

Tim Stewart – Executive Director Oklahoma Turnpike Authority



OKLAHOMA
TURNPIKE
AUTHORITY

History - Oklahoma Turnpike Authority

Enabling Legislation passed and OTA created in 1947.

Opened Turner Turnpike May 1953.

In 1954, Oklahomans voted to change the business model of Oklahoma Turnpike Authority to create a system of Turnpikes.



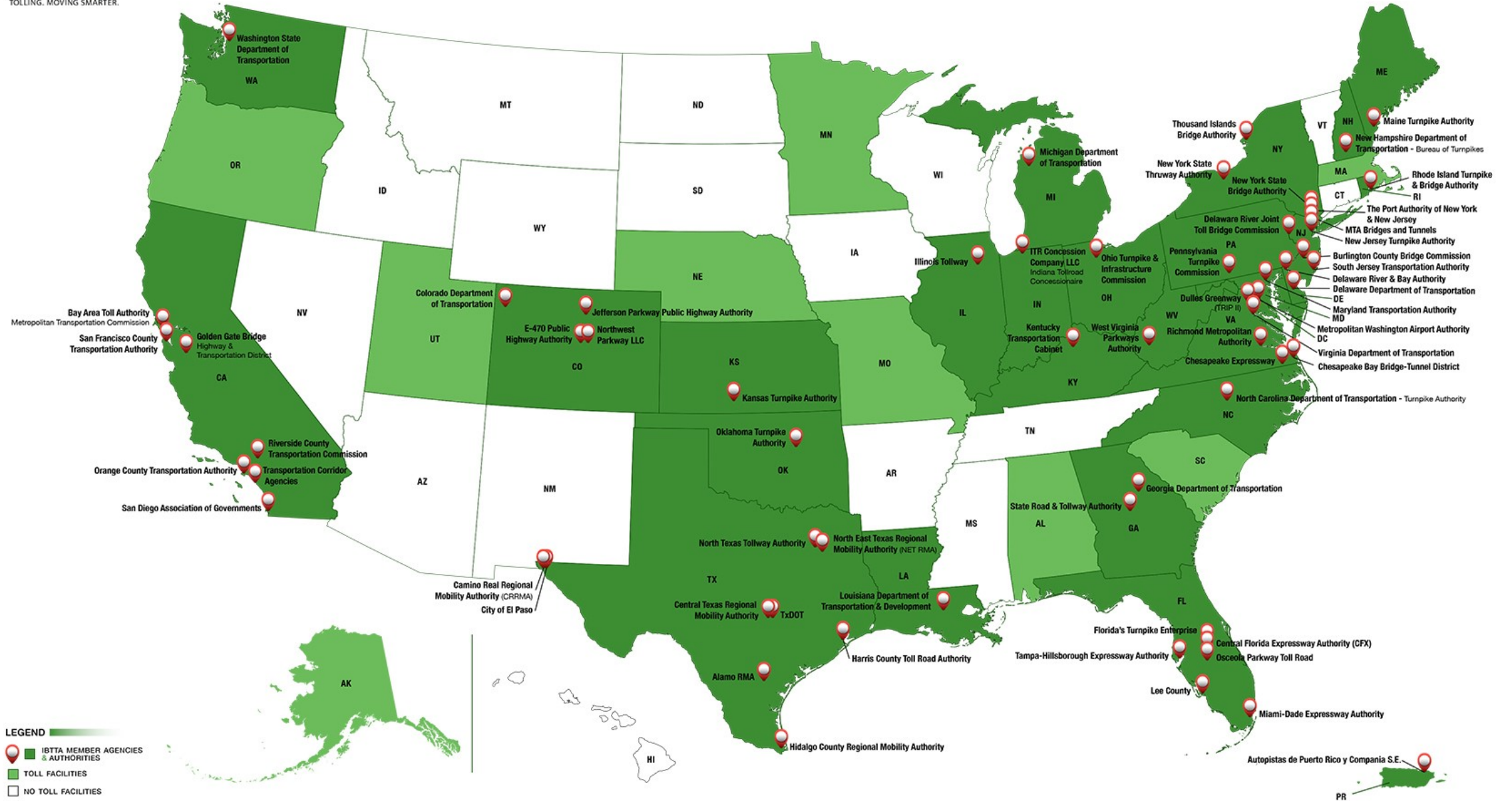
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OTA General Information

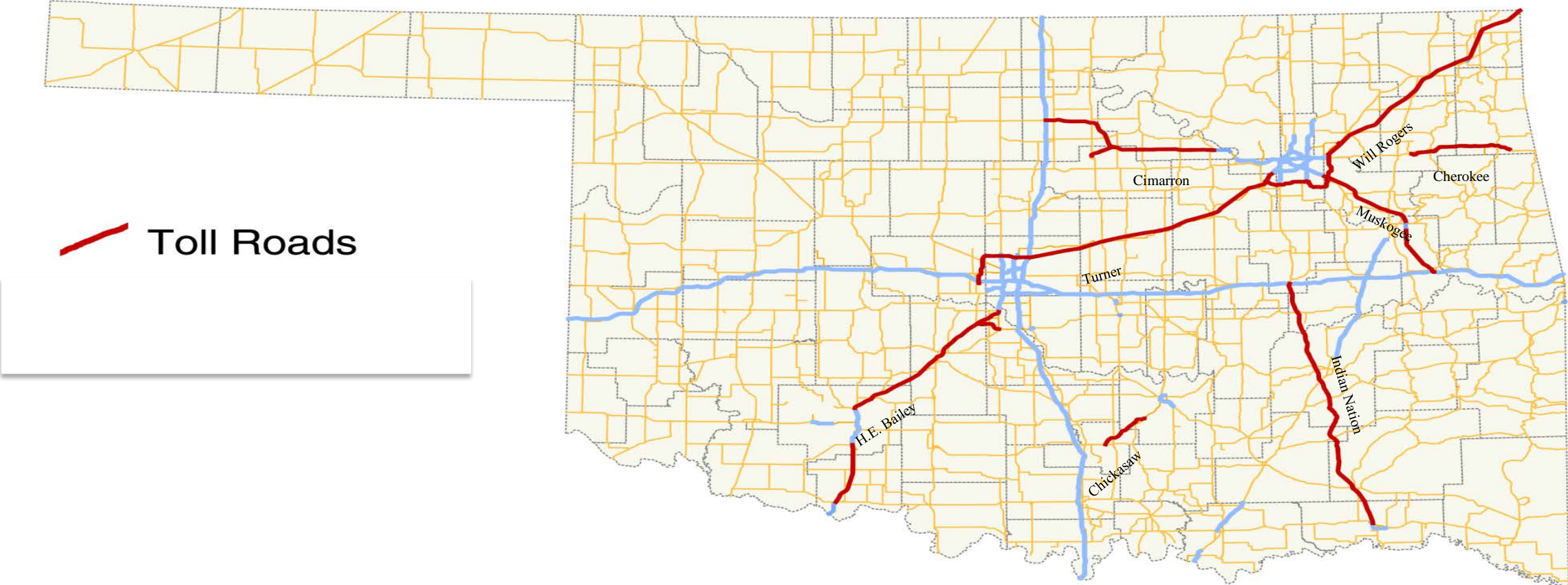
Oklahoma Turnpike Authority is user funded; no state or federal appropriations.

