Oklahoma Turnpike Authority

Joe Echelle, PE MBA
Deputy Director
Bristow 1912
Bristow 1940s
Oklahoma 1947
<table>
<thead>
<tr>
<th>Roads Operated</th>
<th>Open</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Turner Turnpike</td>
<td>1953</td>
<td>86.0 miles</td>
</tr>
<tr>
<td>2. Will Rogers Turnpike</td>
<td>1957</td>
<td>88.5 miles</td>
</tr>
<tr>
<td>3. H.E. Bailey Turnpike</td>
<td>1964</td>
<td>86.4 miles</td>
</tr>
<tr>
<td></td>
<td>Norman Spur</td>
<td>2001</td>
</tr>
<tr>
<td>4. Indian Nation Turnpike</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Northern – A</td>
<td>1966</td>
</tr>
<tr>
<td></td>
<td>Southern – B</td>
<td>1970</td>
</tr>
<tr>
<td>5. Cimarron Turnpike</td>
<td>1975</td>
<td>67.7 miles</td>
</tr>
<tr>
<td>6. Muskogee Turnpike</td>
<td>1969</td>
<td>53.1 miles</td>
</tr>
<tr>
<td>7. John Kilpatrick Turnpike</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>I-35 to Portland Avenue</td>
<td>1991</td>
</tr>
<tr>
<td></td>
<td>Portland Ave. to I-40</td>
<td>2001</td>
</tr>
<tr>
<td></td>
<td>I-40 to State Highway 152/Airport Road</td>
<td>2020</td>
</tr>
<tr>
<td>8. Cherokee Turnpike</td>
<td>1991</td>
<td>32.8 miles</td>
</tr>
<tr>
<td>9. Chickasaw Turnpike</td>
<td>1991</td>
<td>13.3 miles</td>
</tr>
<tr>
<td>10. Creek Turnpike</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>U.S. 75 to Memorial</td>
<td>1992</td>
</tr>
<tr>
<td></td>
<td>Creek – Turner to U.S. 75</td>
<td>2000</td>
</tr>
<tr>
<td></td>
<td>Creek East &amp; Broken Arrow</td>
<td>2002</td>
</tr>
<tr>
<td>11. Kickapoo Turnpike</td>
<td>2020</td>
<td>18.5 miles</td>
</tr>
<tr>
<td>12. Gilcrease Turnpike</td>
<td>To be opened late 2022</td>
<td>5.0 miles</td>
</tr>
</tbody>
</table>

Total Tolloed: 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**

**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**
State-by-State Tolling in the United States

**Legend:**
- IBTTA Member Agencies & Authorities
- Toll Facilities
- No Toll Facilities

Map showing different toll agencies across various states in the United States.
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

Toll Revenue: $363.1 M

Carryover Maint Reserve: $45.2 M

Interest Income: $6.5 M

Miscellaneous Revenue: $20.1 M

Concession Revenue: $3.0 M
2023 Projected

Oklahoma Turnpike Uses

- Debt Service, $138.7 M
- Customer Service Center, $25.2 M
- Oklahoma Highway Patrol, $19.5 M
- Administrative Support, $21.0 M
- Toll Operations, $43.4 M
- Routine Road Maintenance, $28.7 M
- Asset Preservation, $161.4 M
*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.

- Kickapoo Turnpike converted January 2022.
- Chickasaw Turnpike converted August 2022.
- Cimarron SH–99 Mainline converted August 2022.
- Creek/SH–364 converted January 2023
- Muskogee coming September 2023

For more information go to: www.platepay.com
Cashless Tolling

- PIKEPASS: 83.7%
- IOP: 5.2%
- PlatePay: 5.0%
- Cash: 6.1%

By Turnpike:

- Turner: 80.03% PIKEPASS, 16.75% Cash, 3.22% PlatePay, 4.79% IOP
- Will Rogers: 69.25% PIKEPASS, 25.96% Cash, 10.19% PlatePay, 0.79% IOP
- H. E. Bailey: 78.36% PIKEPASS, 22.66% Cash, 11.45% PlatePay, 0.91% IOP
- Muskogee: 74.34% PIKEPASS, 29.62% Cash, 3.00% PlatePay, 0.21% IOP
- Indian Nation: 55.40% PIKEPASS, 14.98% Cash, 14.18% PlatePay, 6.23% IOP
- Cimarron: 75.27% PIKEPASS, 14.84% Cash, 6.23% PlatePay, 3.54% IOP
- Kilpatrick: 89.97% PIKEPASS, 11.38% Cash, 5.06% PlatePay, 2.78% IOP
- Southwest JKT: 91.28% PIKEPASS, 14.35% Cash, 5.06% PlatePay, 2.78% IOP
- Cherokee: 82.08% PIKEPASS, 14.35% Cash, 11.38% PlatePay, 2.78% IOP
- Chickasaw: 92.56% PIKEPASS, 14.35% Cash, 4.66% PlatePay, 2.78% IOP
- Creek: 91.00% PIKEPASS, 3.54% Cash, 4.66% PlatePay, 2.78% IOP
- Kickapoo: 91.00% PIKEPASS, 3.54% Cash, 4.66% PlatePay, 2.78% IOP
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