

[ODOT 8-year Plan Map](#)

Title 69-1705 Review Process

- Completed Turnpike projects
- Completed with ODOT projects
- Good connecting routes from point to point on the ODOT system
- Check ODOT 's 8-year plan – Widenings or 2-lane with shoulders (1,100 miles programmed)
- Turnpike interchanges that are unnecessary in statute as OTA is authorized to add interchanges as in the ACCESS Program

In summary:

Completed Turnpike projects – Nos 1 thru 6. The Muskogee extension, Nos. 7 & 24 were studied as part of the 1998 Urban Corridor Completion Projects

Interchanges that are unnecessary in statute: Nos. 8, 9, 16, 17, 18, 19, 26, 31, 33 & 34 (Glencoe – ACCESS Program)

ODOT improvements whether partial or full: Nos. 10, 11, 13, 14, 23 (US-412 & Cherokee Turnpike), 25, 27 & 30

1998 Bond Program (UCCP) – Portions of Nos. 20, 21 & 22

ACCESS – Nos. 20, 28 (South Extension) & 35 (Gilcrease)

Statute & Olsson's DRAFT Review Comments:

The Oklahoma Turnpike Authority is hereby authorized and empowered:

(a) To adopt bylaws for the regulation of its affairs and conduct of its business.

(b) To adopt an official seal and alter the same at pleasure.

(c) To maintain an office at such place or places within the state as it may designate.

(d) To sue and be sued in contract, reverse condemnation, equity, mandamus and similar actions in its own name, plead and be impleaded; provided, that any and all actions at law or in equity against the Authority shall be brought in the county in which the principal office of the Authority shall be located, or in the county of the residence of the plaintiff, or the county where the cause of action arose. All privileges granted to the Authority and duties enjoined upon the Authority by the provisions of Sections 1701 through 1734 of this title may be enforced in a court of competent jurisdiction in an action in mandamus.

(e) To construct, maintain, repair and operate turnpike projects and highways, with their access and connecting roads, at such locations **and on such routes as it shall determine to be**

feasible and economically sound; provided, that until specifically authorized by the Legislature, the Authority shall be authorized to construct and operate toll turnpikes only at the following locations:

Routes in 69-1705

- (1) The Turner Turnpike between Oklahoma City and Tulsa.

Complete

- (2) The Southwestern (H.E. Bailey) Turnpike between Oklahoma City and Wichita Falls, Texas.

Complete

- (3) The Northeastern (Will Rogers) Turnpike between Tulsa and Joplin, Missouri.

Complete

- (4) The Eastern (Indian Nation) Turnpike between Tulsa and Paris, Texas, including all or any part thereof between McAlester and the Red River south of Hugo.

Complete with US-75's improvements to Tulsa

- (5) The Cimarron Turnpike between Tulsa and Interstate Highway 35 north of Perry, including a connection to Stillwater.

Complete

- (6) The Muskogee Turnpike between Broken Arrow and Interstate Highway 40 west of Webbers Falls.

Complete

- (7) All or any part of an extension of the Muskogee Turnpike, beginning at a point on Interstate Highway 40 near the present south terminus of the Muskogee Turnpike, and extending in a southeasterly direction on an alignment near Stigler, Poteau and Heavener to the vicinity of the Arkansas State Line to furnish access to Hot Springs, Texarkana, Shreveport and New Orleans.

No major improvements completed or in ODOT's 8-year plan. In the OTA's 1998 Urban Corridor Completion Projects (UCCP), the alignment and cost for ROW were studied.

- (8) A tollgate on the Turner Turnpike in the vicinity of Luther, Oklahoma, and in the vicinity of the intersection of State Highway 33 and Turner Turnpike in Creek County, Oklahoma,

or in the vicinity of the intersection of State Highway 33 and Turner Turnpike or U.S. Highway 66 in Creek County, Oklahoma, from any monies available to the Authority.

