



## CATEGORIES

### C+ AVIATION

Oklahoma is ranked #4 in the nation for number of airports per capita. The Oklahoma airport system includes 114 publicly-owned and 49 regional business airports, 43 of these are jet-capable. The Pavement Condition Index (PCI) for each airport was forecasted for 2012 and weighted for each runway and taxiway. The average PCI value recorded for 83 of Oklahoma's airfield pavements for 2012 is 66, or good condition.

Oklahoma airports anticipate receiving approximately \$25.2 million in 2013 for infrastructure improvements. A breakdown in funding can be found in the contiguous 2013 ASCE Report Card for Oklahoma's Infrastructure.

### D+ BRIDGES

Oklahoma is consistently ranked at or near the bottom of multiple lists as having the worst bridges in the nation. Structurally-deficient bridges are a danger to motorists and have a detrimental impact on the economic growth of our state. Approximately 1 in 5 bridges are deteriorating to some degree.

Phase 1 of the Governor's *Bridge Improvement and Turnpike Modernization Plan* included the improvement of 126 unfunded bridges by adding them to the Oklahoma Department of Transportation (ODOT) 8-Year Construction Work Plan (CWP). Phase 2 was addressed during the 2012 session that enhanced the Rebuilding Oklahoma Access and Driver Safety (ROADS) funding beginning in 2014. With the passage of this legislation, the remaining 167 structurally-deficient bridges were added to the 2013-2020 ODOT Eight-Year CWP.

### D DAMS

There are an estimated 4,702 dams in Oklahoma including 53% regulated by the Oklahoma Water Resources Board (OWRB) 44% administered by the United States Department of Agriculture-Natural Resources Conservation Service (USDA-NRCS) and Oklahoma Conservation Commission (OCC), 3% are federally-owned, and 5 dams that are related hydroelectric facilities operated by the Grand River Dam Authority (GRDA).

An estimated \$430 million will be required in order to bring high-hazard dams in compliance with OWRB criteria. An additional \$22 million is needed for immediate upkeep and to comply with dam safety standards.

### D- LEVEES

Oklahoma has 402 recorded private, state, and federally constructed levees. The average age of federally constructed levee systems in Oklahoma is 56 years, while the average age of privately constructed levee systems is generally unknown and most have not been inspected since the late 1980s. There are currently no state programs to deal with levee safety or private or non-federally constructed government levees within Oklahoma.

### B RAIL

Oklahoma maintains nearly 4,000 miles of freight rail lines. One passenger rail service is provided by Amtrak's *Heartland Flyer* providing round trip service from Oklahoma City to Fort Worth, Texas daily.

Overall, the Oklahoma rail industry is capable of maintaining its basic infrastructure. Rural Oklahoma has a need for funding to allow for expansion and improvement of its network. Additionally, emerging and new rail-served business creation will require additional capital expenditures and funding mechanisms for the required rail infrastructure.

### D ROADS

Improvements to our roadways are always a key point for candidates who are running for local public offices, and with good reason. Oklahoma currently has 12,265 state highway miles and 84,767 county highway miles. In fact, 4,536 miles of the county system includes city streets in 493 cities. Oklahomans pay approximately \$1.2 billion to the state in road taxes and fees including motor vehicle licenses and tag fees and state fuel taxes and fees. More than 70% of these motor vehicle fees are diverted to non-transportation purposes.

### D+ TRANSIT

Oklahoma is comprised of 25 public transit systems, of these 22 are predominantly rural and 3 are urban. Continued efforts are needed to integrate and promote Transit systems within our community's transportation planning process. Greater emphasis must be placed on connecting metropolitan urban and suburban areas through transit to ease congestion, provide assistance to Americans with limited mobility, and develop local economies.

### D+ WATER/WASTEWATER

Oklahomans have an abundance of water, but many communities lack access to dependable water sources due to the distance of supplies, insufficient infrastructure or storage, water quality constraints, and other limiting factors. Increasing water use coupled with growth and development pose water quality challenges throughout the state. A majority of existing water infrastructure has aged beyond its useful life and with stringent water quality requirements a significant financial burden faces Oklahoma's water systems.

According to the 2012 Oklahoma Comprehensive Water Plan (OCWP) approximately \$37 billion will be required to

## GRADES

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D+ BRIDGES

D DAMS

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The 2013 Report Card for Oklahoma's Infrastructure is to raise awareness among the citizens and policy makers within the State of Oklahoma regarding the current and future performance of our state's infrastructure systems.

Through the development of the 2013 Report Card for Oklahoma's Infrastructure, the Oklahoma Section of the American Society of Civil Engineers (ASCE) seeks to tell the story of the state's infrastructure and its impact on the daily lives of Oklahomans.

The Oklahoma Section of ASCE was chartered in 1920. Our organization maintains 850 members representing all sectors of civil engineering. Our membership has direct involvement in the planning, design, construction, operations, and maintenance of Oklahoma's infrastructure.

## RAISE THE GRADES 5 KEY SOLUTIONS



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## 1. EDUCATE

Educate state leadership on infrastructure needs in order to address the crisis.

## 2. PROMOTE

Promote sustainability and resilience in infrastructure to protect the natural environment and withstand natural and man-made hazards.

## 3. DEVELOP

Develop a statewide infrastructure plan that complements the national vision and focus on system-wide users.

## 4. ADDRESS

Address life-cycle costs and ongoing maintenance to meet the needs of current and future users.

## 5. INVEST

Increase and improve infrastructure investment from all stakeholders.

## EXECUTIVE SUMMARY

Oklahoma has a turbulent history of infrastructure development to support the growth and prosperity of our state. We assume our water, roads and bridges will always be there to serve the people and commerce of Oklahoma. When working properly, our infrastructure systems are not something many people think about. When these systems fail, it is front page news and has a phenomenal impact on the daily lives of all Oklahomans.

## COMMITTEE CHAIRS

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