

Oklahoma Turnpike Authority

Joe Echelle, PE MBA
Deputy Director

Bristow 1890s



Bristow 1912



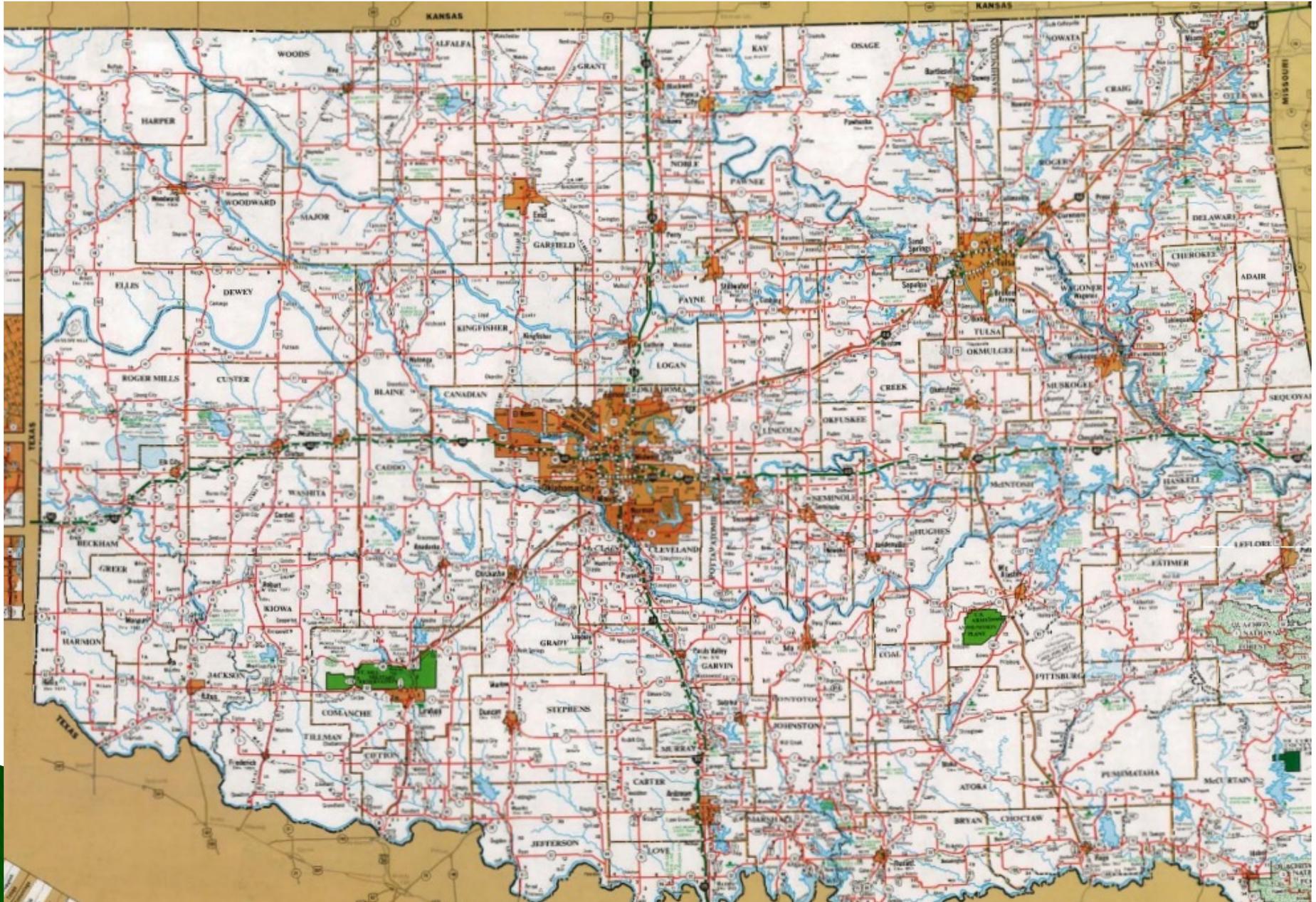
Bristow 1940s



Oklahoma 1947



Oklahoma 1980



Roads Operated

	<u>Open</u>	<u>Length</u>
1. Turner Turnpike	1953	86.0 miles
2. Will Rogers Turnpike	1957	88.5 miles
3. H.E. Bailey Turnpike	1964	86.4 miles
Norman Spur	2001	8.2 miles
4. Indian Nation Turnpike		
Northern – A	1966	41.1 miles
Southern – B	1970	64.1 miles
5. Cimarron Turnpike	1975	67.7 miles
6. Muskogee Turnpike	1969	53.1 miles
7. John Kilpatrick Turnpike		
I-35 to Portland Avenue	1991	9.5 miles
Portland Ave. to I-40	2001	15.8 miles
I-40 to State Highway 152/Airport Road	2020	5.0 miles
8. Cherokee Turnpike	1991	32.8 miles
9. Chickasaw Turnpike	1991	13.3 miles
10. Creek Turnpike		
U.S. 75 to Memorial	1992	7.4 miles
Creek – Turner to U.S. 75	2000	4.9 miles
Creek East & Broken Arrow	2002	22.1 miles
11. Kickapoo Turnpike	2020	18.5 miles
12. Gilcrease Turnpike	To be opened late 2022	5.0 miles
	Total Tolled	630.4 miles