Complete –Unnecessary in statute

- (9) Add on the Will Rogers Turnpike a northbound automatic tollgate onto State Highway 28 and a southbound on-ramp from State Highway 28.

Complete – Unnecessary in Statute

- (10) A turnpike or any part or parts thereof beginning in the vicinity of Duncan extending east to the vicinity of the City of Davis, and extending in a northeasterly direction, by way of the vicinity of the City of Ada, to a connection in the vicinity of Henryetta or in the vicinity of the intersection of State Highway 48 and Interstate 40; and a turnpike or any part or parts thereof from the vicinity of Snyder extending north to the vicinity of Woodward.

- a) SH-7 is a Super 2 with some 4-lane sections to the beginning of the Chickasaw Turnpike. SH-1 is 4 laned into Ada and is a Super 2 with some 4-lane sections to Calvin. US-75/270 is improved to I-40. SH-48 from Holdenville to I-40 has not been improved. Ada to Henryetta is 82 miles along this route.
- b) US-183 has improvements (Super 2) beginning at the Red River extending north through Snyder to near Seiling where it intersects US-270. 270 is improved into Woodward.

- (11) A turnpike or any part or parts thereof beginning at a point in the vicinity of Ponca City, or at a point on the Kansas-Oklahoma state boundary line east of the Arkansas River and west of the point where Oklahoma State Highway No. 18 intersects said state boundary line, and extending in a southeasterly direction to a connection with the Tulsa Urban Expressway System in the general area of the Port of Catoosa.

SH-18 is unimproved from the Kansas state line to the intersection of US-60. US-60 is improved to US-75 at Bartlesville. US-75 is 4-laned to Tulsa. SH-11, south and east of Pawhuska, is mostly unimproved to Skiatook where it intersects with SH-20. SH-20 is 4 laned to the intersection with US-75.

SH-11 has several areas to be widened in the ODOT 8-year plan.

- (12) All or any part of an Oklahoma City toll expressway system connecting the residential, industrial and State Capitol Complex in the north part of Oklahoma City with the residential, industrial and Will Rogers World Airport Complex in the south and southwest parts of Oklahoma City.

Completed with other improvements

With I-235 connecting with the I-44 and the JKT to the north and I-40 to the south, the access will be all interstate when Airport Road/152 officially becomes an interstate.

- (13) A turnpike (The Industrial Parkway) or any part or parts thereof beginning at a point on the Oklahoma-Kansas state boundary line between the point where U.S. Highway 66 intersects the boundary line and the northeast corner of Oklahoma and ending by means of a connection or connections with Shreveport, Louisiana, and Houston, Texas, in southeastern Oklahoma and at no point to exceed thirty (30) miles west of the Missouri or Arkansas border.

US-59 fits within the 30-mile limitation and is mostly a super 2 with a few 4-lane sections.

I-49 on the Arkansas side provides a route to the east.

The ODOT 8-year plan has a few US-59 projects programmed.

- (14) A turnpike or any part or parts thereof beginning in the vicinity of Velma or County Line to a point intersecting with Interstate 35 in the area south of Davis.

SH-7 is a super 2 with a few 4-lane sections from Velma to I-35.

- (15) A turnpike or any part or parts thereof beginning in the vicinity of Watonga and extending south and/or east to the vicinity of north and/or west Oklahoma City.

US-281 is a 4-lane and 4-lane divided from I-40 to Watonga

- (16) A tollgate on the Will Rogers Turnpike near the intersection of State Highway 137 and the Will Rogers Turnpike, located south of Quapaw.

SH-137 now ends at SH-10 and does not extend north to the Will Rogers. US-69 is a super 2 with some 4-lane sections from Commerce to Miami and to the Miami Interchange.