Works in conjunction with ODOT and local governments addressing transportation needs.

TOLLING IN THE UNITED STATES



Oklahoma Turnpikes



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OTA General Information

Includes 10 turnpikes

- * 605 road miles, (84 urban, 521 rural)
- * 2,420 lane miles
- * 808 bridges
- * 87 interchanges
- * 14 to 62 year old network and assets
- * serves 3,500 – 65,000 vehicles daily
- * 14 million monthly transactions



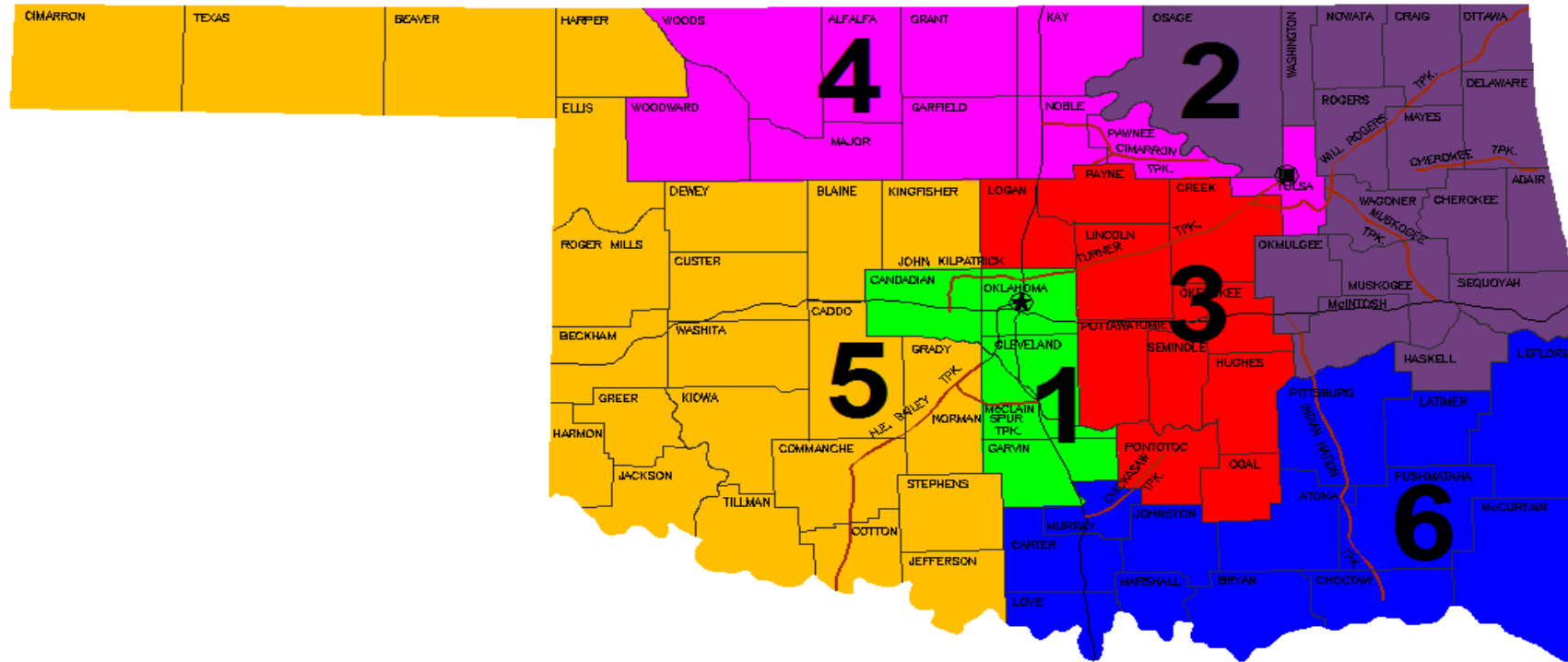
Oklahoma Turnpike Authority Mission

“Partnering with others, we provide our customers with a choice of a safe, convenient, efficient user-funded transportation network focusing on fiscal responsibility and promoting economic development”