Oklahoma Turnpike Authority General Information

11 Turnpikes

Turner Turnpike
Will Rogers Turnpike
H.E. Bailey Turnpike
Cimarron Turnpike
Cherokee Turnpike
Creek Turnpike
Kilpatrick Turnpike
Chickasaw Turnpike
Muskogee Turnpike
Indian Nation Turnpike
Kickapoo Turnpike

2,536.9 Lane Miles

624.4 Road Miles

905 Bridges
1-69 years old
98 Interchanges
16 Million transactions (/m)
3,500 to 70,000 vehicles daily

84 Urban/540.4 Rural

Legislature

Legislatively Authorized
Routes only
Receives No State
Appropriations
Completely self funded (tolls)
Audited yearly by top
5 National Firm
6 Member Governor-
Appointed Board
Aa3 / AA- Bond Rating

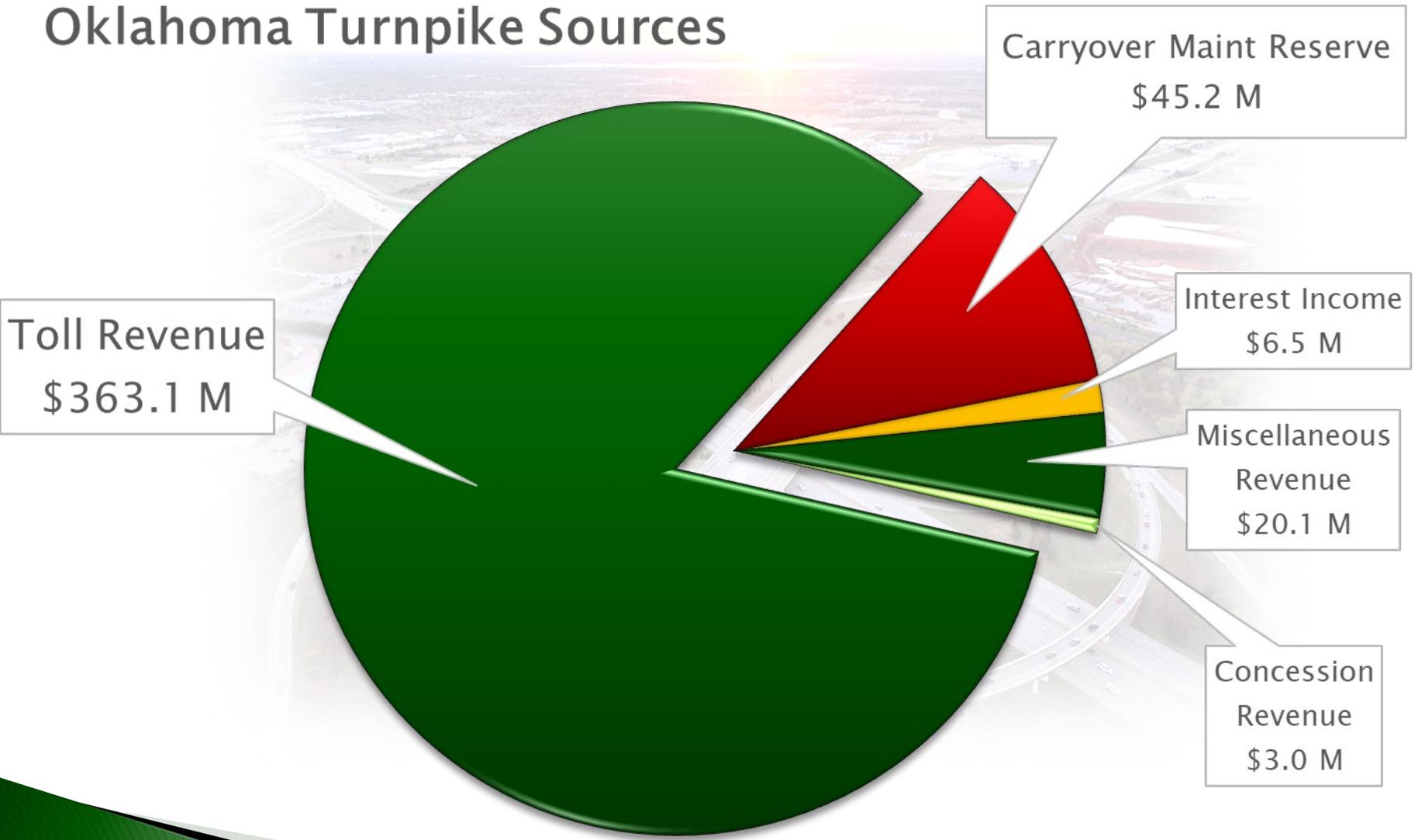
Governance

Revenue Information

- OTA receives no state appropriations.
- Approximately 40% of toll revenue comes from out-of-state motorists (nearly \$135 Million in 2021).
- Approximately 38% of tolls paid by commercial carriers.

