Oklahoma Department of Transportation

2025 ANNUAL REPORT

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Executive Director's Message

The Oklahoma Department of Transportation continues to pursue the goal of being a Top 10 state in critical transportation infrastructure. This goal comes with balancing the realities of an aging system, growing safety and operational needs, along with inflation and the rising cost of doing business.

This publication provides an overview of ODOT's mission, achievements and challenges as we move forward. It is my hope that it offers clear insight into how the Department serves the State, while demonstrating our commitment to safety, accountability and innovation. From improving the safety of our rural two-lane highways to preserving critical bridges, the Department remains focused on keeping families and commerce safe and connected.

Through careful monitoring, targeted repairs and strategic replacements, ODOT is protecting past investments while addressing future needs. Only a tiny fraction of our 6,800 state-owned bridges are rated as structurally deficient, and we are focused on maintaining our momentum and keeping our bridge program among the strongest in the nation.

At the same time, ODOT faces increasing financial pressures. Construction cost inflation over the past several years has significantly reduced purchasing power, requiring difficult decisions as we balance priorities within available funding. Our 8-Year Construction Work Plan reflects this reality, focusing on critical needs, addressing at-risk bridges and pavements and delivering improvements where they are needed most, while keeping long-term system performance in view.

I am grateful for Governor Stitt's continued support and for the Oklahoma Legislature's commitment to transportation investment. Their leadership, along with the partnership of our federal, state, local and private-sector partners, is essential to advancing transportation solutions across Oklahoma. I also want to recognize the dedication and professionalism of ODOT's employees, whose work ensures our system operates safely and efficiently every day.

ODOT remains diligent in its responsibility to provide the safest, most effective and highest-quality transportation system possible for all Oklahomans.

Tim Gatz, Executive Director
Oklahoma Department of Transportation

The mission of the Oklahoma Department of Transportation is to provide a safe, economical, and effective transportation network for the people, commerce, and communities of Oklahoma.

Guiding Principles

The Oklahoma Department of Transportation is an efficient, innovative, and customer-driven organization working collaboratively to provide safe, modernized, integrated and sustainable transportation options throughout Oklahoma.

Improved Collaboration

Fosters integration and coordination of activities, expertise, and resources across projects and key department functions that can be better achieved together while improving transportation services for Oklahoma.

Enhanced Innovation

Promotes innovation across the organization and modernizes all business processes with data analytics and tailored technology solutions.

Greater Communication

Facilitates constructive communication that ensures participation and transparency across the organization.

Exceptional Customer Service

Prioritizes and manages internal and external customer service, and allows user needs to influence transportation planning.

Increased Efficiency

Streamlines organizational structure and functions while encouraging collective and proactive optimization of resources, delivery timelines, and results.

Rapid Adaptablility

Enables the organization to rapidly address existing and emerging needs, allocate resources, and implement solutions accordingly.

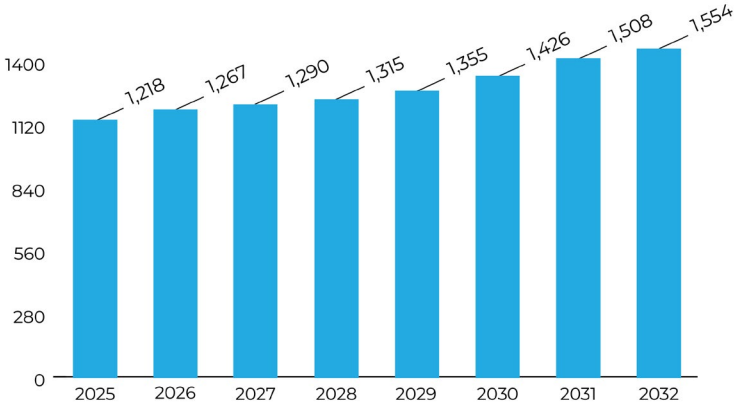
Progress on Strategic Objectives

SUSTAIN LESS THAN 1% STRUCTURALLY DEFICIENT ON-SYSTEM BRIDGES

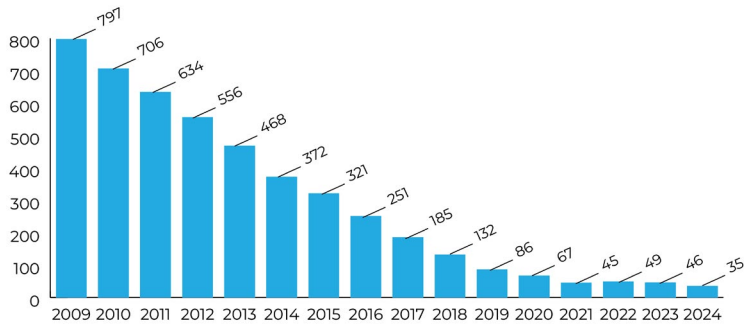
As a result of significant support from the Oklahoma Legislature, ODOT first broke into the Top Ten national bridge ranking in 2019 after nearly two decades of focused planning and effort to reverse the State's 49th place in the nation for bridge conditions. At that time, 1,168 of the 6,800 state highway bridges, or 17% of the structures maintained by ODOT were rated structurally deficient or poor condition.

In 2025, the state highway system alone had nearly 1,200 bridges that were 80 years old or older. It will take continued vigilance and effort to keep our infrastructure condition at a manageable level.

Bringing highway bridges into good condition and preserving them for the future allows ODOT to put more resources toward other priorities such as improving pavement conditions, adding shoulders to rural two-lane highways and tackling urban traffic congestion.



Number of Bridges Over 80 Years Old



Number of Structurally Deficient Bridges

Refer to page 42 for a map of bridge replacements and major rehabilitation projects.

The I-40/Airport Rd. bridge in Weatherford replaced a previously functionally obsolete and at-risk of becoming structurally deficient bridge. The new five-lane configuration will improve traffic flow.

DECREASE TRAFFIC FATALITIES

ODOT's first priority is to reduce the loss of life on state highways. ODOT uses public education, proven safety features, and new technologies to accomplish this goal. ODOT embraces the "toward zero deaths" vision and acknowledges that even one death on the transportation system is unacceptable. ODOT strives to provide and promote the safest roadway transportation system for all travelers — zero deaths, zero serious injuries.