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OTA Governance



OKLAHOMA TURNPIKE AUTHORITY MEMBERS

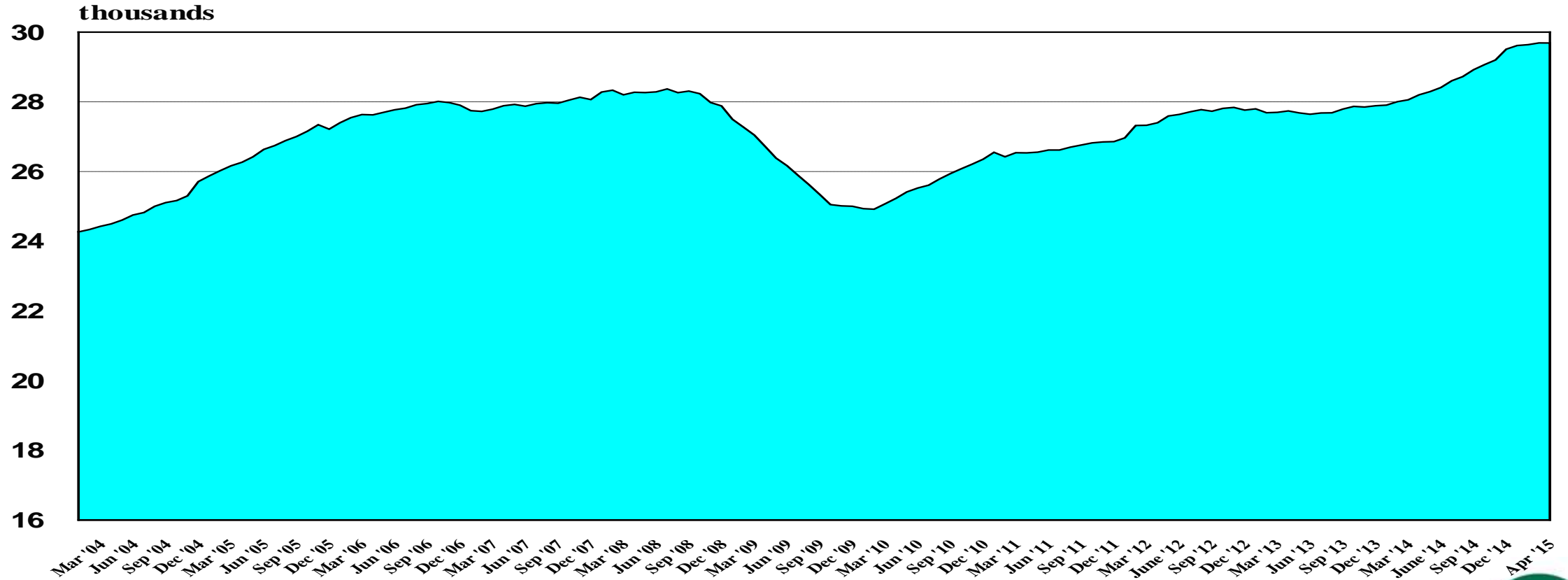
- DIST. NO. 1 – G. Carl Gibson
- DIST. NO. 2 – Kenneth Adams
- DIST. NO. 3 – Albert C. Kelly Jr.
- DIST. NO. 4 – Kevin Hern
- DIST. NO. 5 – Gene Love
- DIST. NO. 6 – David A. Burrage

