

2024-2027

Statewide Transportation Improvement Program

Public Comments



OKLAHOMA
Transportation

April 11, 2024

Statewide Transportation Improvement Program
Public Comment Response

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Overview

The STIP is a federal required, financially constrained program which identifies priority and regionally significant transportation projects in which federal funding is expected to be available during the next four (4) years. The STIP includes capital and non-capital surface transportation projects, phases of projects including transportation alternatives; transit improvements; Tribal Transportation Program projects, Federal Lands Transportation Program projects and Federal Lands Access Program projects; Highway Safety Improvement Program projects; and accessible pedestrian walkways and bicycle facilities.

The projects listed in the STIP are consistent with the multimodal planning policies of ODOT’s 2045 Long-Range Transportation Plan, the Metropolitan Planning Organization’s long-range plans and the Tribal long-range plans.

In accordance with [23 CFR 450.218\(f\)](#), ODOT provided a 21-day public comment period beginning March 14th, 2024, and encouraged the public to provide input on the Statewide Transportation Improvement Program (STIP). The preliminary STIP was made available for public review and comment via the ODOT website, Facebook, LinkedIn, and by Legal Notice. Pursuant to [23 CFR 450.210\(a\)\(1\)\(vii\)](#), ODOT has carefully reviewed each comment received and created this document to inform participants of ODOT’s response to those comments.

ODOT received 427 comments across various categories including, construction projects, lighting, maintenance, active transportation, rail, rest areas & truck parking, transit, turnpikes, and comments directly related to the STIP document.

Comment Received 3/14 - 4/4				
CATEGORY	FACEBOOK	LINKEDIN	EMAIL	TOTAL
GENERAL	185	0	8	193
HIGHWAY	27	0	17	44
LIGHTING	4	0	0	4
MAINTENANCE	17	0	0	17
PEDESTRIAN	1	0	2	3
RAIL	27	0	20	47
TRANSIT	3	0	0	3
TRUCK PARKING	8	0	0	8
TURNPIKE	56	0	11	67
STIP DOCUMENT	1	0	40	41
Total No. of All Comments				427

ODOT would like to thank each citizen that took time to provide input on the STIP. Each comment has been reviewed by ODOT and addressed in the following document. Comments that pertain to other areas of the Department have been documented and passed along to the staff members responsible for those areas. Stakeholder participation is crucial to the development of a successful transportation program and ODOT appreciates the abundant amount of responses received.

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Sections in STIP Document

Executive Summary

1. Does the STIP not include Transit?

Yes, the STIP includes Transit funding. Transit projects are described in Section 7 of the STIP beginning on page 61. The STIP identifies transportation projects expected to receive funding and to take place over the four years following the STIP's release. The program identifies highway and transit projects planned for various areas of the state and it is updated every two years.

2. Does the STIP only include construction projects as referenced in the 2nd paragraph?

No, the STIP includes capital and non-capital surface transportation projects, phases of projects including transportation alternatives; transit improvements; Tribal Transportation Program projects, Federal Lands Transportation Program projects and Federal Lands Access Program projects; Highway Safety Improvement Program projects; and accessible pedestrian walkways and bicycle facilities.

An example construction project is Job Piece 3057004 to widen, resurface, and bridge US-59 in Adair County on page 15 of the STIP. An example of a transit program is Job Piece 34000 to provide transit services for elderly, and persons with disabilities on page 62 of the STIP.

The document has been revised to clarify.

3. What about including a reference to the MPOs TIPs? IRR?

The links to the Metropolitan Planning Organization's (MPO) Transportation Improvement Program's (TIP) can be found in the Metropolitan Planning Organization section of the STIP document beginning on page 67.

The link to the TTIP under the TTP, previously known as the IRR, can be found in the Indian Reservation Roads Program and Tribal Transportation Improvement Programs section of the STIP document on page 70.

4. Perhaps an explanation for the distinction between the 8yr construction plan, and the STIP. Are the MPO's TIPs included in this too? Are planning activities included in this as well? It reads as if it's just construction based.

The STIP includes projects listed in the first four years of the 8-Year Construction Work Plan (CWP), as well as anticipated TIP projects selected by MPOs in their respective regions. These regions include the Oklahoma City, Tulsa, Lawton, Enid, and Fort Smith metropolitan transportation planning areas.