Make OKLAHOMA Safe

NEVER SKIP THE CLICK

PUBLIC EDUCATION

The Department seeks to reduce the loss of life on state highways by using existing and new safety features, such as rumble strips, cable median barriers and wrong-way driving countermeasures. Targeted education and outreach complement these engineering solutions to influence safer driving behaviors.

Launched in September 2025, ODOT's statewide seat belt campaign emphasized the importance of buckling up every passenger, every trip. The campaign reached more than 49 million people through television and the agency's social media channels, encouraging a two-second behavior change that saves lives.

In addition, the Department works with law enforcement and industry partners to observe national Work Zone Awareness week in April, highlighting safe driving practices in construction and maintenance work zones and the life-changing consequences of inattention.

Along with the seat belt usage and work zone awareness, the Department has chosen to modernize the current approach to educating and engaging Oklahoma's drivers – teens specifically – who are developing work zone driving habits for life.

Oklahoma was the first state in the nation to implement the Work Zone Safe program and is a national leader in work zone education. The Work Zone Safe program, now required for teen drivers seeking a license, teaches new drivers about work zone and first responder safety. Since becoming a law, more than 126,329 teens have completed the course.

ODOT's Never Skip the Click *campaign empowered drivers with a two second behavior change that could literally save their lives - buckling up every ride, every time. With Oklahoma ranking near the bottom nationally in seat belt usage, the campaign focused on young, rural drivers to help create lasting safe driving habits.*

SAFETY MEASURES

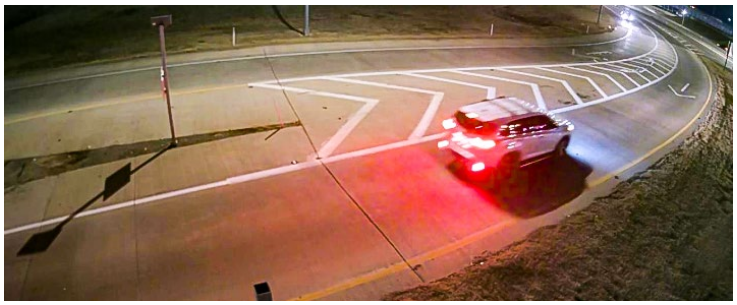
Providing a safe transportation system includes the installation, maintenance, and upgrades of the physical markers and safety features that protect drivers on the road. Highway centerline and edge-line rumble strips are safety features that primarily aid in the reduction of head-on and opposite direction sideswipe collisions, as well as run-off-the-road crashes. Rumble strips are rectangular depressed units of pavement that create a physical vibration in a vehicle cabin when tires drive over them. That vibration and noise is intended to alert drivers, especially inattentive ones, that their vehicle is leaving the travel lane or crossing the center line. The Department has added more than 1,580 miles of centerline rumble strips as part of the Highway Safety efforts from 2019 through 2025.

A rumble strip's vibration and noise is designed to alert drivers that their vehicle is leaving the travel lane.

Over the last few years, an additional assortment of standard safety features like signage and striping have been installed. Lane lines or striping are fundamental paved-road features that can affect a driver's safety when those lanes or symbols lose their clarity and reflectivity during day, night, or inclement weather. In 2025, ODOT contracted 252.75 miles of striping upgrades and installed 78 miles of centerline rumble strips around the state through the Statewide Striping Program. ODOT's Sign Shop has produced over 158,000 square feet of signage for state highways and an additional 38,000 for turnpikes over the last 12 months.

NEW TECHNOLOGIES

Wrong way countermeasures are critical safety warning devices that help deter wrong way drivers from entering interstate off-ramps within different interchange designs. Since 2022, the Department has invested in new technology that requires the installation of thermal sensors and flashing lights. When a vehicle traveling the wrong way is detected, flashing lights alert the driver of their wrong way error. The interchange ramps identified as highest risk for wrong way incidents were decided using multiple factors including, but not limited to, crash frequency data, proximity of establishments serving alcohol, nighttime visibility and lighting conditions, as well as geography. Between 2022 and 2025, ODOT has completed 96 wrong way system installations on specific interstate ramps along east and westbound I-40, north and southbound I-35 as well as the Oklahoma City metro area. Travelers may notice the majority of these wrong way systems were installed on ramps along I-40 West and I-35 South, ranging from sites in Canadian and Cleveland Counties to the respective Texas state lines.



A driver enters an exit ramp late at night on northbound I-35 driving past wrong way signs (see the left side of the image).