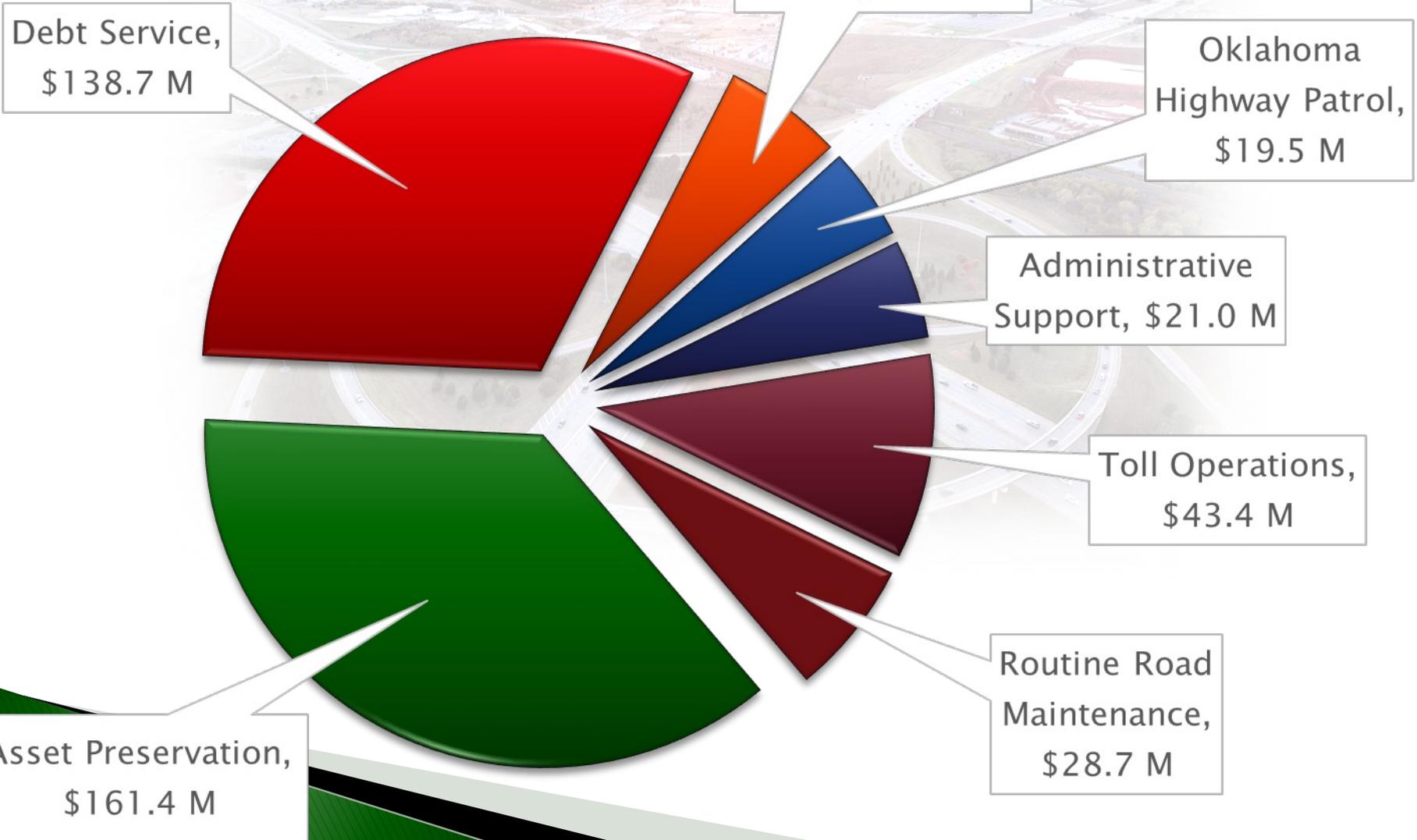
2023 Projected

Oklahoma Turnpike Sources



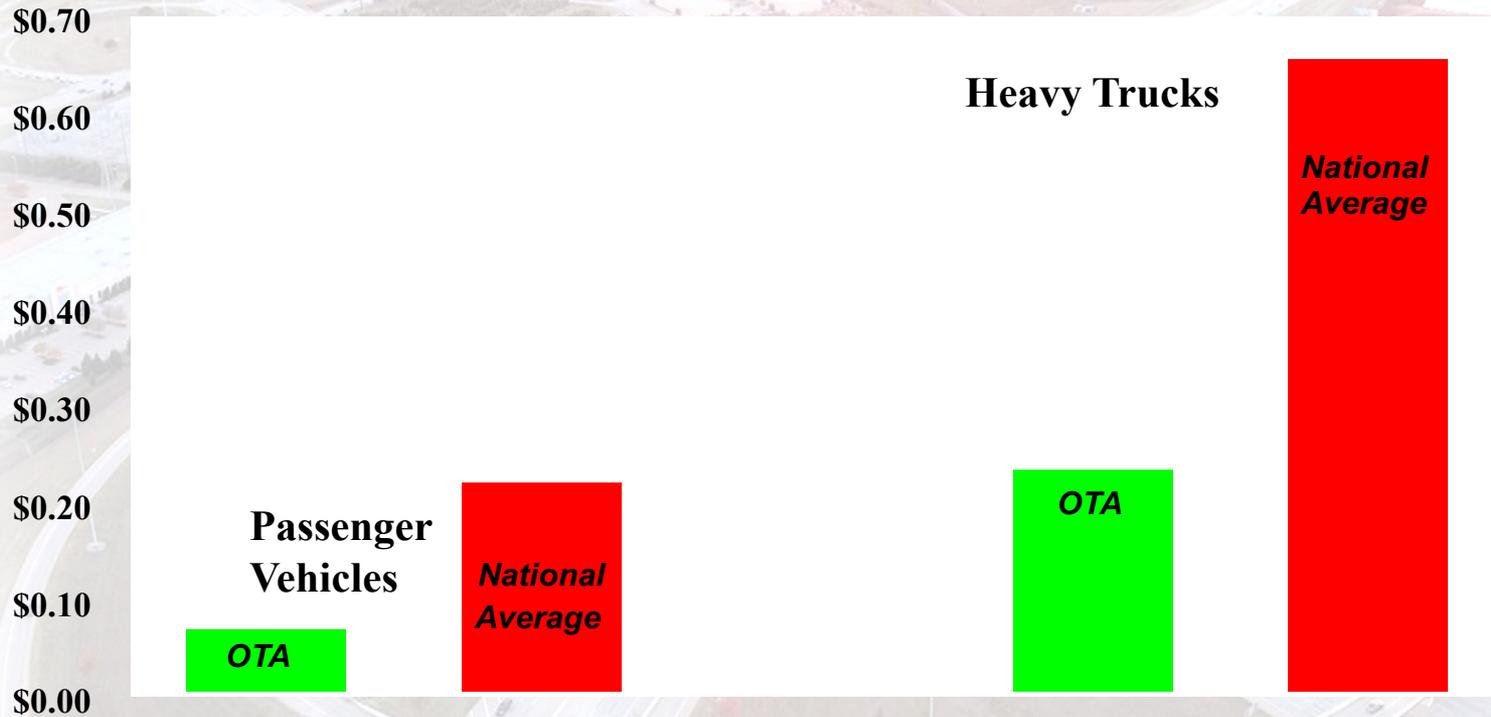
2023 Projected

Oklahoma Turnpike Uses



Oklahoma Toll Rates

Comparison of Oklahoma Per Mile Toll Rates with National Average*



**On average, toll rates per mile on the Oklahoma Turnpike System are 62% below the national average for passenger vehicles and 65% below the national average for heavy trucks.*

5-Year Capital Improvement Plan

- Reprioritize Annually
- Collective Effort
 - Engineering/Maintenance/Construction/GEC
- Authority Approval in December
- Solicitation for Design & CM Services

CIP Initiatives

- Safety Enhancements
 - Positive Barrier
 - Concrete barrier installed
 - Cable barrier installed
 - Cable barrier to be installed
 - Pavement Rehabilitations
 - Bridge Rehabilitations
 - Cashless Tolling Conversions

Cashless Tolling

PlatePay eliminates cash lanes, billing turnpike users who do not have a PIKEPASS. This creates a much safer and more efficient experience for all travelers.

- John Kilpatrick Turnpike converted July 2021.
- Kickapoo Turnpike converted January 2022.
- H. E. Bailey/I-44 converted July 2022.
- Chickasaw Turnpike converted August 2022.
- Cimarron SH-99 Mainline converted August 2022.
- Creek/SH-364 converted January 2023
- Muskogee coming September 2023
- Indian Nation/SH-375, Will Rogers/I-44, and Turner/I-44 converting 2024.



For more information go to:

www.platepay.com

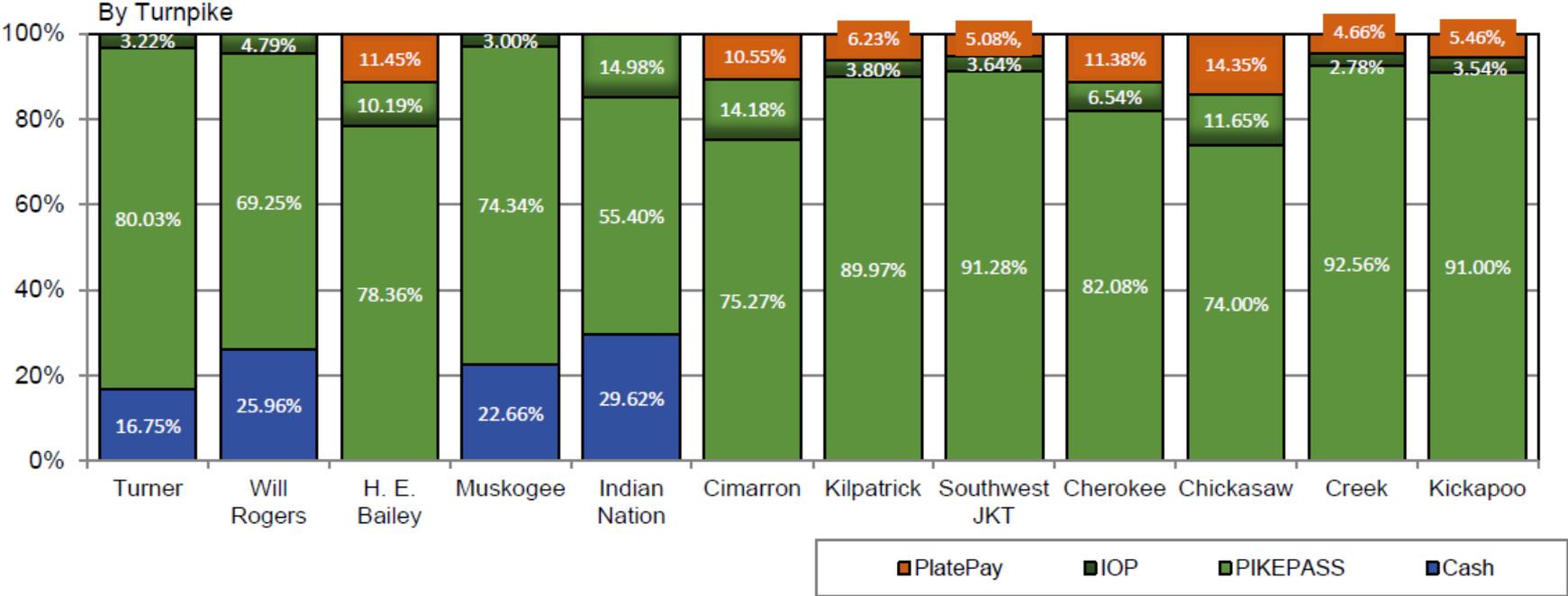
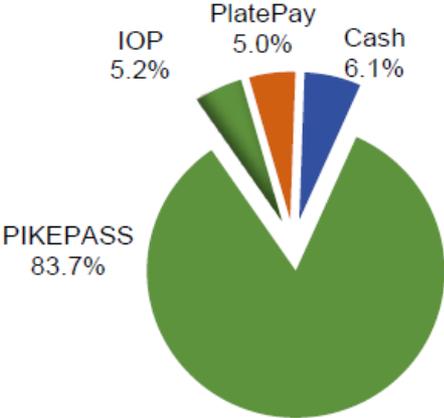
Interoperability



**Not all toll roads in Florida*



Cashless Tolling



Bond Construction Programs



➤ 1998

- John Kilpatrick
- Creek
- H.E. Bailey Spur

➤ 2011

- John Kilpatrick/Creek widening

➤ 2016–Present

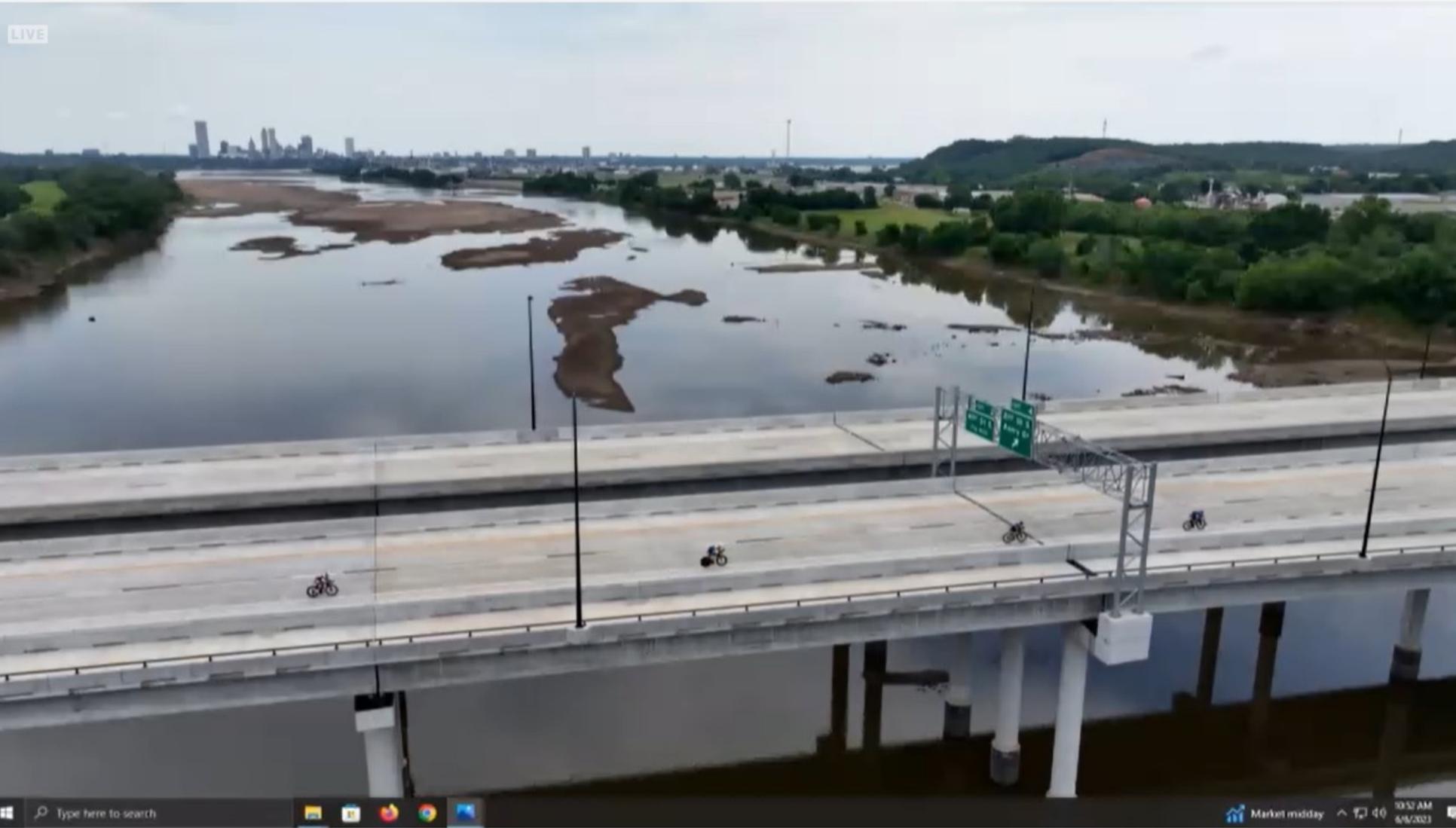
- John Kilpatrick Extension SW
- Turner widening
- Kickapoo
- Gilcrease West
- H.E. Bailey/Muskogee improvements