OKLAHOMA TURNPIKE AUTHORITY
STATE OF OKLAHOMA
OKLAHOMA TURNPIKE AUTHORITY
DISTRICTS

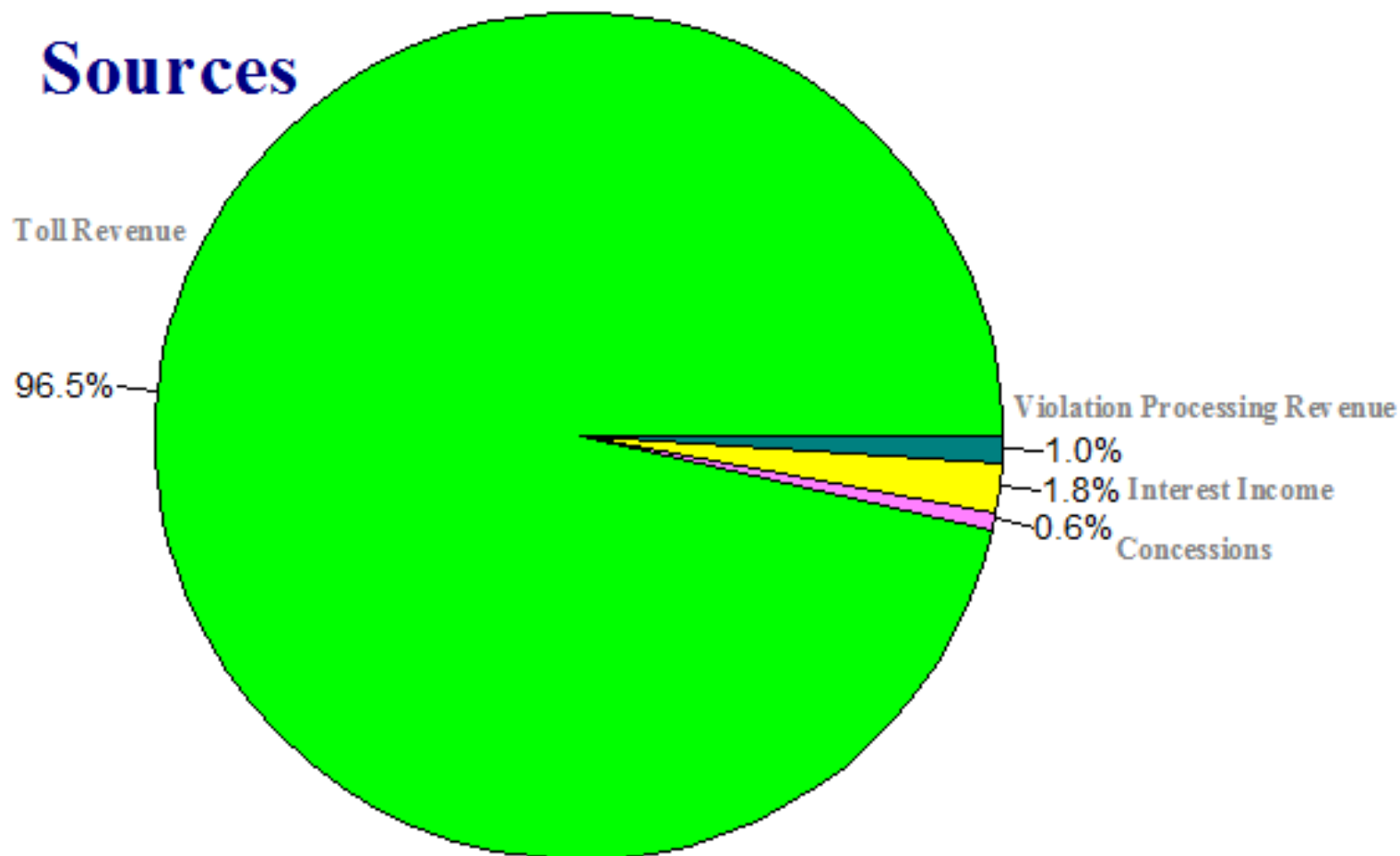


Heavy Trucks Rolling 12-month Average Daily Traffic

For the period January 2004 through April 2015



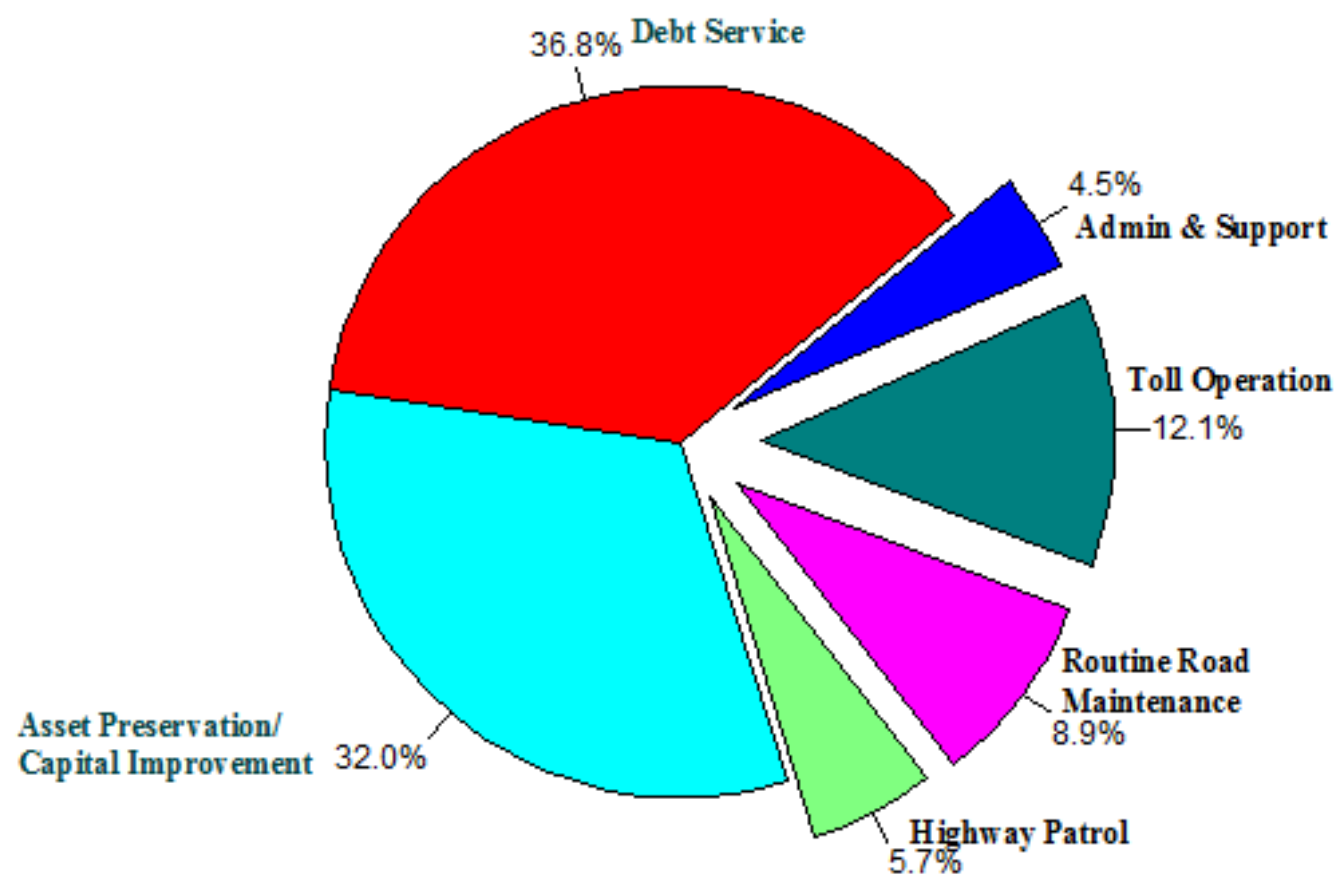
Projected Sources of Funds for 2015



Total 2015 Sources	\$256,296,000
Capital Fund Carryover	<u>5,974,000</u>
Total	\$262,270,000

Projected Uses of Funds for 2015

Uses



Total 2015 Uses = \$262,270,000

Existing Debt

OTA's \$934.4 Million Debt (Rated AA-)