5. Perhaps a header that says they're the board representatives.

The document has been revised to reflect the suggested change.

What is the STIP?

1. What are the regions? What are the planning activities?

The regions can range from cities, counties, districts, or corridors throughout the state. The planning activities include but are not limited to federal, state, local, and tribal transportation plans.

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2. For "broadest level" does it include reasonably expected federal, and local projects as well?

Yes, the STIP does include reasonably anticipated federal projects as well as local projects that use federal funding or are regionally significant.

3. What is that relationship between STIP and 8yr CWP? Not sure I understand based on this.

The STIP includes projects listed in the first four years of the [Construction Work Plan](#), as well as anticipated TIP projects selected by MPOs in their respective regions. These regions include the Oklahoma City, Tulsa, Lawton, Enid, and Fort Smith metropolitan transportation planning areas.

4. The document states this is developed in relationship with an 8-year construction work program, so are these projects predetermined or does this document dictate what that 8-year program will follow?

Projects are scheduled according to available funding. Each summer after the legislature approves the budget for the following year, ODOT rebalances the 8-Year Construction and Asset Preservation Plans. The latest rebalancing required shifting many projects due to increased cost estimates caused by inflation and increased materials costs. The STIP includes projects listed in the first four years of the CWP, as well as MPO TIPs in their respective regions. These regions include the Oklahoma City, Tulsa, Lawton, Enid, and Fort Smith metropolitan transportation planning areas.

5. Are these federally funded projects or does this include state projects too?

Primarily yes, the STIP identifies federally funded projects. The STIP also includes regionally significant projects that are not federally funded, if those projects are expected to take place over the four years following the STIP's release.

Anticipated Revenue and Expenses

1. Tribal is not included as a line item.

Tribal funding is referenced in the TTP on page 70 of the STIP.

2. What is included in the "Other" category?

"Other" includes all sources of funding other than ODOT apportioned federal funds and ODOT funds. Funds in this category are usually local (non-state or federal match) from towns, cities, counties, or Tribes.

3. What are other anticipated grants and is there a \$ amount?

The STIP does not include anticipated discretionary federal grants that have not been awarded to ODOT. The Other section does include anticipated bond funding or other alternative funding sources.

4. Should Tribal be a separate line item, or is it included in other?

Any Tribal funding toward ODOT projects would be included in the "Other" category.

Performance Based Planning and Programming

1. Could you include the RTPO's as an organization that coordinates in planning efforts too?

Yes. The document has been revised to reflect RTPOs.

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Performance Measures and Target Setting

1. What are HSIP targets for the information in this table?

The targets listed are the same targets listed in the Highway Safety Improvement Program (HSIP) for reporting year 2024.

2. Are these the HSIP Performance Targets?

Yes.

3. Do we have active data on status of these targets? If so, maybe that could be included here as well, for example, saying as of March 20th we're at "X" percent of 755 which is either on pace to meet target or miss by a "X" amount.

No. States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. ODOT will review its progress towards achieving the 2023-year targets and report the progress being made as part of its next HSIP submittal in August of this year.

4. Comparing this table to previous STIP should there be mention that for Truck Travel Time should be below 1.33?

Yes. The document has been revised to reflect the TTT target as below 1.33.

5. What's the status of these targets? Are they being met now, or not?

ODOT submitted 2-year and 4-year targets for the second performance period in 2022. Federal regulations require states to report baseline condition/performance at the beginning of a performance period and progress achievement at both the midpoint and end of a performance period. ODOT will review its progress towards achieving the 4-year target in the third quarter of 2024 and make adjustments as necessary.

Project Tables

1. Where is the column for FHWA approval?

Since the 2022 STIP was approved, ODOT has developed an online project tracker platform ([eSTIP](#)). FHWA and FTA approvals are available for viewing under the [new platform](#), so the column was removed from this document.

2. What is the funding category?

The document has been revised to reflect the proposed category of federal funds.

3. Is length in miles?

Yes. The document has been revised.

Freight Investment Plan Projects

1. What are the freight investment projects?

The STIP includes capital and non-capital surface transportation projects, phases of projects including freight investment projects. Freight investment projects are outlined in the [Oklahoma Freight Transportation Plan](#).