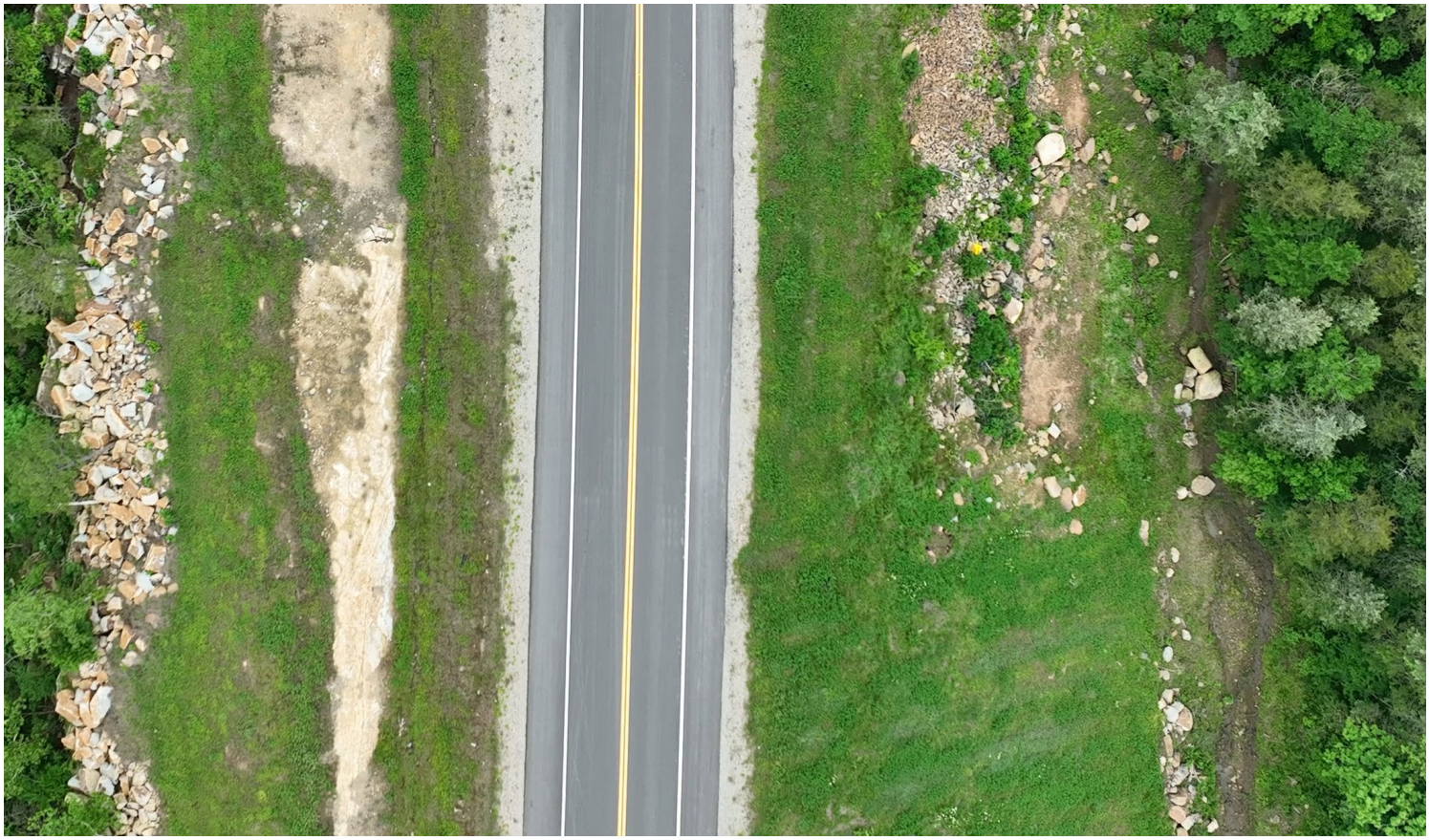
ODOT's wrong way detection technology flashes red lights (not seen from this angle) to alert drivers of their error.

DECREASE MILES OF RURAL TWO-LANES WITH DEFICIENT SHOULDERS

Oklahoma's rural communities have long been key to Oklahoma's agriculture and energy-based economies. Many rural roads and highways were not designed for today's heavier trucks, increased traffic demands and higher operating speeds. About 5,152 miles of Oklahoma highways are two-lane facilities with deficient shoulders. These deficient facilities account for about 54% of our 9,408 miles of two-lane highways. The current 8-Year Construction Work Plan contains 675 miles of improvements to rural two-lane highways with deficient shoulders representing one of the largest investment areas in the workplan, which will significantly reduce severe crashes and fatalities caused by vehicle lane departures and overcorrections.

Refer to page 43 for a map of two-lane highways without paved shoulders.

Curves and hills come with limited line of sight for drivers and prove more dangerous without shoulders, especially on two-lane highways.



Extended shoulders on rural highways help keep Oklahomans safe. Shoulders significantly reduce severe crashes and fatalities caused by vehicle lane departures and overcorrections.

INCREASE LANE MILES IN GOOD CONDITION

Much like Oklahoma's bridges, highway pavement surfaces require systematic preservation to maximize their life cycle. With the advent of the ROADS Fund and the long-term focus on bridge infrastructure now in the sustaining phase, ODOT is turning attention to invest in and develop a timely surface preservation program that focuses on extending the life of highway pavements.

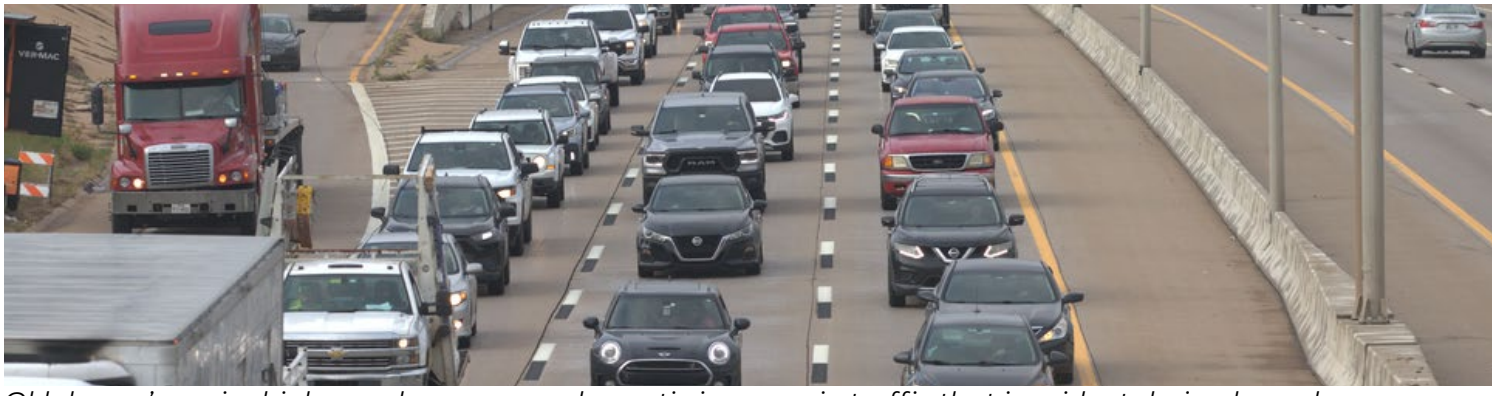
Based on the annual evaluation of pavement conditions, 1.77% or 541 lane miles of the total 30,523 lane miles of ODOT highways are rated "poor" by the federal condition standards. Projects in the 8-Year Construction Work Plan and the 4-Year Asset Preservation Plan are designed to improve and extend pavement life, and bring pavement ratings from "fair" or "poor" to "good." Between these two plans, ODOT is proposing to improve nearly 4,693 lane miles to "good" condition in the next eight years.

ODOT maintenance crews work to improve lane miles alongside highway traffic.

