

An aerial photograph of a multi-lane highway stretching into the distance at sunset. The sky is a mix of orange, yellow, and blue. The highway is illuminated by streetlights, and the surrounding area shows various buildings and parking lots. The text is overlaid on the upper half of the image.

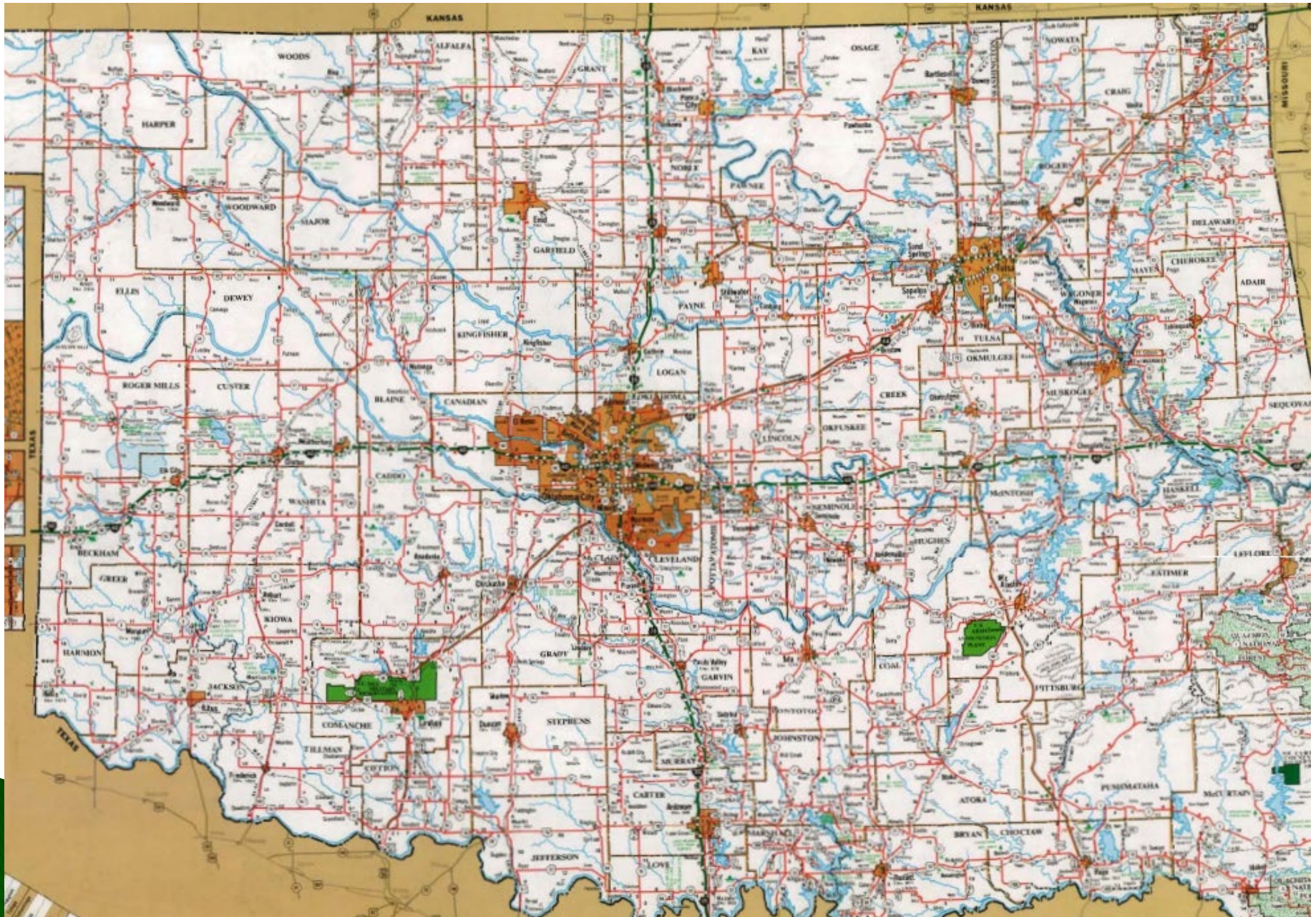
The Oklahoma Turnpike Authority: What it is and what it is not

