

# County Roads

Ken Doke, County Commissioner  
Muskogee County – District 1

“The road that is most important to any constituent, is the road that runs directly in front of their home.”

Ken Doke, Muskogee County Commissioner

- **State Highway** = 12,842 Miles & 6,800 Bridges
- **County Highway** = 82,960 Miles & 13,606 Bridges
- \$1 Million/Mile vs. \$1 Million 400-500 Miles/Year
  
- In 2019 ODOT had 86 deficient bridges.
- By the end of the decade ODOT should have 1% or fewer deficient bridges
- In 2019, Counties had 13,606 bridges (62% of bridges in Oklahoma) - 2,497 are deficient - 482 are obsolete - Estimated replacement cost = \$970 Million
- 85% of state bridge deficiency due to county bridges
- 1:6 Bridges cannot support the weight of a loaded school bus

## Infrastructure Comparison

- In 2019 77 counties were appropriated \$351,104,206
- In 2020 77 counties were appropriated \$312,104,206
- CIRB funding capped at 120 million/year
  
- In 2020 ODOT was appropriated:
  - \$210,194,762 from fuel taxes and Motor Vehicle Fees into State Transportation Fund.
  - \$4,653,7114 from gasoline to High priority bridge fund
  - \$290,914,165 from income tax
  - \$171,483,470 from Motor Vehicle fees into ROADS fund
  - ROADS funding capped at \$575 million/year

## Funding Comparison

- County HW System 82,960 Miles
- 75% of Roads in OK are County Roads
- 70% Paved & 30% Unpaved
- 18,000 Miles are Major/Minor Collectors
- Counties maintain 4,911 miles of city streets in 521 cities
- 12,842,000 miles traveled each day on County Highway System

## County Highway System

- Property taxes do not fund roads
- Funds come from state fuel taxes, gross production, & motor vehicle collections
- Apportionment based on area, road miles, & population
- In 2019 apportionments varied from OK County receiving \$24,017/Mile to Tillman County, which received \$1,851/Mile
- Average apportionment is \$4,239/Mile, or \$3,837/Mile if you remove 4 largest counties

## Funding Overview

## **COSTS**

- \$150,000 to asphalt 1 mile of road
- \$25,000-\$30,000 to gravel 1 mile of road
- Short-Span Bridge Replacement \$450,000
- New Road Grader - \$250,000
- New Dump Truck - \$130,000
- Grade, Drain, & Surface Project \$1 Million/Mile
  
- Difficult/Impossible to cover these costs w/ average funding of \$3,837/Mile

**Common Costs**

## **REALITY (Example)**

- 1 Employee/27 Miles of Road
- On funding of \$3,837/Mile x 27 Miles = \$103,599 to maintain 27 miles of road
- \$103,599 to cover the costs of payroll, equipment, fuel, & materials to mow, patch, seal, repair, reconstruct and replace county roads and bridges.
- This plan is unsustainable

**Reality**



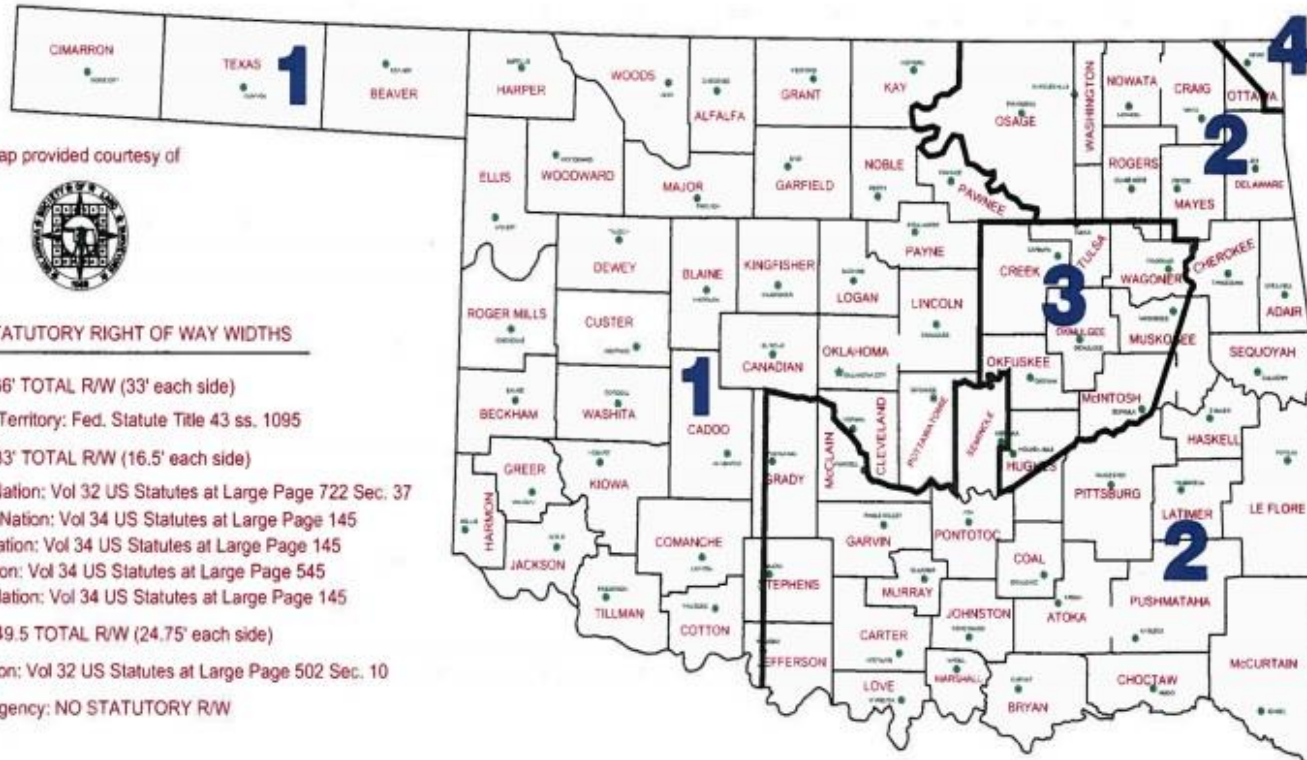
- **2 Main Sources of Funding**
  - State Fuel Taxes & Motor Vehicle Collections (M&O)
  - County Improvement Roads Bridges (CIRB)
  - M&O isn't much to cover the area required.
  - Maintenance funds at best
  - CIRB is for large projects
  - CIRB is very restrictive (ROW issues, widening, drainage, federal guidelines, engineering, force account, etc.)
  - Eastern OK CIRB used for bridges only