IMPROVE MOBILITY

Traffic on Oklahoma's major highways has increased dramatically in the past two decades and freight traffic is expected to continue to compound for the foreseeable future. The daily vehicle miles traveled on highways with more than two lanes in 2024 was 55.41 million miles (72.9% of all vehicle miles traveled on ODOT highways). Improvements to these facilities are often the most expensive and resource-consuming projects, but also yield high returns and have an immediate impact on safety and travel times. ODOT has completed improvements to the major urban interchange and Interstate 44 and Broadway Extension (US-77) in Oklahoma City, and phased work continues on the Crossroads Interchange (I-35 and I-240) in Oklahoma City, and in Tulsa on the US-75 and Interstate 44 Interchange, to name a few.

The Department's commitment to safety for the traveling public is never complete. Addressing and deploying highway safety improvements that could prevent property damage, injuries, and the tragic loss of life, is not only paramount to the mission, but has ODOT's full attention.

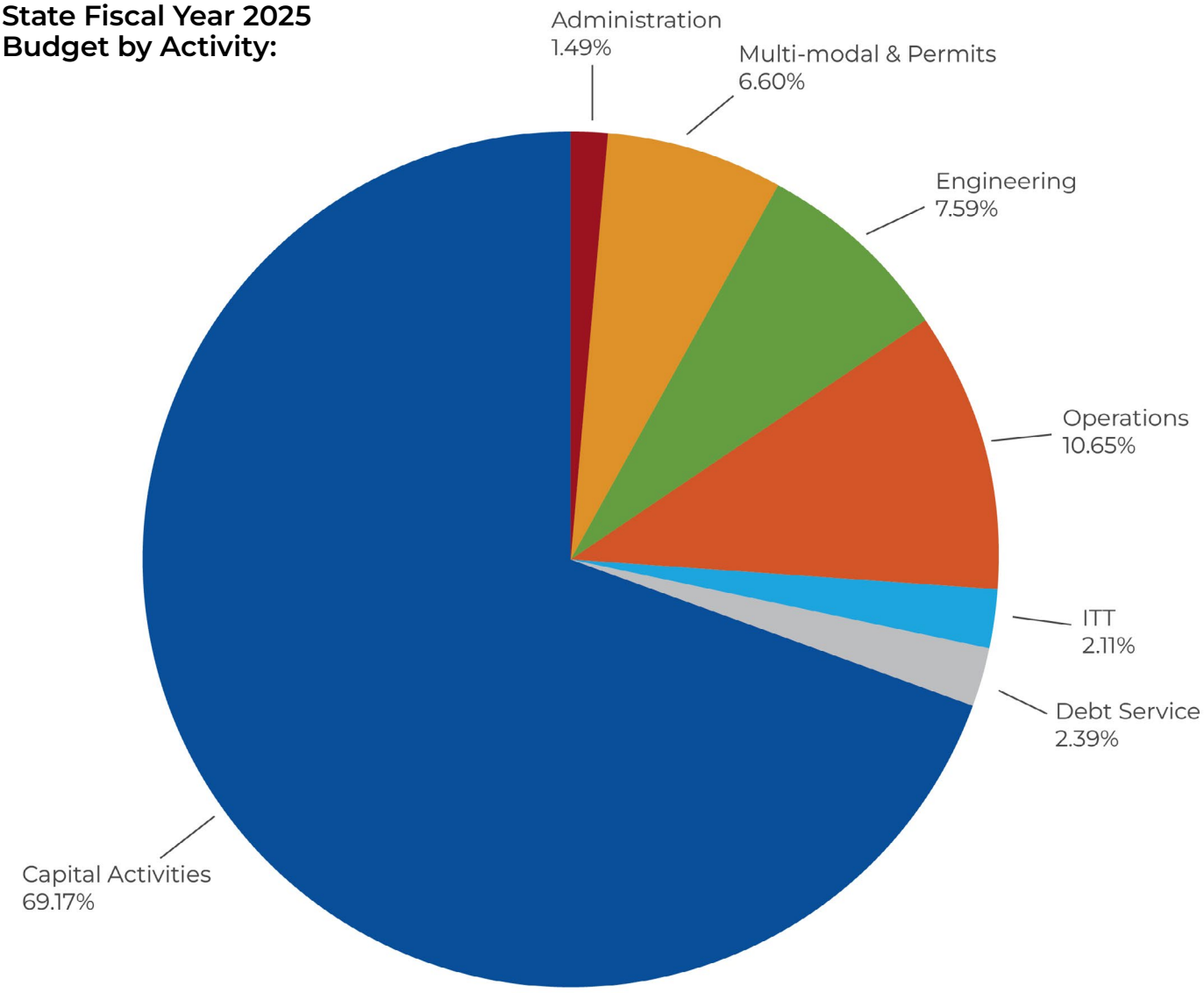


Oklahoma's major highways have seen a dramatic increase in traffic that is evident during lane closures.

Funding

The Legislature authorizes ODOT's budgetary expenditures from historically available transportation funding sources. These sources are state funds from state motor fuel taxes directed to the State Transportation Fund; vehicle fees, motor fuel taxes, and income taxes directed to the Rebuilding Oklahoma Access and Driver Safety (ROADS) Fund; and federal funds from federal motor fuel taxes directed to the Highway Trust Fund and transfers from the nation's General Fund. In addition to the traditional "on-highway" activities, the Department also administers several state and federal transportation funding programs for freight and passenger rail, transit, and local government entities.