Joe Echelle, PE MBA
Deputy Director

Oklahoma 1947



Oklahoma 1980

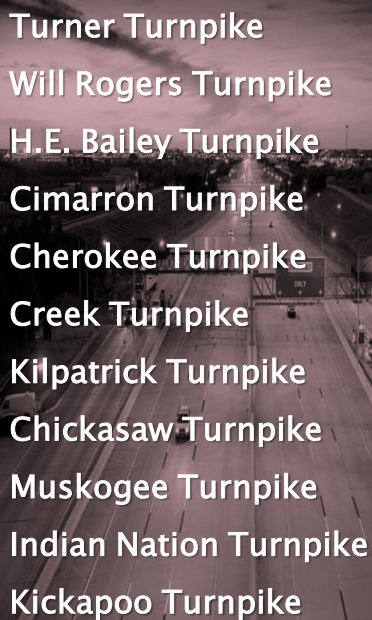


Roads Operated

| | <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

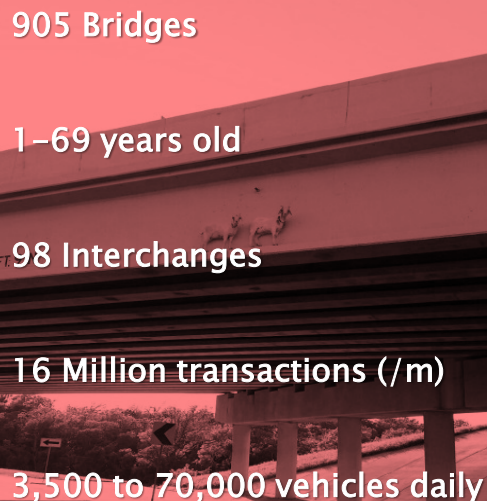
11 Turnpikes