Variable Rate Debt

\$106,160,000 Refunding Second Senior Revenue Bonds, Series 2006B

\$106,160,000 Refunding Second Senior Revenue Bonds, Series 2006E

\$106,160,000 Refunding Second Senior Revenue Bonds, Series 2006F

Fixed Rate Debt

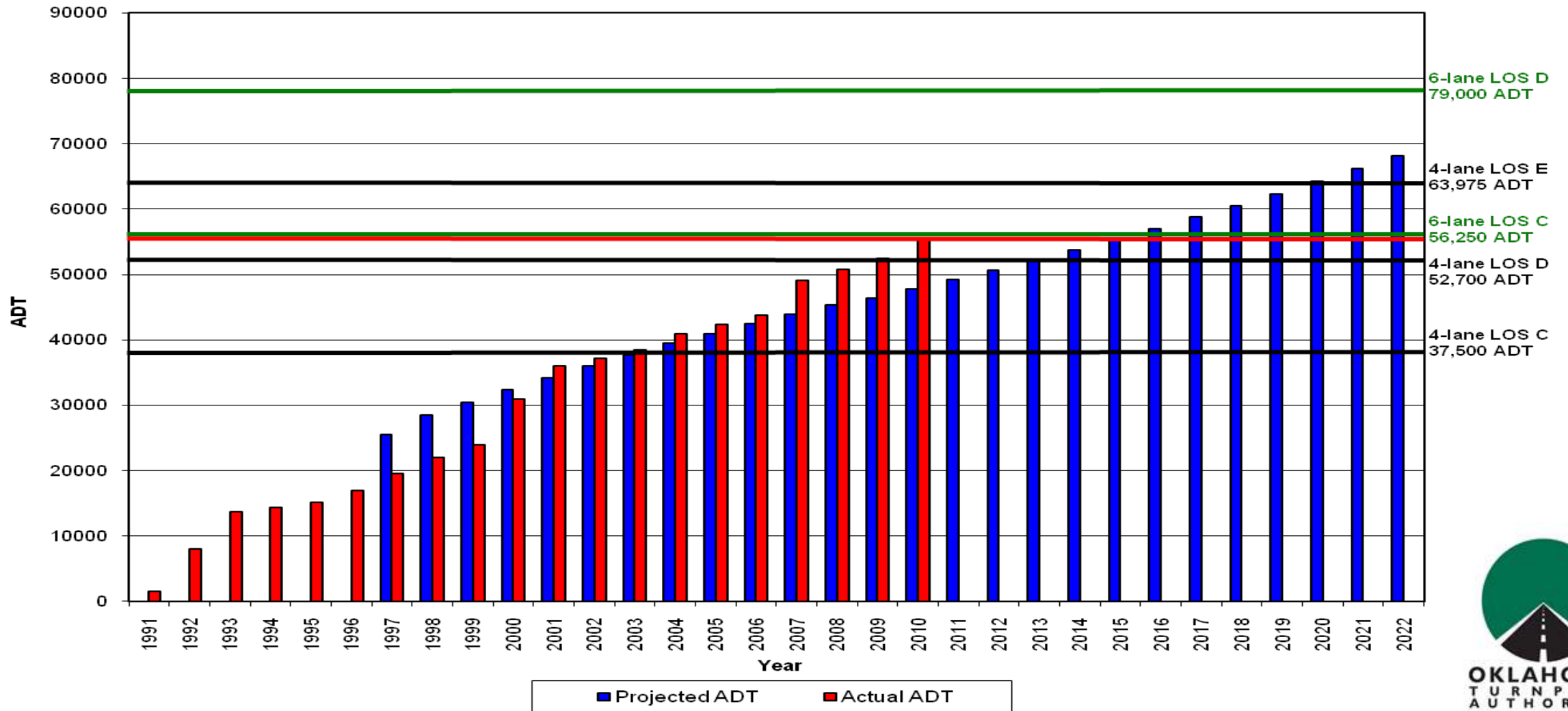
\$45,680,000 Refunding Second Senior Revenue Bonds, Series 2007A

\$524,010,000 Refunding Second Senior Revenue Bonds, Series 2011A

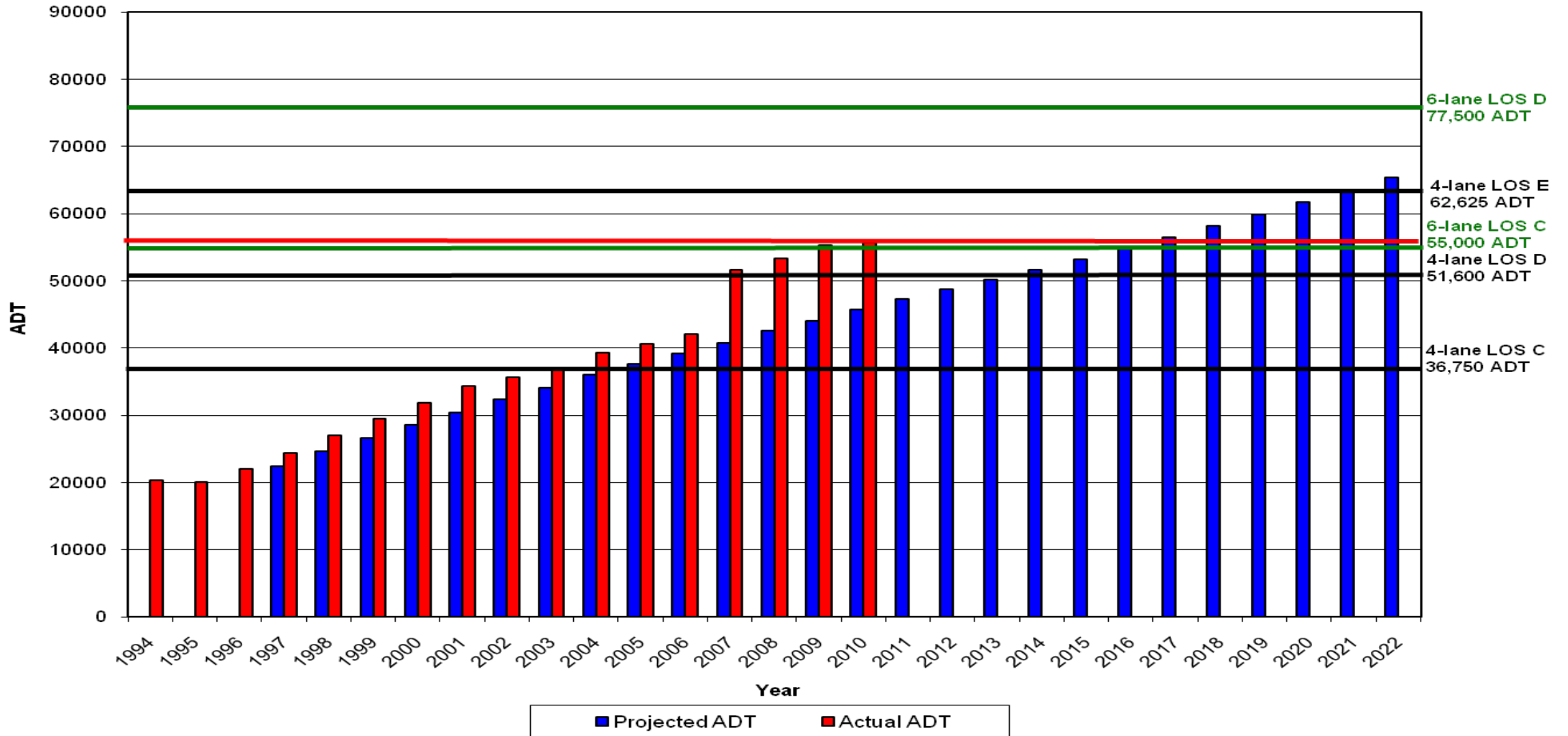
\$159,650,000 Second Senior Revenue Bonds, Series 2011B