State Fiscal Year 2025 Budget by Activity:



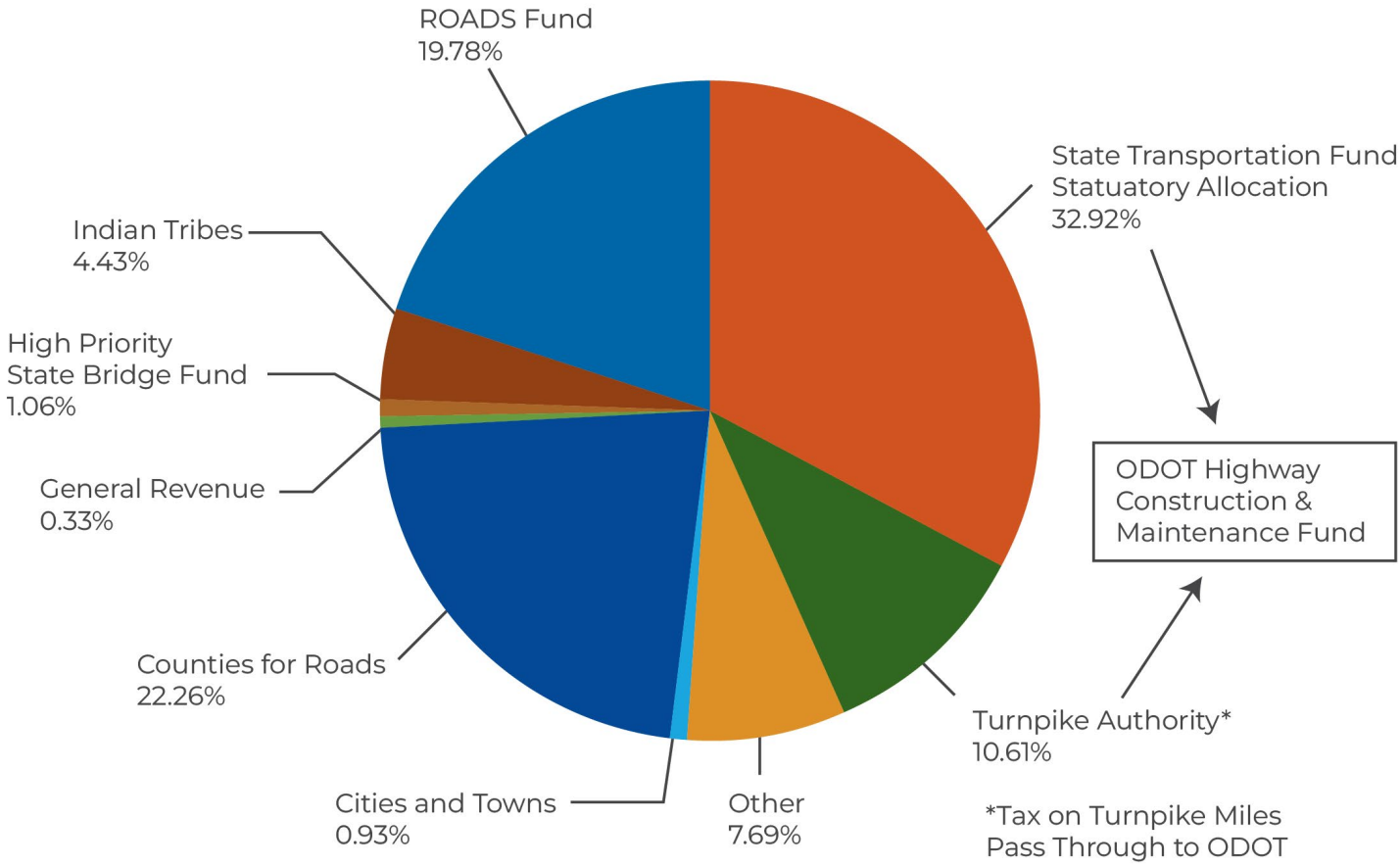
STATE FUNDING

Motor fuel taxes are the main source of revenue for the Highway Construction and Maintenance Fund, ODOT's long-standing source of state funding. The different taxes deposited to this fund include the gasoline excise tax,

diesel fuel excise tax, special fuel use tax, and special fuel decals. Consumers with fuel-powered vehicles pay a fuel tax every time they buy gas, making the gasoline tax the largest revenue generator for the Department's highway and maintenance fund. Currently, the gasoline tax rate is 20 cents per gallon and the diesel tax is 20 cents per gallon of which 19 cents goes to transportation. On natural gas used for motor vehicle fuel, there is a transportation-dedicated five cents per gallon gasoline-equivalent excise tax. These motor fuel tax revenues are divided among the Department and municipalities, Native American tribes, and county governments for road and bridge maintenance.

It should be noted that the gas tax is a volumetric tax on fuel. As the vehicle fleet has become more fuel efficient and as the numbers of alternatively fueled vehicles like compressed natural gas and electric vehicles increase, the incoming revenue to address transportation needs will continue to decline.

Since its inception in 2006, the ROADS fund has been increased to its cap of $590 million in SFY 2024. Originally the fund contained income tax, and has changed to include motor fuel tax and motor vehicle tax in an attempt to line up taxes with the derived revenue (HB 1010 and HB 1014) with the remaining comprised of income tax. Regarding the ROADS fund, a statutory authorization of $610 million was granted for State Fiscal Year 2026, an increase of $20 million, solely dedicated to the improvements of weigh stations and ports of entry until 2034.