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- 2. Are any of these freight projects included in the STIP? If so, is there a way to identify them as from the OFTP?**

Yes, the STIP includes capital and non-capital surface transportation projects, phases of projects including freight investment projects. Freight investment projects are outlined in the [Oklahoma Freight Transportation Plan](#).

Transit Programs

- 1. Should the Mobility Management Program be mentioned?**

The document has been revised to reflect the Mobility Management Program.

- 2. Does the STIP include the 5310 Coordination Planning Document Projects? These projects are regional based and not statewide as listed below in the STIP.**

Mobility Management is an eligible activity under FTA Section 5310 funding.

The STIP does not include planning activities but is developed to be consistent with the statewide transportation planning processes as well as Metropolitan Transportation Plans (MTPs), TIPS, and metropolitan planning processes.

- 3. Should Mobility Management Program be listed as a separate line item here? (I believe their funding is from 5311.)**

No. Mobility Management is an eligible activity under FTA Section 5310 funding.

Metropolitan Planning Organizations

- 1. Should there be a distinction between the TMAs and other MPOs?**

No. While Transportation Management Area's (TMA) represent a larger geographical area and population, they are still considered an MPO.

- 2. Is there a way to identify which projects in the STIP are the ones that are from a specific MPO's TIPS?**

The STIP includes the MPO TIPS by reference [23 CFR 450.218\(e\)](#). MPO projects can be viewed in the links provided in the STIP document.

- 3. What portion of Canadian, Grady, Logan and McClain? Portions? What are minor adjustments? The MPO also includes portions of Comanche County. Portions? what 2 counties in Arkansas? Does it include all of Garfield County? It would be helpful to include maps of the MPO boundaries not just a star with no readably identifiable roads/monuments to know where counties/cities/roads/rivers etc.**

The document has been revised to include an [MPO boundary map](#).

- 4. Links to website and TIPS not valid**

The links have been corrected in the document.

- 5. May want to say "portions of Garfield County" as it doesn't encompass all of the county.**

The document has been revised to reflect the suggested change.

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Indian Reservation Roads Program and Tribal Transportation Improvement Programs

- 1. Are any of these included now, if so, is there a way to identify those projects in the STIP. If not, do we know when the BIA/FHWA will have them included to the STIP?**

The STIP includes the Tribal Transportation Improvement Program by reference [23 CFR 450.218\(e\)](#). TTIP projects can be viewed in the link provided in the STIP document.

County Improvements for Roads and Bridges Program

- 1. In the first paragraph what does ... a long-term funding increase - refer to? Was there a specific percentage increase in funding?**

The apportionment for the County Improvements for Roads and Bridges (CIRB) from the Motor Vehicle Tax has increased from 5 percent in SFY 2008 to 20 percent as of the beginning of SFY 2015. As fully implemented in SFY 2015, the estimated annual amount provided to CIRB was capped at \$120 Million.

Beginning with SFY 2023, the budget for CIRB was increased by \$5 million annually until SFY 2028 when it hits a final cap of \$150 million per year, and 25% of the funds are transferred off the top and go directly to the Counties for maintenance and operations.

- 2. Are CIRB projects included in the STIP? If so, is there a place to designate that as such?**

CIRB projects that include federal funding are included in the STIP under two items, Statewide County Road Program and Statewide County Bridge Program. As the projects in the 5-year CIRB Work Plan are ready to authorize they are added under the corresponding line item. For more information on the CIRB – County Improvement for Roads and Bridges Program please visit the ODOT Local Government [resources page](#).

The Public Involvement Process

- 1. Page 75 states “Outside of the metropolitan planning areas...” should this be MPO's? previous reference to metropolitan planning areas?**

The paragraph in question is referring to the areas outside of the metropolitan planning area, which would be considered rural areas of the state. The metropolitan planning areas represent an MPOs study area, meaning they are one in the same. **This paragraph is confusing:** *Outside of the metropolitan planning areas, transportation projects are selected by the State in consultation with the affected local officials. A documented public involvement process to ensure consultation with local officials has been developed which is separate and discrete from the transportation policy and project development in metropolitan areas of greater than 50,000 population.*

- Should the last sentence be a part of the 1st paragraph?**

The document has been revised to clarify the paragraph.