Recent Bond Projects

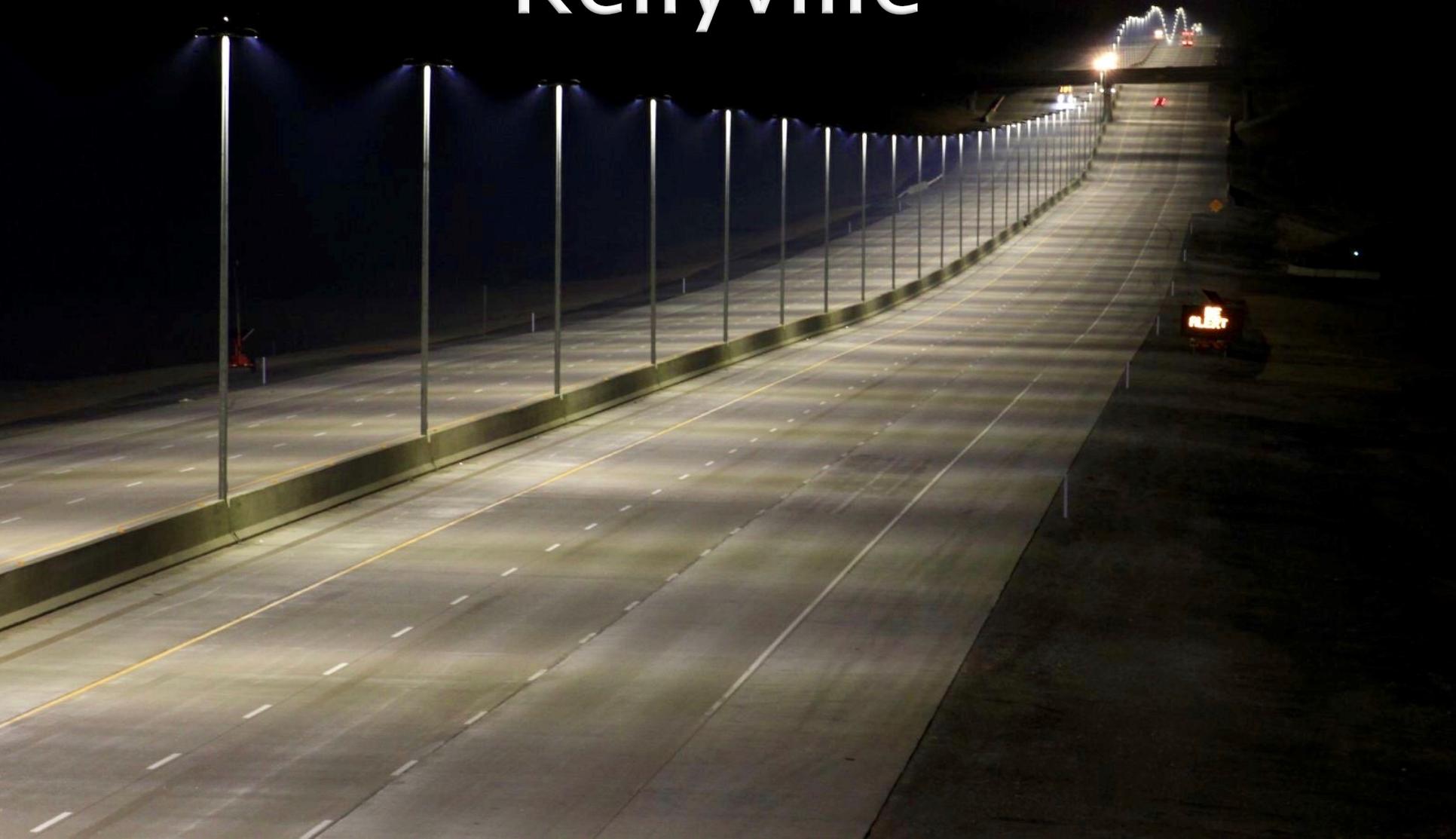
- Toll Roads
- New Turnpikes
- Expansion/Rehabilitation and Toll Plaza work