JOHN KILPATRICK TURNPIKE PEAK VOLUMES Western to May



CREEK TURNPIKE PEAK VOLUMES Yale to Memorial



What is Level of Service (LOS)?



Level of Service A



Level of Service B

Level of Service (LOS)



Level of Service C



Level of Service D

Level of Service (LOS)



Level of Service E



Level of Service F

Urban Turnpike Widening

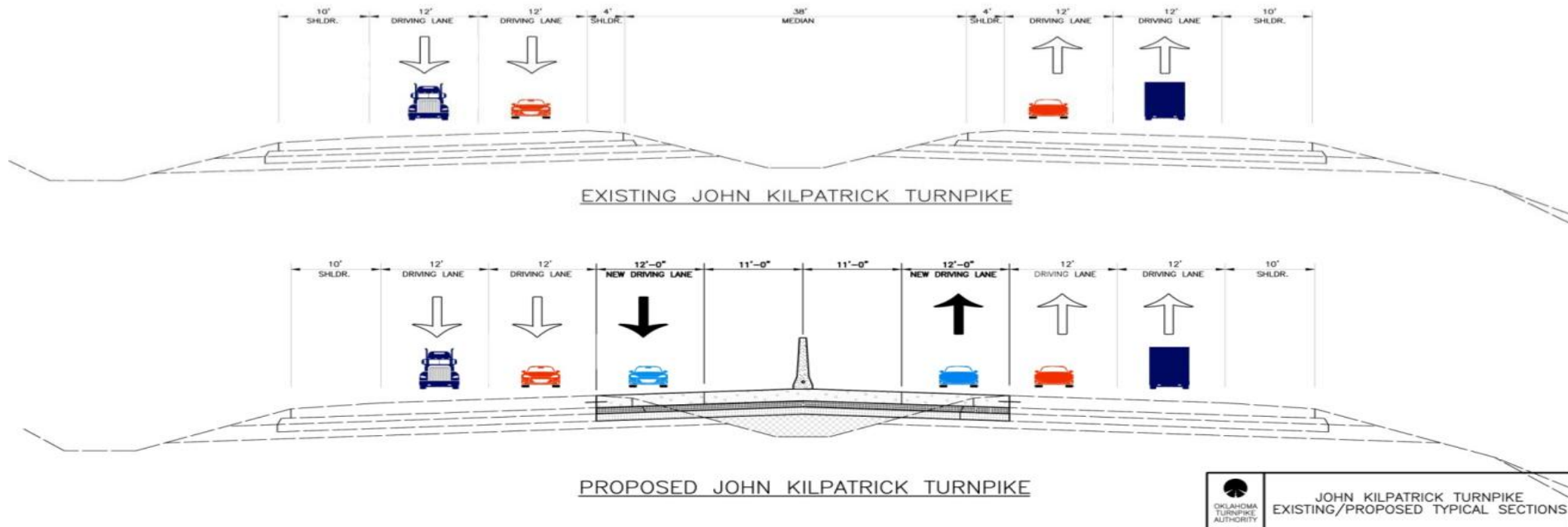
- In 2010 the average annual daily traffic on busiest sections was 55,000 – 57,000 vehicles per day causing LOS D.
- Peak volumes with any disruption caused traffic problems and limited growth potential along urban turnpikes.
- Annual traffic growth up to 2010 averaged between 3% - 5%.

Urban Turnpike Widening Financing

- December 2011 issued \$159,650,000 for Widening & Improvements
- During one-day order period, placed app. \$95 million retail (\$66 million to Oklahoma Retail). Remaining sold institutional.
- Generated almost \$950 million in orders. AIC of 3.936%.