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2. Are projects selected by ODOT or the State?

[23 CFR 450.218\(a\)](#) require States to develop a STIP. ODOT is the Governor's designee for developing the State's STIP and approving the MPO's TIPs.

Projects are scheduled according to available funding. Each summer after the legislature approves the budget for the following year, ODOT rebalances the 8 Year Construction and Asset Preservation Plans. The latest rebalancing required shifting many projects due to increased cost estimates caused by inflation and increased materials costs. The STIP includes projects listed in the first four years of the CWP, as well as MPO TIPs in their respective regions. These regions include the Oklahoma City, Tulsa, Lawton, Enid, and Fort Smith metropolitan transportation planning areas.

3. What is ODOT's public involvement process?

The public involvement process for the STIP is guided by [ODOT's Public Involvement Plan](#), the TIP and STIP procedures agreed upon by the state's MPOs, ODOT, FHWA and FTA ([23 CFR 450.218\(n\)](#)), and by the [non-metro consulting process](#) ([23 CFR 450.210\(b\)](#)). Under the approved procedures, an update to the STIP requires a 21-day public comment period. The non-metro consulting process outlines that ODOT will utilize a variety of outreach methods to consult, notify, solicit input, receive comments, and give notice of availability to the officials in non-metropolitan areas for the previously described planning documents. Exact methods depend on the situation and will embrace a combination, as appropriate, of the following methods:

- Conduct public meetings in person and/or virtually;
- Make decision-makers available, as possible, and reasonable, for meetings with individuals and groups;
- Use the ODOT web site (www.oklahoma.gov/odot) for information notices, documents, and public input;
- Provide telephone and/or e-mail contacts for input and comment;
- Publish "Notices of Availability," Press Releases, and Legal Notices;
- Form and use advisory groups as appropriate;
- Provide traditional and electronic informational mailings;
- Provide informational pamphlets;
- Advertise as appropriate; and
- Make documents available in electronic format, on the ODOT website.

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Other Comment Categories

General

Enforcement

ODOT is responsible for construction and maintenance of the transportation system. The Oklahoma Department of Public Safety (DPS) is the state agency that has jurisdiction over law enforcement for motor vehicles. Contact DPS at <https://oklahoma.gov/ohp/troops.html>.

Materials

ODOT maintains a continuous effort to improve construction practices and develop resilient infrastructure using quality materials. ODOT has defined [Standard Specifications for Highway Construction](#) required to be met by ODOT or any contractor providing services for ODOT. Along with these construction standards ODOT has developed strategies to prolong the lifespan of infrastructure and maintain quality facilities.

ODOT has adopted an asset management strategy of system preservation, with the objective of maintaining the state's transportation network at the highest possible level, given finite funding. In order to accomplish this task, ODOT relies on recommendations from its asset management systems for both bridge and pavement to determine STIP project selections based on the targets identified in the Transportation Asset Management Plan. The STIP and the 2045 LRTP support accomplishment of these performance targets, and ODOT intends to achieve positive outcomes as a result of these data-driven initiatives. Preservation projects are selected from a prioritization list that optimizes condition to meet performance targets established by ODOT.

Signage

All Oklahoma public roads are required to meet the signage regulations determined by the Manual for Uniform Traffic Control Device, which is required by federal regulation and adopted by ODOT. American Association of State Highway and Transportation Offices (AASHTO) Guidelines for Supplemental Guide Signing provides additional guidance for controlled access highways. These publications, along with additional ODOT sign policies, regulate the appearance, location, and frequency of signage according to design standards on the transportation system.

Construction Projects

1. [State Highway 9](#)

Are there safety improvements planned for SH-9 including adding divider/medians?

ODOT does not have enough location information to respond appropriately. Please refer to the [ODOT Project Status Page](#).

2. [State Highway 32](#)

When will the project begin on SH-32?

ODOT does not have enough location information to respond appropriately. Please refer to the [ODOT Project Status Page](#).

3. [State Highway 37 in Moore at the Railroad tracks](#)

Are there improvements scheduled at Ok HWY 37, in Moore?

ODOT applied and was awarded a FY 2022 [RAISE Grant](#) for a grade separation project at this location. This project is scheduled to let in July of 2024. (Job Piece 3302504)

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4. State Highway 59 between Poteau and Heavener

Are you addressing the pavement conditions between Poteau and Heavener on Highway 59?