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

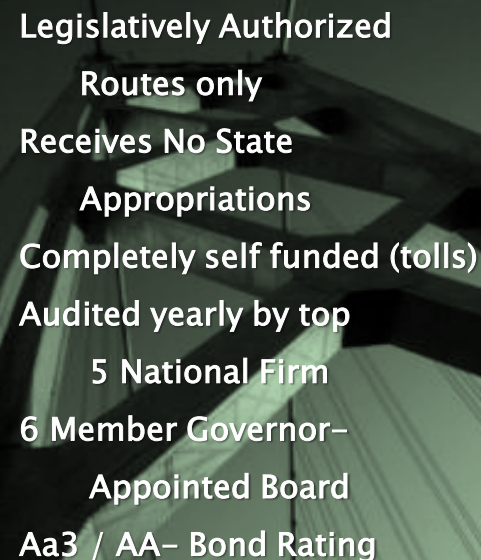
624.4 Road Miles



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

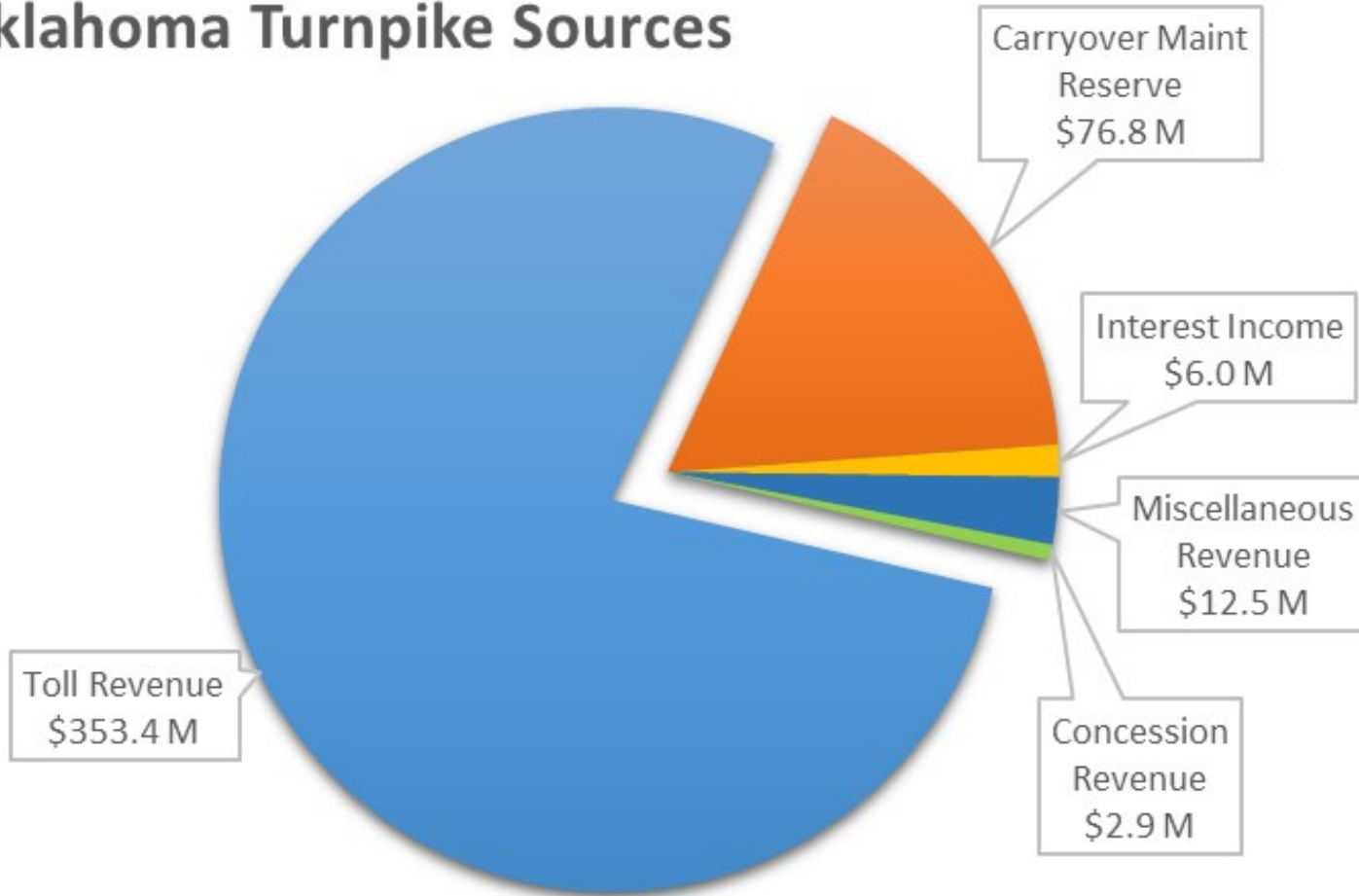
Governance

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.