Gilcrease Turnpike - Tulsa



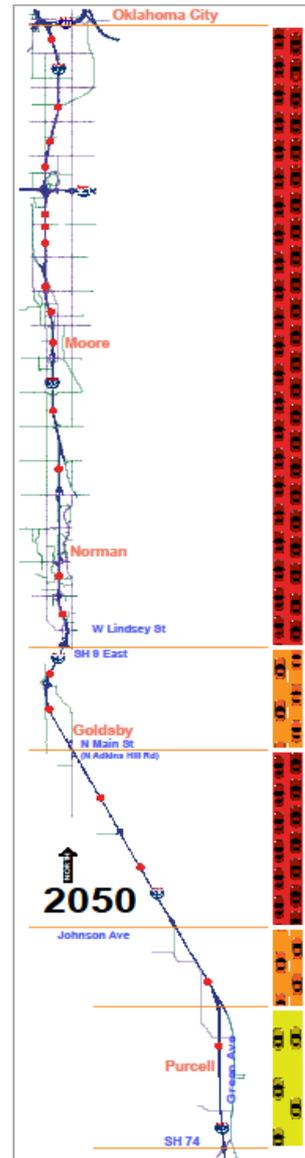
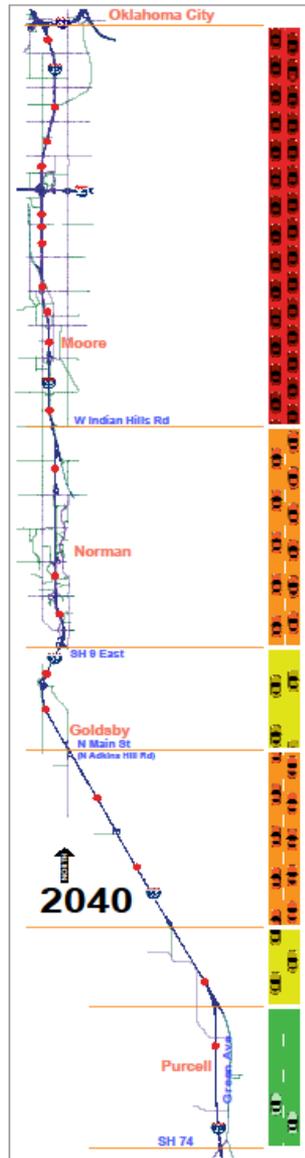
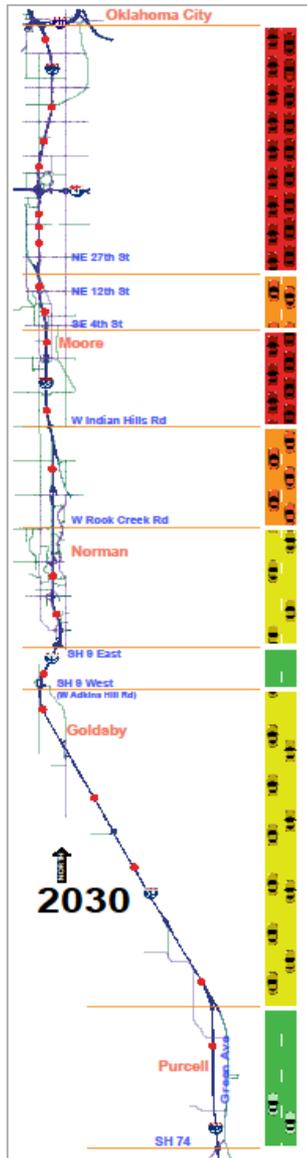
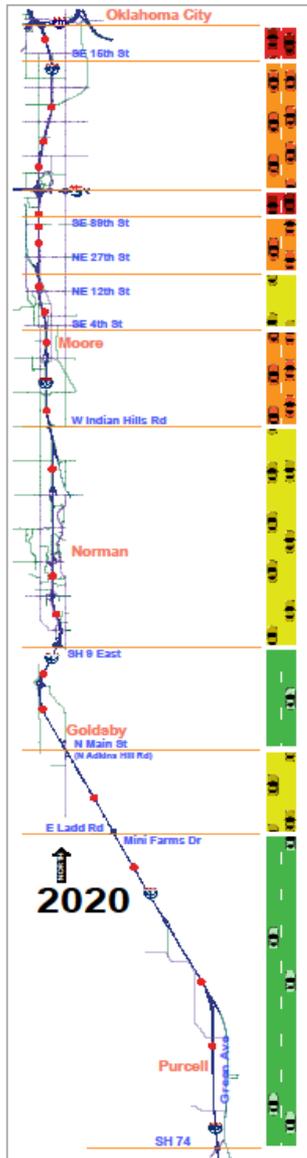
I-44/Turner Turnpike Kellyville



ACCESS Oklahoma Program

- Widen 70 miles of I-44 between Oklahoma City and Tulsa
 - Rebuild existing and new access points
- Widen 14 miles of I-44 between US-412 and Claremore
 - Rebuild existing and new access points
- Widen John Kilpatrick Turnpike from I-40 to I-35
 - Traffic volumes growing significantly
- Complete the Gilcrease Expressway from US-412 to LL Tisdale
- Rebuild extents of I-44 (H.E. Bailey, Cimarron, and **Indian Nation Turnpikes**) for new access locations as allowed by Cashless Tolling
- Provide alternate route for I-35/I-44 congestion south of OKC
 - Population Growth, Travel Time Reliability, Accident Data/Safety

ACCESS Oklahoma Program



Free Flow - Drivers can change lanes freely and drive at the speed of their own choice.