There is a resurface project scheduled to let in 2025. (Job Piece 3133104)

5. State Highway 64B north from I-40 to SH-101 in Sequoyah County

Is Highway 64B north from I-40 to SH-101 in Sequoyah County still planned?

Projects are scheduled according to available funding. Each summer after the legislature approves the budget for the following year, our staff rebalances our 8 Year Construction and Asset Preservation Plans. The latest rebalancing required shifting many projects due to increased cost estimates caused by inflation and increased materials costs. The northern half of this section of SH-64B is currently scheduled in 2025 and the southern section in 2027. (Job Pieces 3508004 (2025), 3564004 (2027)). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

6. SH-74 from Waterloo to Crescent SH-33

Are there any projects scheduled to address the increasing amount of traffic on SH-74 from Waterloo Road to SH-33 in Crescent?

ODOT has two projects scheduled in 2030 to widen and resurface SH-74 from Waterloo Road to SH-33 in Logan County. (Job Pieces 3629504 & 3629505). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

7. State Highway 92 in Grady County

Which side of the highway will be widened? Or how far it will move to the west if any?

ODOT is planning to add shoulders to both sides of the highway. At this time, the right-of-way extents are unknown. (Job Piece 3517004). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

8. US-69 from Big Cabin to Durant

Replace US-69 from big cabin to Durant.

ODOT does not have enough location information to respond appropriately. For more information on projects in the area please refer to the [ODOT Project Status Page](#).

9. US-69 from Big Cabin to US-412

Replace US-69 from Big Cabin to US-412.

There are multiple rehabilitation projects scheduled in 2026 and 2027. (Job Pieces 3196204 (2026), 3196304 (2026), 3269304 (2027), 3505104 (2027)). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

10. US-69 from Wagoner to Muskogee

Repave US-69 from Wagoner to Muskogee

There are multiple rehabilitation projects scheduled in 2025, 2026, and 2030. (Job Pieces 2710804 (2025), 3282104 (2026), 3624304 (2030)). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

11. US-69/75 in Atoka Co.

When will the construction begin on the turn lane?

There is currently a turn lane project scheduled in 2026. (Job Piece 3041004). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

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12. US-69 in McAlister

Are there any projects scheduled on US-69 south of the turnpike interchange?

There are multiple rehabilitation projects scheduled in 2027 and 2028. (Job Pieces 3843404 (2027), 3843104 (2027), 3386905 (2028), 3436804 (2028)). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

13. US-75 in Tulsa

Are there plans to enlarge US-75 in the very near future?

There is not anything scheduled at this time to widen US-75 in Tulsa. For more information on projects in the area please refer to the [ODOT Project Status Page](#).

14. US-169 5 miles north of SH-266

What is the extent of the bridge project? Will the bridge be completely shut down during this time?

The bridge and approach will be reconstructed and is scheduled for 2027. (Job Piece 3515604). ODOT utilizes a construction management approach to minimize impacts on traffic.

15. US-177 between Ponca City and Stillwater

Will US-177 between Ponca City and Stillwater be widened to 4 lanes?

Right-of-way is scheduled for 2031. It has not yet been determined if the highway will be four lanes. Your comment will be considered as the project moves forward. For more information on projects in the area please refer to the [ODOT Project Status Page](#).

16. US-177 between Stillwater and Sulphur

Are there plans to widen US-177 to four lanes?

There are three projects scheduled to widen and resurface US-177 just north of Sulphur in 2026, 2029, and 2031. It has not yet been determined if the highway will be four lanes. (Job Pieces 3187304, 3187308, 3502004). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

17. US-259 from Idabel to Texas

Why is the project on US-259 from Idabel to Texas stopped production?

The project is ongoing but has been delayed due to challenging working conditions and heavy rain fall in the area over the last several months. For more information on projects in the area please refer to the [ODOT Project Status Page](#).

18. US-412 Inola to Natural Falls

Is there a project scheduled on US-412 from Inola to Natural Falls?

US-412 has been designated as an interstate from I-35 in central OK to I-49 in AR. ODOT has many scheduled projects on US-412 to facilitate interstate designation. For more information on projects in the area please refer to the [ODOT Project Status Page](#).