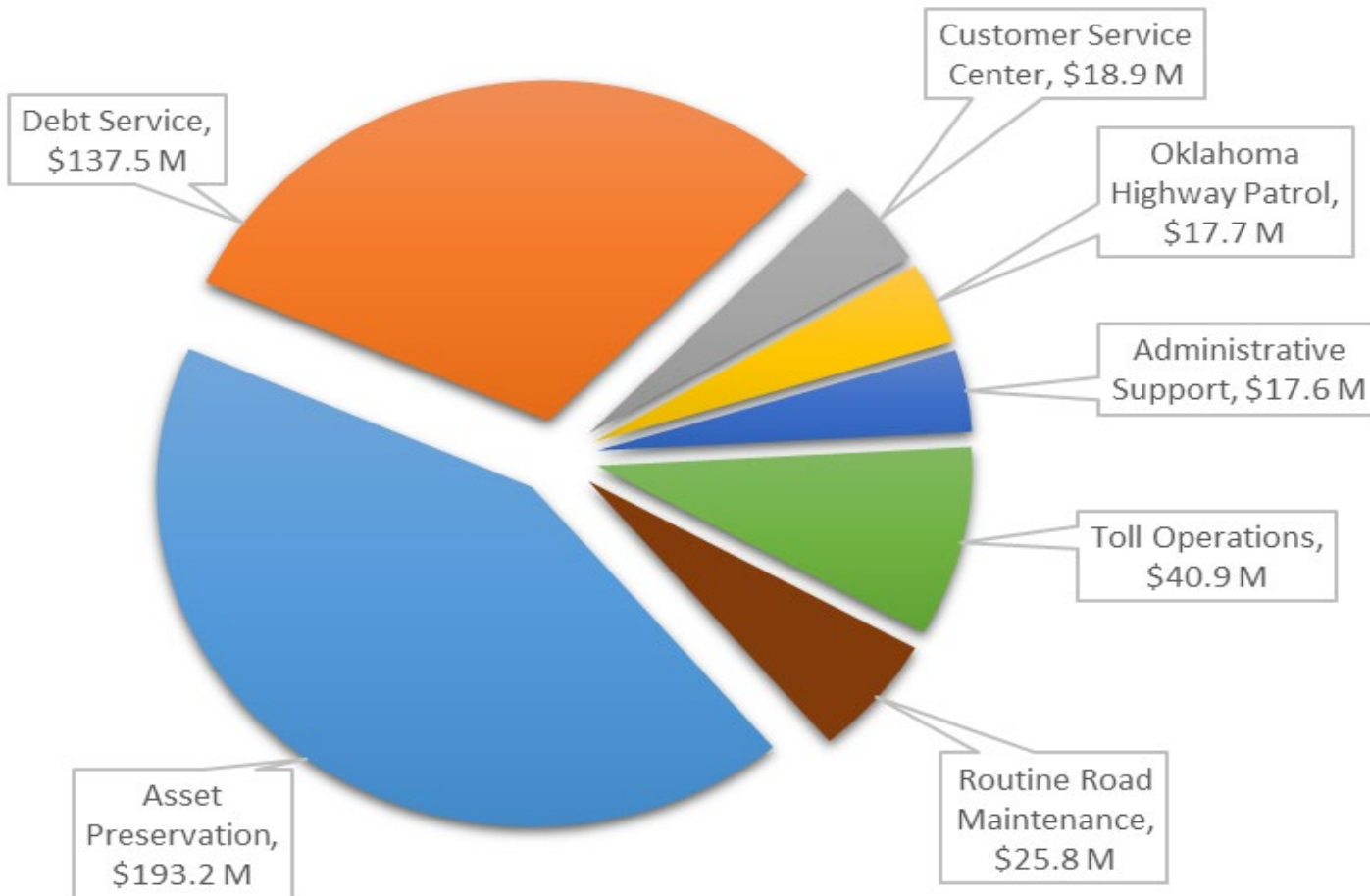
2022 Projected

Oklahoma Turnpike Sources



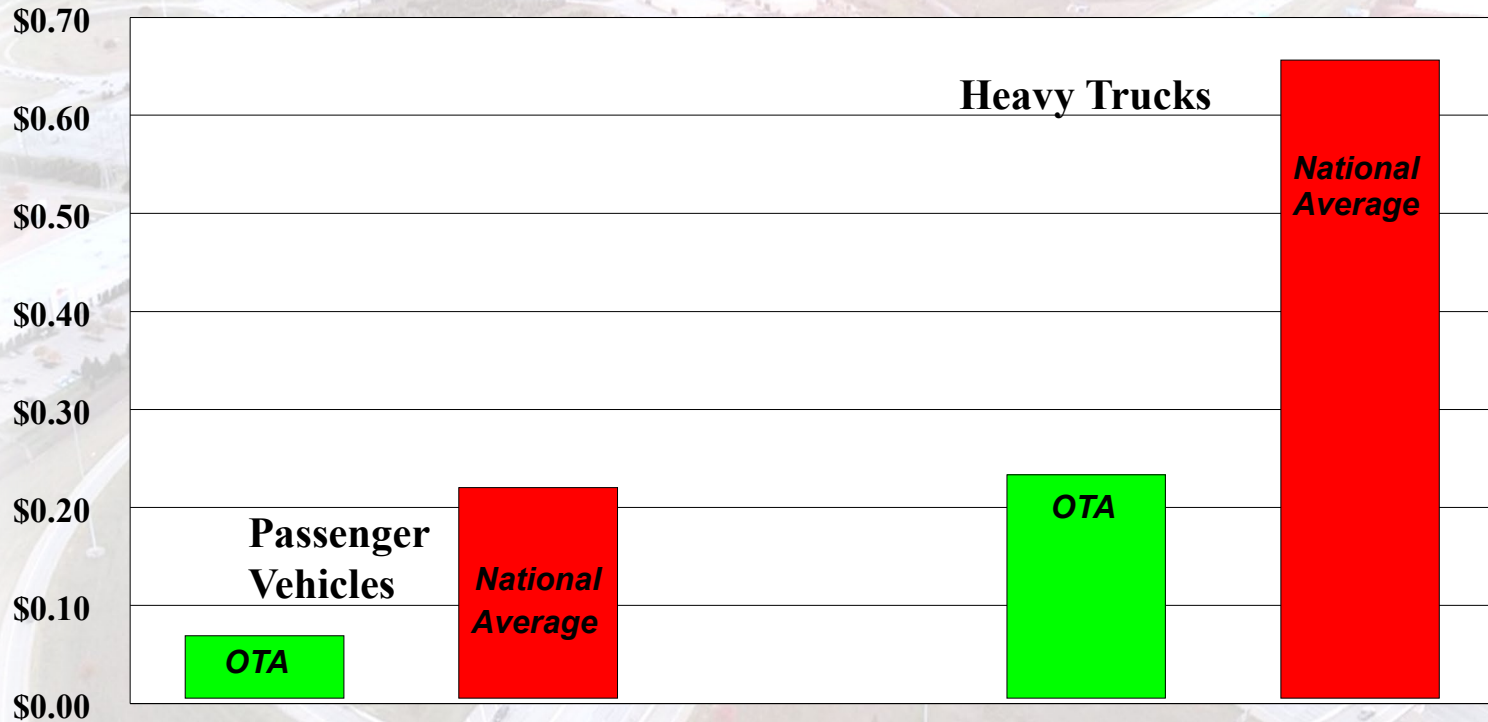
2022 Projected

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.
- Remaining Cimarron/US-412 locations, and Creek/SH-364 will convert this year.
- All new access, construction, and rehabilitations facilitate PlatePay.



For more information go to:

www.platepay.com

Interoperability

Your **PIKEPASS**TM now works with:



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

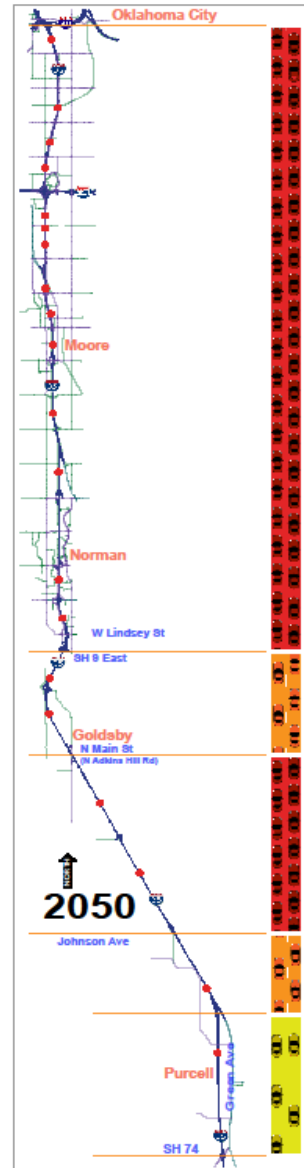
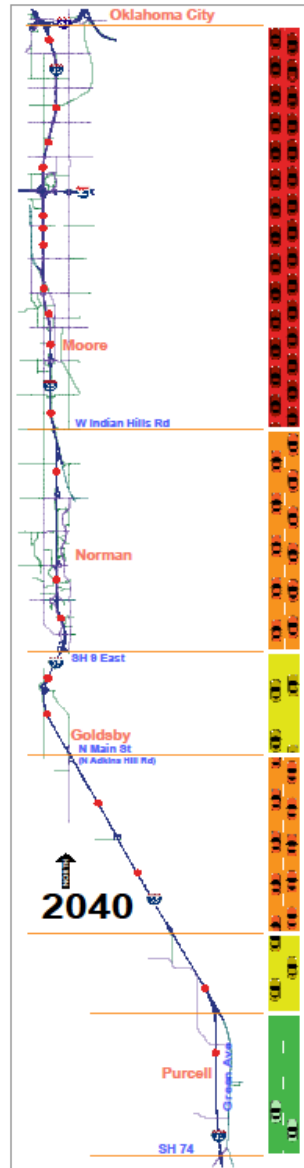
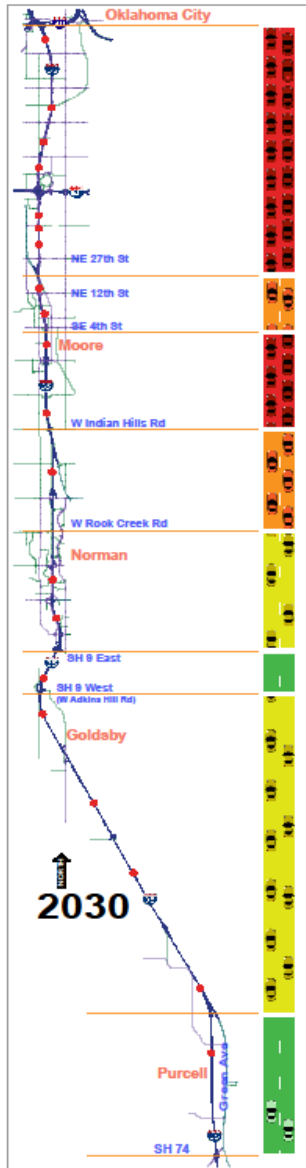
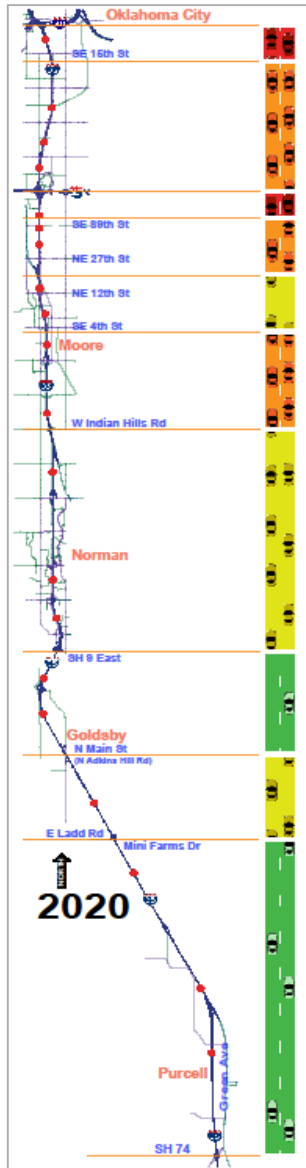
- Toll Roads
- New Turnpikes
- Expansion/Rehabilitation and Toll Plaza work



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
- 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