Restricted Flow - Changing lanes requires drivers attention and is noticeably limited.



Congested Flow - Speed decreases and freedom for changing lanes is extremely limited.



Stop-and-Go Flow - Speed is inconsistent and changing lanes causes a shockwave in traffic delays. Time for traveling is not predictable.

● Traffic Count Locations

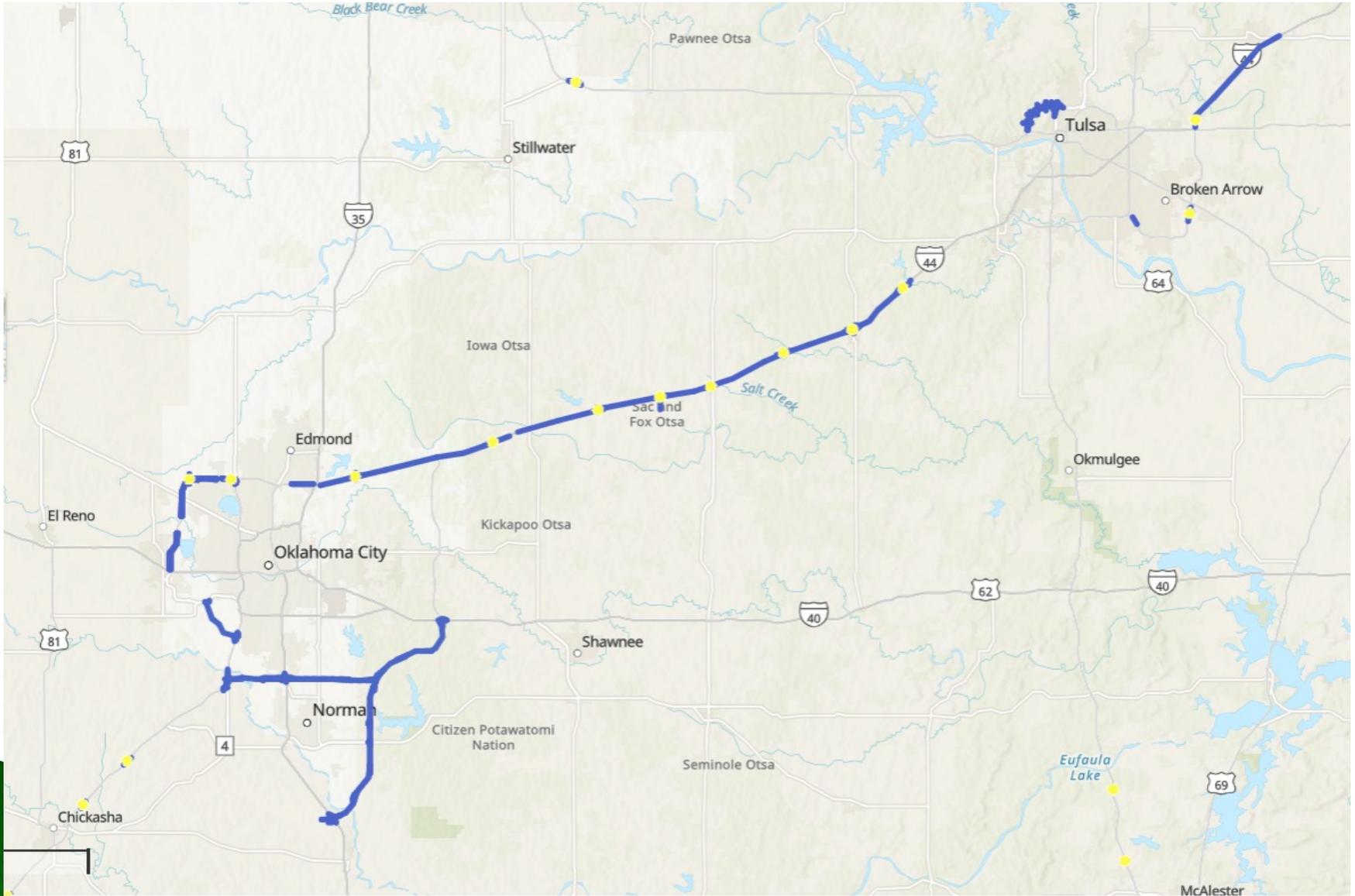


ACCESS Oklahoma Program

- Legislative Authorization 69-1705(e)
- OTA Board Notification
- Alignment Development
- R/W Acquisition Process
- Environmental Studies Impact Analysis +/-
- Route Evaluation
- Coordination
- Anticipated Schedule

www.accessoklahoma.com

ACCESS Oklahoma





OKLAHOMA
Turnpike Authority