19. I-235 at the Lincoln Exit

Is there a project scheduled to address the traffic issues at the Lincoln exit on I-235?

There is not anything scheduled at this time. For more information on projects in the area please refer to the [ODOT Project Status Page](#).

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20. I-35 & I-40

Are there plans to widen I-35 and I-40 to six lanes, or possibly 8?

There are multiple widening projects planned across I-35 and I-40 in the [Construction Work Plan](#). Please refer to [Forward 35](#) or the [ODOT Project Status Page](#) for more information.

21. I-35 between Edmond and Guthrie

Do you plan on widening I-35 between Edmond and Guthrie?

ODOT is in the preliminary stages to widen I-35 from 2nd St to Waterloo Road (Job Piece 3377404 (2029)). Preliminary engineering to determine right-of-way needs between Edmond and Guthrie has been scheduled for 2031. (Job Piece 3585404). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

22. I-35 from I-44 to Guthrie

Is ODOT considering adding a highway that would bypass the north 135 traffic towards Guthrie?

A bypass is not currently being considered for this area.

ODOT is in the preliminary stages to widen I-35 from 2nd St to Waterloo Road (Job Piece 3377404 (2029)). Preliminary engineering to determine right-of-way needs between Edmond and Guthrie has been scheduled for 2031. (Job Piece 3585404). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

23. I-35 exits on 2nd and 15th

Are projects planned to address the traffic issues at exits 2nd and 15th on I-35?

Service road improvements from Memorial Road to SH-66 are scheduled to let in October of 2024. (Job Piece 3242508). For more information on projects in the area please refer to [ODOT Project Status Page](#).

24. I-40 west of Shawnee

Would ODOT consider adding a turn-around for emergency vehicles in the 4-mile section between Highway 177 and Kickapoo St, and another turn-around in the 3-mile section between Highway 102 and Highway 177?

Safety is the top priority of ODOT. This not only includes finding ways to make roadways safer, but also includes other factors such as improving emergency response time. ODOT will continue to monitor locations where emergency response could be improved by eliminating obstacles for emergency vehicles. ODOT Field Districts are responsible for adding turnarounds to interstates and highways. Anytime an interchange is added to the interstate an Access Justification Report is required. This information will be provided to ODOT's Field District 3 Engineer for further evaluation and consideration.

25. I-40 between mile marker 103 and 115

Is there a project planned to resurface I-40 between mile markers 103 and 115?

There is a resurfacing project scheduled for 2030. (Job Piece 3430404). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

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26. I-40 mile marker 156

I-40 at mile marker 156.

ODOT does not have enough information to respond appropriately. For more information on projects in the area please refer to the [ODOT Project Status Page](#).

27. I-40 & I-44 Interchange (by Mathis Brothers)

Are any projects scheduled to address the bridges, by Mathis Brothers, entering/exiting the crosstown?

There are several projects scheduled to address the bridges in the area. The I-40 bridge over Portland is scheduled for 2024. (Job Piece 2985204). An I-40 interchange project over I-44 is scheduled for 2031. (Job Piece 2895108). An I-44/SH-74/SH-66 interchange project for operational improvements is scheduled for 2030. (Job Piece 3335404). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

28. I-44

Why is I-44 between Tulsa and Oklahoma City and I-44 through Springfield Missouri scheduled at the same time?

ODOT does not oversee the planning, design, construction or maintenance of turnpikes.

There is not anything scheduled at this time to widen north of Tulsa. For more information on projects in the area please refer to the [ODOT Project Status Page](#).

29. I-44 & Kelly Ave.

Is a project scheduled to repair the OKC Kelley Ave bridge over I-44?

There is not anything scheduled at this time. For more information on projects in the area please refer to the [ODOT Project Status Page](#).

30. I-44 ramps at Union and Skelly

There is ongoing construction work in the area, will the on/off ramps be replaced too?

Yes. The project will address on/off ramps at the Union and Skelly exits. (Job Piece 3378811). For more information on projects in the area please refer to the [ODOT Project Status Page](#).

For more information on opportunities of public involvement related to construction projects please refer to the ODOT public meetings [webpage](#).

