

How did the Driving Forward initiative come about?

- The Driving Forward transportation projects came about as a result of the need for greater public safety on Oklahoma's roadways. Traffic, population growth and collision studies showed a need for expansion, improvement and repair of the transportation system as it stands today.

Why is this project needed?

- The Turner Turnpike is a vital turnpike corridor that connects Oklahoma's two metro areas. Improving safety and convenience on this road is a priority for the OTA. This reconstruction/safety project will occur between Bristow and the Creek Turnpike West (State Highway 364) section of the Turner Turnpike. In the last five years, there have been 15 fatalities and 514 wrecks on this section of road.

What improvements will be made to the Turner?

- The project will expand the Turner Turnpike from four to six lanes and increase the width of shoulders and add a new modern median barrier wall. The expansion will also create an urban turnpike corridor, similar to the Kilpatrick Turnpike in Oklahoma City and the Creek Turnpike in the Tulsa area, with LED lighting the entire 20 miles.

When will construction start?

- The first phase of the construction will begin on August 8 near mile marker 207 with other phases beginning this fall.

What can travelers expect during construction?

- Speed will be reduced to 60 miles an hour in work zones to ensure safety. Four lanes are expected to be open for the duration of the project, except on rare occasions, when nighttime lane closures will be necessary.

How will accidents be cleared?

- During the project, Oklahoma Highway Patrol will provide 24-hour surveillance along the construction zone. In addition, service vehicles and wreckers will be stationed throughout the 22 miles. Troopers, ambulatory services and wreckers will engage key points to clear any roadway accidents or impediments to traffic flow as needed. Emergency personnel have also identified detour routes near Kellyville and Bristow should a complete road closure occur.

How can the state afford to pay for this?

- The project will be fully paid for by bonds and will not affect any part of the state budgeting process. Revenue will not be diverted from other state priorities. Users of the turnpike system pay for these projects. Revenues from tolls, investments and concession leases pay all operating and maintenance costs for the turnpikes and pay off the bonds issued to finance their construction. State-maintained roads receive motor fuel tax money generated by the turnpikes. Since 1992, the Authority has received and immediately remitted to the Oklahoma Department of Transportation over \$365 million.

Is there a plan for screen walls?

- The OTA and design teams will look at each community individually to see if walls are warranted, feasible and reasonable.

What considerations are being given to address the impact on the environment?

- This project is subject to Environmental Protection Agency (EPA) permitting and gives full consideration to environmental concerns. The OTA has worked to construct projects that are aesthetically pleasing to both travelers and adjacent property owners. That will be a goal of this projects as well.

For more information and a timeline of projects, please visit TurnerTurnpike.com. You may also submit questions to DrivingForwardOK@gmail.com.

What is the Oklahoma Turnpike Authority?

The OTA is an instrumentality of the State created by the state legislature, by statute in 1947 for the purpose of constructing, operating and maintaining the Turner Turnpike. In 1954, the original purpose was statutorily redefined to allow construction of additional turnpikes, and changes were made in the Authority's membership to include a representative from each of Oklahoma's congressional districts. The OTA's governing body (the Authority) consists of the Governor (ex-officio) and six members, appointed by the Governor and approved by the State Senate, serving an eight-year uncompensated term.

Why do we need turnpikes in Oklahoma?

Turnpikes provide a way to finance, build and use roads now and pay for them as we use them. The construction of turnpikes provides infrastructure that might not be possible otherwise. The Oklahoma Department of Transportation (ODOT) at the time did not have the available funds to construct and maintain such roads. In the past 50 years, ODOT has constructed only 162 miles of partial control, limited-access interstate type roads, excluding the federally funded interstate system. In that same time, the OTA has been able to construct 606 miles of rural and urban high performance, limited-access highways with greater safety and convenience for the Oklahoma road user. If tolls were removed from current roads, an additional \$100 million annually would be needed for ODOT to complete the routine maintenance and capital rehabilitation currently performed on the Turnpike System. In addition, the state would have to fund \$13 million annually for the Oklahoma Highway Patrol currently patrolling the turnpikes.

When was the Turner Turnpike built and why is it not free?

The Turner Turnpike was authorized in 1947 and opened to traffic in 1953. The people of Oklahoma voted in 1954 to "cross-pledge" the turnpike system. By this action they voted to commit the tolls collected on all turnpikes to pay the debt service, maintenance and expansion for the turnpike system, not each individual road.

How is the OTA involved in our communities?

The OTA is involved in the communities it operates in, working with many organizations including Keep Oklahoma Beautiful, United Way of Oklahoma, Color Oklahoma, Oklahoma Tourism and Recreation Department and many more. The OTA was awarded the International Bridge, Tunnel and Turnpike Association's President Award in 2014 for the Authority's quick and efficient response to the 2013 Moore tornadoes. The OTA also received the 2015 State Agency Partnership Award from Keep America Beautiful for its work on improving Oklahoma's communities and environment.

What is PIKEPASS?

PIKEPASS is the Electronic Toll Collection System developed and implemented for the Oklahoma Turnpike System. PIKEPASS provides totally automated, free-flow travel on all Oklahoma Turnpikes at highway speeds, eliminating the need for motorists to stop and pay tolls. There are currently more than 1.5 million active PIKEPASSes in service. Recently, OTA partnered with the Kansas Turnpike Authority and the North Texas Tollway Authority to allow for the use of PIKEPASS on their turnpikes.



Faster. Safer. Easier.