Unnecessary in statute. OTA is in discussions with a tribe about a potential interchange near Highway 69A

- (17) A tollgate on the Muskogee Turnpike in the vicinity of Porter, Oklahoma, a tollgate on the Will Rogers Turnpike in the vicinity of Adair, Oklahoma, a tollgate on the Turner Turnpike in the vicinity of Luther, Oklahoma, and a tollgate on the H.E. Bailey Turnpike at Elgin, Oklahoma, from any monies available to the Authority.

Complete – Unnecessary in Statute

- (18) A tollgate on the Turner Turnpike in the vicinity of Wellston, Oklahoma, from any monies available to the Authority.

Complete – Unnecessary in Statute

(19) A tollgate on the Muskogee Turnpike in the vicinity of Brushy Mountain, Oklahoma, and in the vicinity of Elm Grove, Oklahoma, from any monies available to the Authority.

Unnecessary in Statute. There are currently no interchanges planned by OTA and no improvements planned by ODOT in the vicinity of the Webbers Falls Reservoir.

(20) All or any part of an Oklahoma City Outer Loop expressway system beginning in the vicinity of I-35 and the Turner Turnpike and extending west into Canadian County and then south to I-40; and then south and east to I-35 in the vicinity of Moore and Norman; and then extending east and north to I-40 east of Tinker Field; and then extending north to the Turner Turnpike to complete the Outer Loop.

Mostly completed with the John Kilpatrick and Kickapoo Turnpikes. The ACCESS program includes the SW Connector from I-44 and E-W Connector projects which will tie into the south end of the Kickapoo.

The Sara Road improvements enhanced the connectivity of the SW JKT to SH-4 through Mustang to the H. E. Bailey Norman Spur and SH-9 to I-35.

(21) All or any part of the Tulsa south bypass expressway system beginning in the vicinity of the Turner Turnpike near Sapulpa and extending south and east to U.S. 75 in the vicinity of 96th Street to 121st Street; and then east across the Arkansas River to a connection with the Mingo Valley Expressway; and then south and/or east to a point on the Tulsa-Wagoner County Line near 131st street south in the city of Broken Arrow.

Completed as part of the 1998 UCCP with the construction of the Creek West connecting to the original Creek Turnpike then connecting to the Broken Arrow South Loop.

(22) A new turnpike or any part thereof from near the west gate of the Will Rogers Turnpike south to the west end of south Tulsa Turnpike at the Tulsa-Wagoner County Line.

Completed as part of the 1998 UCCP with the construction of the East Creek Turnpike connecting to the Broken Arrow South Loop

(23) A new turnpike or any parts thereof from the vicinity of the connection between State Highway 33 and U.S. 69 easterly to the Arkansas State Line.

Formerly SH-33 followed SH-66 through Sapulpa then followed I-44 to Catoosa then extended out along out US-412 to the east. Currently, State Highway 33 ends in Sapulpa at SH-66.

From the Will Rogers Turnpike & US-412 intersection, US-412 is a 4-lane divided highway then connects to the Cherokee Turnpike. The Cherokee reconnects with US-

412 Alternate Route and US-59, which is a 4-lane divided highway to the Arkansas State Line.

(24) A four-lane extension of the Muskogee Turnpike from Interstate Highway 40 west of Webbers Falls to the Poteau vicinity.

Discussed in #7 above.

(25) A new turnpike or any part or parts thereof beginning at a point in the vicinity of northwest Tulsa, and extending in a northwesterly direction, by means of a connection or connections with the cities of Pawhuska and Newkirk, to a point intersecting in the vicinity of US Highway No. 77 and the Kansas State Line.

SH-11, south and east of Pawhuska, is mostly unimproved to Skiatook where it intersects with SH-20. SH-20 is 4 laned to the intersection with US-75. ODOT has a large portion of SH-11 programmed for improvements in the 8-year plan.

Where SH-11 connects to SH-99, south of Pawhuska is a 2-lane with shoulders to Pawhuska.

Where SH-99 connects to US-60 at Pawhuska, US-60 is a 2-lane with shoulders west to Ponca City and US-77.