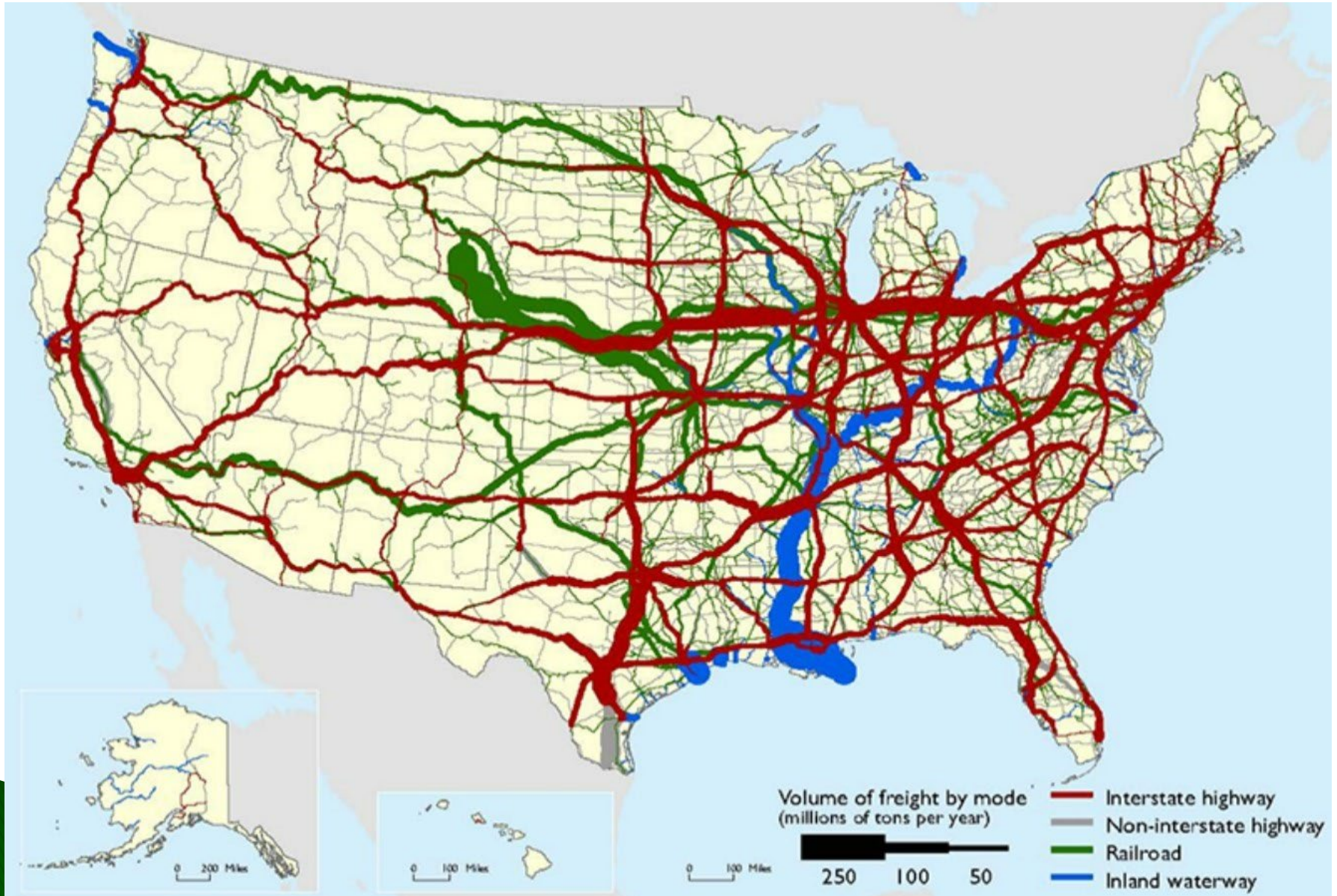


ACCESS Oklahoma Program

- 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

U.S. Freight Map by Weight





OKLAHOMA
Turnpike Authority