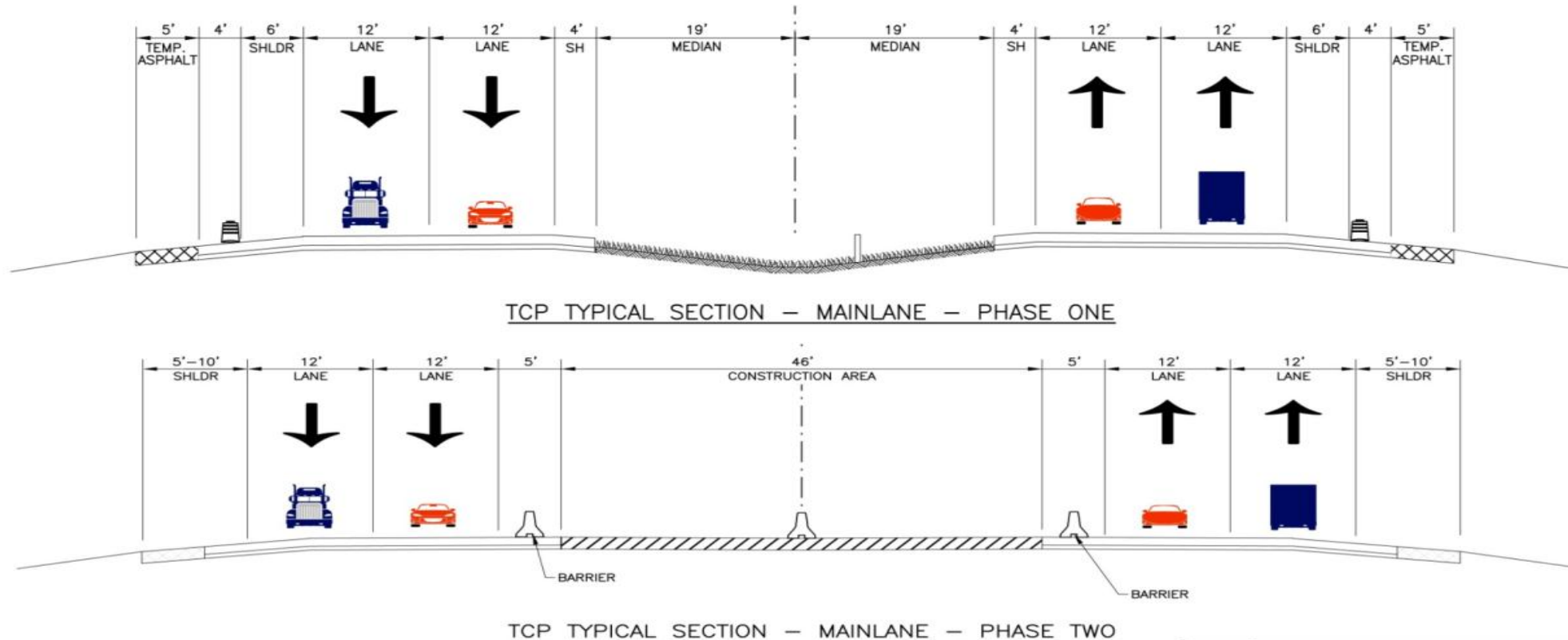
Urban Turnpike Typical Sections

- Three 12 FT Travel Lanes (Each Direction)
- 10 FT Inside and Outside Shoulder
- Concrete Center Median Barrier



Widening Traffic Control

- Maintain two lanes open throughout construction



 JOHN KILPATRICK TURNPIKE
CONSTRUCTION TYPICAL SECTIONS

Expansion Projects - Measures to Limit Impacts to Local Traffic

- Heavy Incentive/Disincentive \$20,000 per day
- Daytime Site Rental \$10,000 per lane per hour
 - triggered if mainline lane was closed for any reason during daytime hours
- Special Site Rental \$75,000 per lane per hour
 - triggered if lanes closed on Pennsylvania Avenue November 15 through January 15 (Holiday Shopping at Adjacent Mall)
- Internal Milestone Lake Hefner Parkway \$10,000 per day flyover ramp
- Bridges over Local Streets – 21 days per site to complete work with daytime lane closure Contractor receives \$10,000 per day for each day not used (Contractor lost only 1 day)
- Overcome All Contract



Widening Grade Work



Widening Pavement Construction



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Widening Bridge Construction



Bridge Construction – Pennsylvania Ave



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Special Bridge Construction – LHP



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Widening Finished Product



Key Widening Milestones

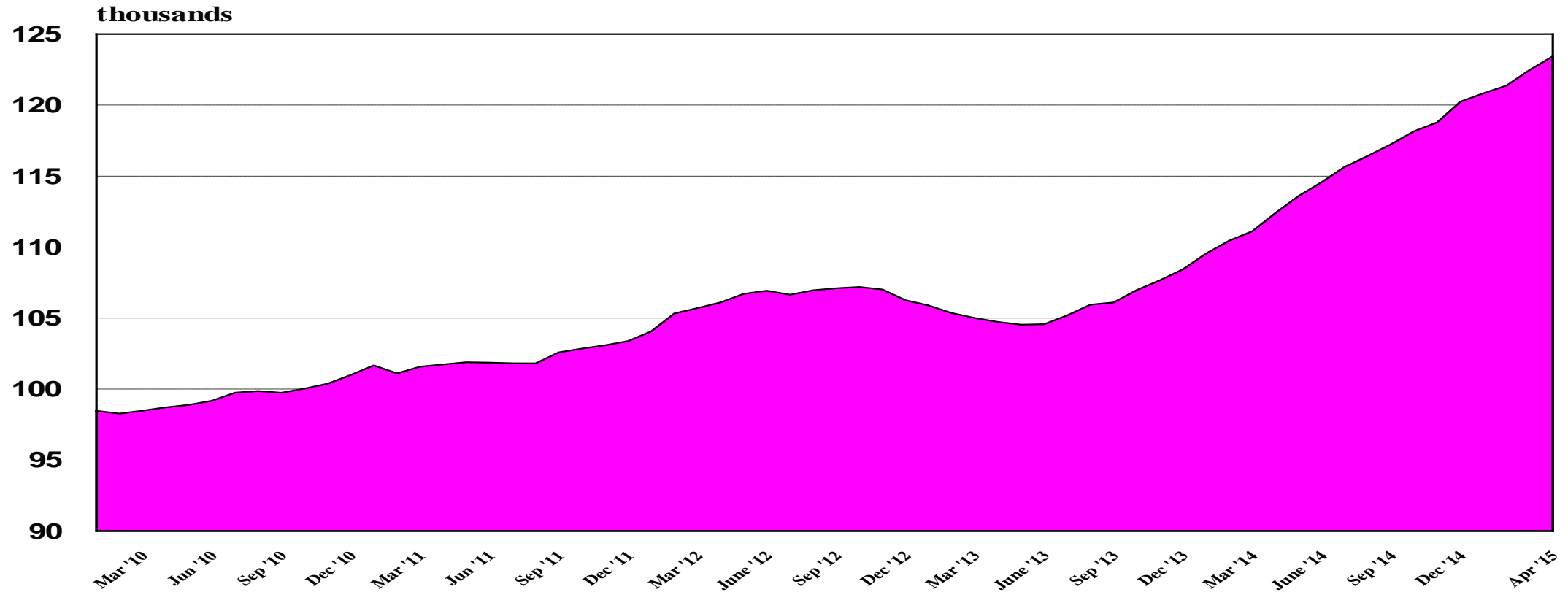
- Issued Debt in December 2011 (Accelerated Schedule)
- Compressed 18 Month Design to 6 Months
- Completed both Projects for \$110 Million (\$40 Mil. Under Est.)
- Opened to Traffic in September 2013 (Accelerated Constr.)