Lighting

Lighting requirements vary depending on the area. Nighttime collisions and other warrants are provided by AASHTO to determine where to install lighting. The warrants do not require installation of lighting but are guides or recommendations. These warrants are normally based off of traffic volumes, as well as locations such as rural/urban areas.

The local districts consider these and feedback from local communities to determine where lighting is installed.

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Maintenance

ODOT is working on better methods to plan out striping replacement on a timely basis. Currently, the Traffic Division spends around \$6M dedicated to striping and rumble strip around the state (240 miles commissioned in FY 2024). There is also striping being done by district forces and the 8 year construction work plan projects. Striping specifications are being revised to a performance-based specification that will better determine striping needs for the state.

Active Transportation

ODOT is dedicated to supporting a safe and effective transportation system that provides multimodal opportunities for active transportation. Oklahoma's active transportation system includes approximately 520 miles of multi-use trails, bicycle routes, and sidewalks. An active transportation system provides for and promotes health and safety for users, and it can benefit the environment and the economy. Multi-use trails, bicycle routes, and sidewalks in Oklahoma are owned and maintained by partners of ODOT, including county and city governments. ODOT coordinates with local governments and applicable MPO's in considering infrastructure options and facilitates inclusion of these features on projects when appropriate.

Bicycle and pedestrian accommodations are supported by federal and state legislation, policies, and practices. ODOT ensures that all state and federally funded transportation projects are constructed in compliance with the Americans with Disabilities Act.

Rail

Passenger rail between OKC and Newton, KS:

ODOT is currently focusing on the expansion of passenger rail from Oklahoma City north to Newton, Kansas as described in state statute 68-500.6.A.3.b. Recently, there was a federal grant awarded to the Kansas Department of Transportation to partner with ODOT in creating a service development plan for passenger rail between Newton, Kansas and Oklahoma City. KDOT and ODOT began working on the SDP in 2022 and it is expected to be completed later this year. The SDP will help guide future decisions and efforts for the expansion of passenger rail from Oklahoma City north to Newton, Kansas.

Passenger rail between OKC and Tulsa:

Oklahoma has envisioned passenger rail from Oklahoma City to Tulsa. ODOT has owned the passenger rail easement since 1998 and in 2014, ODOT sold the rail line to the Stillwater Central Railroad. As part of the sale, there was a provision for the Stillwater Central Railroad to offer a passenger rail pilot program between Del City and Sapulpa. However, efforts were unsuccessful and in 2019, the Stillwater Central Railroad opted to pay \$2.8 million in penalties for failing to establish a pilot program for passenger rail service. ODOT continues to maintain this easement for the opportunity to connect the stations in Oklahoma and Tulsa counties.

This service is envisioned in the state's [Long-Range Transportation Plan](#) and the [Oklahoma State Rail Plan](#). At this time, the Federal Railroad Administration's long-distance exploration efforts appear to be the best option for Oklahoma to get passenger rail between Oklahoma City and Tulsa.

Statewide Transportation Improvement Program Public Comment Response

Rest areas & Truck parking

In recent years, ODOT conducted a study to determine alternatives and develop recommendations for rest areas and pullouts located along I-35 and I-40 across the state. Existing Oklahoma Interstate rest areas and pullouts were reviewed to identify services provided and the number parking spaces available at each facility. Field visits were conducted at all the welcome centers, rest areas, and pullouts on I-35 and I-40. It was determined that parking is heavily furnished by the private sector, with over 2,300 parking spaces at private truck facilities existing along I-40 and over 2,100 parking spaces existing along I-35. The study led to the closure of many of the rest areas and pullouts along the I-35 and I-40 corridors. ODOT is in discussions with other states along long-distance interstate corridors to find additional solutions and corridor-based efforts to facilitate truck parking where needed.

Transit

The Oklahoma Department of Transportation does not operate transit services. ODOT administers the state Public Transit Revolving Fund and administers Federal Transit Administration (FTA) grants with transit providers in rural areas.

Turnpikes

The Oklahoma Department of Transportation is responsible for the planning and performance of the National Highway System for the state, it does not oversee the planning, design, construction or maintenance of turnpikes. The Turnpike System is overseen by the Oklahoma Turnpike Authority. For more information, please visit <https://oklahoma.gov/ota.html>.