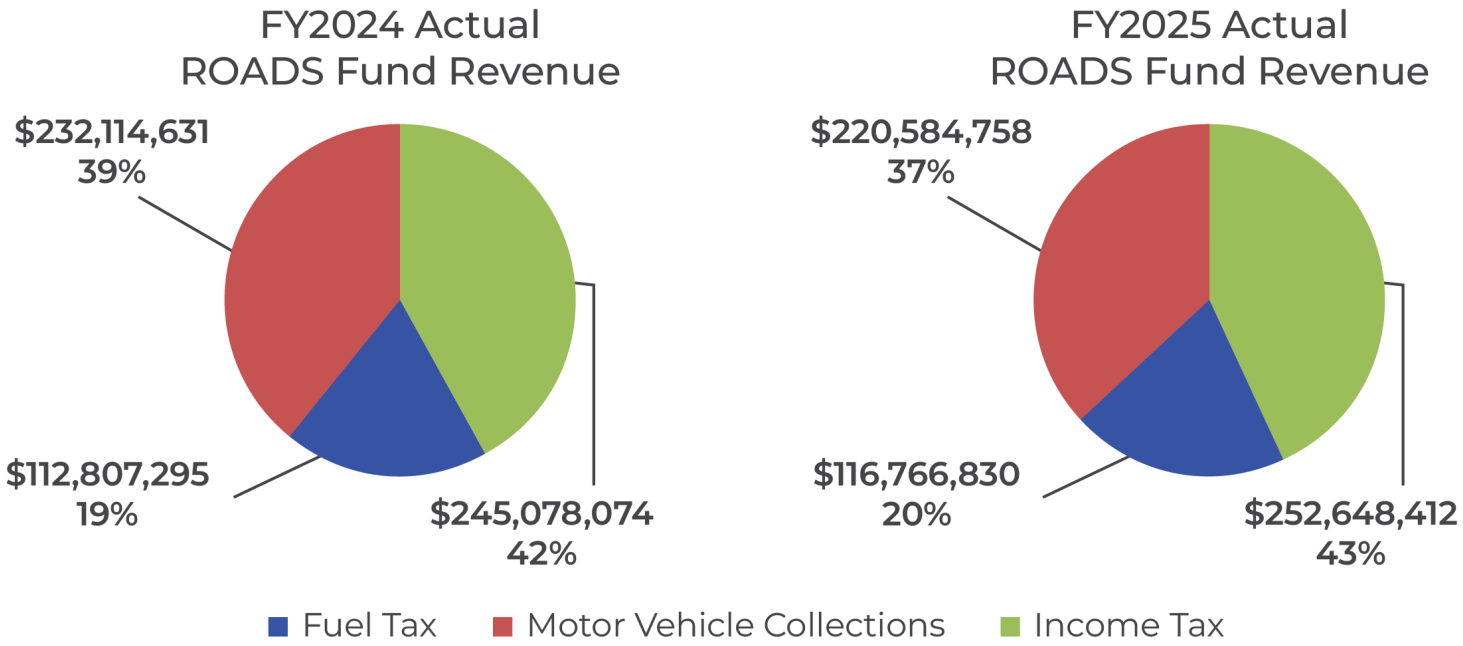
Other Breakdown:
$28.6 Million - Underground Storage Tank
$10.8 Million - Corporation Commission
$2.5 Million - Department of Environmental Quality
$1.7 Million - State Circuit Engineering Fund
$850,000 - Public Transit Fund
$850,000 - Passenger Rail Fund
$99,399 - Aeronautics Revolving Fund

In addition, the County Improvement for Roads and Bridges (CIRB) Fund, as administered by the Department, was incrementally increased over time to 20% of motor vehicle registration fees and capped at $120 million beginning in SFY 2016. As part of the cap, $30 million is transferred to the counties through a specified formula for maintenance and operations. HB4459 signed in May 2022 increases the county allocation to $145 million by 2027.

Impact to the ROADS Fund from 2018 Legislation

HB1010XX: Allocated three cent gasoline tax and six cent diesel tax to the ROADS Fund effective FY 2020. This measure resulted in less income tax being transferred to the ROADS Fund.

HB1014XX: Reallocated certain Motor Vehicle collections from General Revenue to the ROADS Fund.



FEDERAL FUNDING

Authorizing legislation commonly referred to as the Federal Highway Bill is what authorizes federal funding levels for highways, usually for a period of five years. Consistent, long-term funding is critical to plan and prepare projects accordingly. Each year, annual federal budgeting and congressional appropriations processes determine the actual funding for this legislation. The sources for the dedicated federal transportation funding appropriation are the gasoline and diesel tax deposits directed to the Highway Trust Fund and General Fund transfers. It is important to note that the Highway Trust Fund has long been insolvent and the motor fuel tax deposits do not begin to fund the authorized revenue levels.

Congress has designated each state's Department of transportation as the agency solely responsible for interacting with federal highway funds with oversight from the Federal Highway and Federal Transit Administrations (FHWA and FTA). Because of this, ODOT administers federal funding for roads and bridges regardless of infrastructure ownership. Therefore, all traditional congressionally identified or discretionarily-funded city street and county road projects using federal highway funds are administered by and through the Department, with a few exceptions from the recently enacted Infrastructure Investment and Jobs Act (IIJA) that has allowed some local entities to directly receive federal funds in certain programs and grant opportunities. Since the signing of the Infrastructure Investment and Jobs Act or IIJA in November 2021, the Department estimated and planned for about a 30% increase in additional federal funding in the revenue projections utilized to balance the 8-Year Construction Work Plan for 2022-2029. Unfortunately, since 2021, inflation, material supply chain, and labor force issues are impacting the Department's costs resulting in major pay items increasing by 60%. The IIJA expires on September 30, 2026, raising uncertainty about future federal funding.

Revenue Challenges

The gas tax at both the state and federal levels is a volumetric tax on fuel. Challenges remain to find solutions for new and non-traditional transportation revenue streams that create consistent and increasing funding levels necessary to offset the loss of buying power from inflation and the loss of revenue due to the gas tax. Incoming revenue for addressing transportation needs will continue to decline due to the vehicle fleet becoming more fuel-efficient and the increasing numbers of alternatively fueled vehicles like natural gas and electric vehicles. Even though vehicle miles traveled is expected to grow at a rate of around 1.5% annually, fuel tax growth is expected to be negligible and even decline by 2030. By 2050 actual fuel tax revenue will be over 50% lower than today's level when adjusted for inflation. For these reasons, the Road User Task Force was formed in 2022 as directed by HB1712. As directed by the legislation, a Pay-per-Mile pilot was conducted and the Task Force provided a summary report that included recommendations and options for legislative consideration.

To view this summary report, visit oklahoma.gov/odot/ruc.

DEBT FINANCING COMMITMENTS

State Bond Issues

The Oklahoma Capitol Improvement Authority ("OCIA" or the "Authority") is authorized to issue bonds, notes or other obligations to finance construction of highways in the State of Oklahoma. OCIA may also issue refunding bonds to refinance its existing obligations, if economically feasible. Due to a state revenue challenge period, OCIA debt financing for highway infrastructure became a necessary tool for a balanced budget within the State. OCIA refunded and issued bonds in calendar year 2020 at a significant savings with the obligation scheduled to pay off in 2051.

GARVEE

Title 69 section 2001 E (2) provides authorization to ODOT to issue Grant Anticipation Notes for projects of economic significance. In 2018, ODOT issued $90 million of debt to fund the Gilcrease Expressway project in Tulsa using federal highway funds. The Department partnered with Oklahoma Turnpike Authority, City of Tulsa, Tulsa County, Indian Nations Council of Governments, and the Federal Highway Administration to leverage their resources and bring this major project forward that would have never happened otherwise. The bond debt is paid from INCOGs annual federal funds allocation.