Kilpatrick traffic

Rolling 12-month Average Daily Traffic

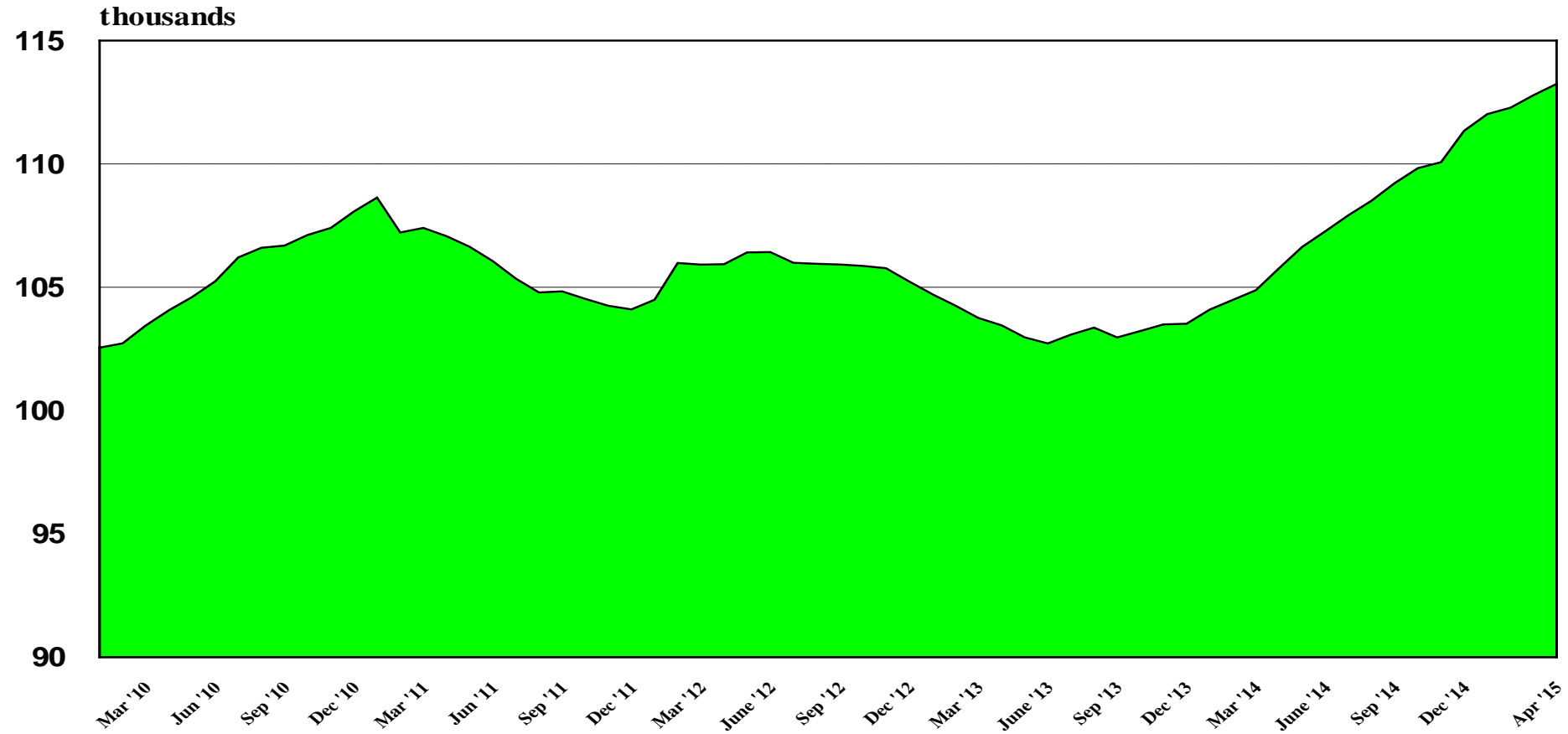
For the period January 2010 through April 2015



Creek traffic

Rolling 12-month Average Daily Traffic

For the period January 2010 through April 2015



Normal Projects - Measures to Limit Impacts to Local Traffic

- Projects are Bid with Time Component (B-Time)
 - Incentive/Disincentive \$3,000 to \$5000 per day
- Nighttime Projects
 - Daytime Site Rental \$10,000 per lane per hour triggered if mainline lane is closed for any reason during daytime hours
- Internal Milestone Time Component
 - Used to speed up certain portions of a job that impacts local traffic
 - Incentive/Disincentive \$5,000 to \$10,000 per day



Operational Improvements

- Upgraded Service Plazas to address demands (14 to 7)
- Enhanced Services with PIKEPASS (Interop. & Parking)
- Changes in Construction Timing (Nighttime work w/ Incentives)
- Enhanced Roadway Clearing During Inclement Weather







Thank You!

