.00
0.5	\$664,124.96	\$400,000.00
1.0	\$856,462.53	\$370,000.00
0.125	\$115,000.00	\$100,000.00
2.0	\$1,306,762.50	\$500,000.00
0.03	\$12,500.00	\$10,000.00
0.23	\$50,820.00	\$55,000.00
0.25	\$199,800.00	\$150,000.00
1.0	\$437,610.00	\$350,000.00
0.92	\$486,000.00	\$280,000.00
0.66	\$266,051.89	\$250,000.00
3.1	\$682,000.00	\$500,000.00
<b>16.67 miles</b>		<b>\$5,000,000.00</b>