US-77 is a 4-lane and 4-lane divided north to Newkirk. North of Newkirk, US-77 is a 2-lane with shoulders.

(26) A full access interchange on the Indian Nation Turnpike south of Interstate 40, in the vicinity of Henryetta, Oklahoma, and in the vicinity of the proposed theme park, museum or an industrial facility which qualifies for the Oklahoma Quality Jobs Program Act, from any monies available to the Authority.

Unnecessary in Statute.

(27) A new turnpike beginning at a point directly west of the Arkansas line and four-laning Highway 70 from that point to the farthest western reach of Highway 70 creating a southern route through Oklahoma.

US-70 is mostly improved with some 4-lane sections from the Arkansas line extending west to Waurika where it connects to US-81. Most 2-lane sections have shoulders.

The sections west of Waurika to where US-70 enters Texas near Davidson, OK does not have full shoulders.

The Roosevelt Memorial Bridge project follows this alignment.

(28) A new turnpike and bridge or any parts thereof from a point in the vicinity of the city of Mustang southerly across the South Canadian River to the H.E. Bailey Turnpike in the vicinity

of the city of Tuttle; and then easterly across the South Canadian River to a point in the vicinity of the city of Norman.

Partially complete with the SH-4 improvements from the ODOT CIP and the construction of the H. E. Bailey Spur connecting to SH-9 at US-62.

Included would be the South Extension as part of the ACCESS Program.

(29) A new turnpike or any parts thereof beginning at a point in the vicinity of the city of Altus and extending in a northwesterly direction to a point in the vicinity of the city of Sayre.

US-283 is a 4- and 5-lane facility from Altus to Sayre

(30) A new turnpike or any parts thereof beginning at a point in the vicinity of the city of Enid and extending in a westerly direction to a point in the vicinity of the city of Woodward.

US-412 is a 4-lane divided facility from Enid west to Ringwood. From Ringwood to the US-281 junction, US-412 is a super 2-lane. West of the US-281 junction, US-412 is a 4-lane divided facility to Woodward.

(31) An on- and off-ramp or any parts thereof at Fletcher, Oklahoma, in the vicinity of the Interstate 44 and State Highway 277 intersection. Any existing on- or off-ramp or any parts thereof in the vicinity of Fletcher, Oklahoma, shall not be removed and shall be maintained pursuant to Section 1701 et seq. of this title.

Unnecessary in Statute. The addition of the ramps connection to and from the south at the Cyril Interchange are part of the ACCESS Program.

(32) A new bridge crossing the Arkansas River between South Delaware Avenue and Memorial Drive in Tulsa County. This project shall commence upon a determination by the Oklahoma Transportation Authority that such bridge shall be self-sufficient at some point over a thirty-year time period from the toll charges associated with the bridge project.

In 2018, The Muscogee Creek Nation, and the Cities of Tulsa, Jenks and Bixby held interviews for the selection of an engineer. Mike Newman was involved in the funding discussions. I am not aware of any developments since then.

(33) An exit ramp or any parts thereof from the eastbound lane of the Turner Turnpike at 96th Street in Tulsa.

Complete – Unnecessary in Statute

(34) An on- and off-ramp or any parts thereof on the Cimarron Turnpike in the vicinity of the northside of the Glencoe, Oklahoma, municipal limits.

Part of the ACCESS Program – Unnecessary in Statute

(35) A new turnpike or any parts thereof beginning at Interstate 44 at or near its intersection with 49th West Avenue, past State Highway 64/412, turning northeasterly, crossing 41st West Avenue, and continuing eastward to the L.L. Tisdale Expressway in Tulsa, Oklahoma

Completed partially with the opening of the Gilcrease Turnpike and will be completed with the extension of the Gilcrease Turnpike as part of the ACCESS Program.

All access roads, interchanges, or lead roads connecting such turnpikes with existing highways must be built by funds furnished by the Authority.