Transportation Infrastructure Finance and Innovation Act (TIFIA)

Through the Build America Bureau's TIFIA Rural Project Initiative, ODOT has secured loans for enhancing rural road safety in Oklahoma. The TIFIA program makes federal financing more accessible to small communities and offers significant benefits and savings to project sponsors. In 2024, the Department finalized a total of $200 million in TIFIA loan packages to help fund multiple projects as a part of the State's Rural Two-Lane Advancement and Management Plan (RAAMP).

CONTRACTUAL OBLIGATIONS

During the past several years the Department has consistently had more than $1 billion in outstanding contract obligations relating to right-of-way acquisition, project design, construction and other project delivery-related activities for ODOT's capital activities. As contracts are awarded, cash funds consisting of state sources are reserved for expenses to ensure progressive payments can be made as work is completed and federal reimbursements are requested for the eligible share, which are then returned to pay future progressive payments. Consequently, all cash balances are committed and reserved to meet these legal obligations and daily operations. Due to the nature of highway construction, most projects extend over multiple fiscal years, thus these cash balances are necessary to carry-over to the next fiscal year until construction is complete.

	Outstanding Principal as of June 30, 2025	State FY 2026 Debt Service
State Bond Program		
2016	*$110,965,000*	*$15,135,050*
2020B	*$154,810,000*	*$9,958,794*
2025A	*$259,150,000*	*$17,250,926*
	$524,925,000	**$42,344,770**
ODOT TIFIA		
ODOT TIFIA RAAMP 1	*$38,626,741*	*$2,367,060*
ODOT TIFIA RAAMP 2	*$41,196,952*	*$2,632,463*
ODOT TIFIA RAAMP 3	*$45,660,304*	*$2,757,695*
ODOT TIFIA RAAMP 4	*$39,407,942*	*$2,380,078*
ODOT TIFIA RAAMP 5	*$29,649,307*	-
	$194,541,246	**$10,137,295**
	$719,466,246	**$52,482,066**
OTA TIFIA		
OTA TIFIA	**$4,000,000**	**$4,000,000**
GARVEE		
2018A	*$42,625,000*	*$5,996,250*

Debt Financing Commitment Table

INVESTMENT STRATEGIES

Asset Preservation and 8-Year Construction Work Plans

A foundational element of ODOT's mission is to enhance the safety of the traveling public. This requires that resources are first allocated towards the daily maintenance of Oklahoma's transportation system. The public's first line of defense lies in the Department's ability to effectively perform its scheduled maintenance tasks and efficiently respond when emergency situations arise. ODOT's planned maintenance includes traffic sign replacement, lane striping, pavement resurfacing and bridge upkeep, but it is also prepared to respond with snow and ice removal, as well as emergency bridge and pavement repairs.

To maximize the life-cycle of its facilities, the Department develops an Asset Preservation Plan that is intended to address the heavier, state-of-good-repair improvements around the state. The field district engineers annually review and validate this plan's scheduled projects and also define which preservation activities take priority according to current condition and funding availability. The Asset Preservation Plan not only supports project priorities but maintains the integrity of the field district engineer's transportation system management strategy. When additional resources become available, every effort is made to accelerate these much-needed preservation projects.

The long-term direction of ODOT's dedicated maintenance and asset preservation resources is intertwined with and influenced by the Department's ability to deliver scheduled larger-scope facility improvements that are planned many years in advance through the 8-Year Construction Work Plan. This plan identifies projects for these larger scope improvements, which includes an annual needs assessment, and is fiscally constrained based on state and federal funding projections. The current eight-year funding projection uses a conservative funding model based on federal funding levels and state funding determined by the budgetary commitments of the Legislature.

US-70 Roosevelt Bridge, Bryan and Marshall counties.

Multi-Modal & Planning

FREIGHT TRANSPORTATION IN OKLAHOMA

ODOT is committed to developing and maintaining a multi-modal integrated surface transportation network that enhances commerce and supports Oklahoma communities. Oklahoma's economy relies on more than one type, or mode, of transportation, including commercial motor vehicles or trucks, railroads, as well as ports and the McClellan-Kerr Arkansas River Navigation System (MKARNS) in Oklahoma.

Reliable freight transportation enables productive business and market connections between Oklahoma, the United States, and the greater global economy. Oklahoma's central geographic location means the transportation network is vital to not only Oklahoma's continued growth and prosperity, but also to the nation.

The Department analyzes the flow of freight traveling within, passing through, and entering or exiting one way in Oklahoma. Freight flows reflect the most recent year for which consistent and comprehensive data are accessible for each freight mode. This report describes freight flows on major highways, the freight rail network and the MKARNS.

Semi-trucks travel west on I-40.

Total freight flow volumes, by mode, indicates several points as follows:

The largest total freight volumes, for all modes combined, occur in the north-south corridor that includes the I-35 truck corridor and the Burlington Northern Santa Fe Railway (BNSF) corridor. Those volumes are greatest between the Texas border and north-central Oklahoma, where some of the volumes are dispersed in east-west directions. A total of 519.3 million tons, or 63.7% of all the state's freight traffic is not destined for, but passes through Oklahoma. The remaining 36.3% is freight that is inbound, outbound, or occurring within the state. Most of Oklahoma's freight, 59.7% of total tonnage, is transported by truck.

Trucking | Oklahoma's Major Corridors

Understanding the volumes of commercial freight relying on Oklahoma's highway system informs the Department's focus on bridge infrastructure and needed highway improvements. Load-posted or deficient bridges present significant and costly obstacles to the conduct of business and commerce in Oklahoma. The Department's focus and commitment to improving bridge infrastructure ensures that highway structures are in a condition that can support the safe and efficient travel for both legally loaded trucks and permitted loads in all areas of the state.

Highways that have consistent truck volumes at or above 5,000 vehicles per day or truck volumes that represent 40% or more of the total traffic are considered high-volume truck corridors. I-40 truck volumes outside of the Oklahoma City metropolitan area range between 6,000 to 8,000 freight vehicles per day. While trucks are a larger percentage of total vehicles in most rural areas around the state, some locations on I-40 see one truck for every two vehicles. In central Oklahoma, I-40 truck volumes exceed 10,000 vehicles per day.