## State Funding Sources

## **Muskogee County**

- Goal is to find the funding to resurface 6 Miles of Road/Year using grants, tribal assistance, county budget (for match), etc.
- Muskogee County has 450 Miles/District
- 6 roads = 1.33% of roads in district
- 98.67% of roads are not "improved"

**Muskogee County Road Example**



Map provided courtesy of



**OKLAHOMA STATUTORY RIGHT OF WAY WIDTHS**

- 1** 4 RODS - 66' TOTAL R/W (33' each side)  
Oklahoma Territory: Fed. Statute Title 43 ss. 1095
- 2** 2 RODS - 33' TOTAL R/W (16.5' each side)  
Cherokee Nation: Vol 32 US Statutes at Large Page 722 Sec. 37  
Chickasaw Nation: Vol 34 US Statutes at Large Page 145  
Choctaw Nation: Vol 34 US Statutes at Large Page 145  
Osage Nation: Vol 34 US Statutes at Large Page 545  
Seminole Nation: Vol 34 US Statutes at Large Page 145
- 3** 3 RODS - 49.5 TOTAL R/W (24.75' each side)  
Creek Nation: Vol 32 US Statutes at Large Page 502 Sec. 10
- 4** Quapaw Agency: NO STATUTORY R/W

# Right Of Way Challenges

- Elm Grove Road
- 6 Mile Stretch
- Major Collector
- Right of Way is pretty good
- Needs grade, drain, and surface \$600K, and could be completed in a matter of months
- After Scoping w/ ROW acquisition, etc. project estimate was in the millions and would take years to complete

## Elm Grove Road Example

- Needs vary greatly per county
- CIRB/ODOT “one size fits all model”
- Sometimes funds don’t get much “mileage” due to lack of discretion
  
- NEED
- More commissioner input/control
- Flexibility in design/implementation
- Stretch funds & get more mileage

## The Model



# Disaster Recovery

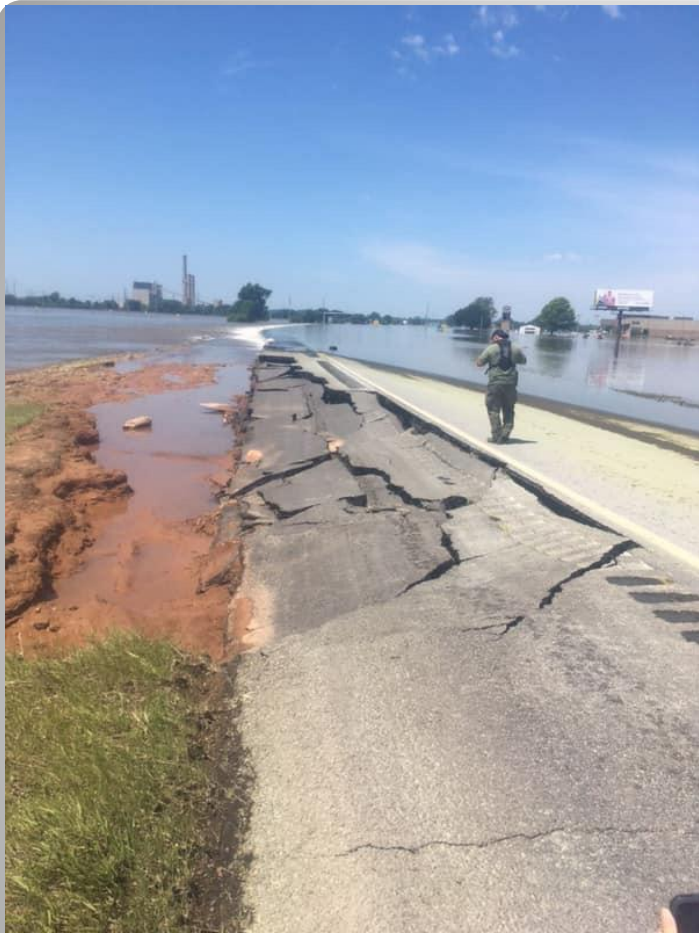


# Disaster Recovery



**Port of Muskogee**





Water has receded off of Hancock but still not passable due to this awesome hole... [See More](#)

# Road Damage



**Road Damage**

- During disasters counties front all costs of emergency response
- FEMA reimburses 75%
- State supposed to cover 12.5%
- County supposed to cover 12.5%
- State never reimburses their 12.5%
- Counties NEVER recover

## Disaster Funding

- People want better roads
- People's road experience is based on local roads that they travel most
- Want to improve the perception? Focus on local roads and bridges
- Counties maintain the roads in OK at a ratio of nearly 10:1
- 85% of Deficient Bridges in state is due to county bridges

## Summary

- Funding is paramount
- Flexibility would make a huge difference
- State should pay their 12.5% on disasters
- COVID redirect from CIRB was helpful

**Suggestions**

- Questions?