- I-35 truck volumes increase from north to south, with the peak in the Oklahoma City metropolitan area.
- I-44 truck volumes increase from southwest to northeast with the highest volumes in the northeast corner of the state near Missouri.
- US-69 crosses the eastern one-third of the state and handles up to 6,500 trucks per day with the highest volumes in Pittsburgh County southwest of McAlester.
- US-64 and US-287 in the Oklahoma panhandle serve commercial carriers traveling between Texas, Kansas, New Mexico and Colorado. Trucks comprise more than half of all vehicles on these roadways.

Ports of Entry

By closely monitoring freight ingress at the state line, the appropriate state agencies can better enforce vehicle and freight laws and regulations, ensure proper truck registration, operation and permitting and enforce weight and size regulations. Ports of entry are state-checkpoint entrances where commercial motor vehicles receive credential and safety inspections. Illegally loaded or operated trucks have a negative impact on the condition of our transportation system and on the safety of the traveling public.

Trucks at a port of entry station.

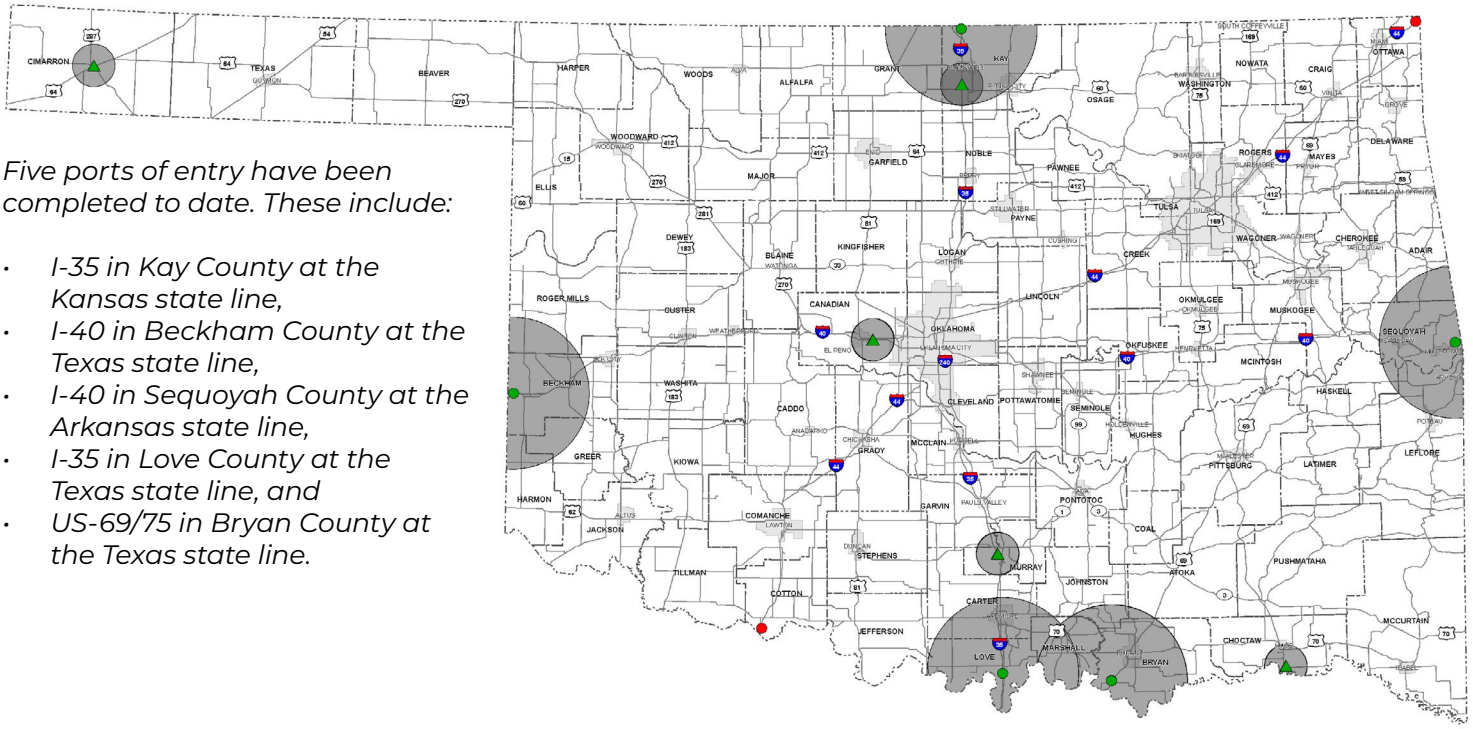
In 2008, ODOT, the Oklahoma Corporation Commission and the Oklahoma Turnpike Authority announced a partnership effort and established a goal to develop multiple new port-of-entry facilities at key points on Oklahoma state lines. These state-of-the-art facilities establish a front line that is necessary to create a safer and more responsible freight transportation environment on the highway system.

Using innovation and technology, ODOT opened Oklahoma's first Virtual Weigh Station in September 2021 on US-412 in Delaware County at the Arkansas state line. The second Virtual Weigh Station opened in late spring 2024 on US-69/75 in Bryan County at the Texas state line.

Map of Oklahoma's Ports of Entry and Weigh Stations

Five ports of entry have been completed to date. These include:

- *I-35 in Kay County at the Kansas state line,*
- *I-40 in Beckham County at the Texas state line,*
- *I-40 in Sequoyah County at the Arkansas state line,*
- *I-35 in Love County at the Texas state line, and*
- *US-69/75 in Bryan County at the Texas state line.*



Port of Entry (25 mi buffer)
- Future
- In Operation/Under Construction

Weigh Station (7 mi buffer)
- Future
- In Operation

- Highways
- Urban Areas
- Counties

Refer to page 44 for a larger map.

Oversize/Overweight Truck Routing and Permitting System

It is critical for the safety of the traveling public and the life of the highway infrastructure that only legal and permitted loads are operating on Oklahoma's highways. The existing oversize/overweight permitting and routing process is an online system that provides carriers with the ability to submit a standard permit request, generate a safe route and automatically pay for and receive an electronic permit at any time of day. In 2022, HB 4008 transferred the administrative functions of the size and weight permitting process to the Department of Transportation. This transfer placed the permitting process in the agency most impacted by oversize and overweight loads, which has provided a greater level of oversight to ODOT. Oklahoma Highway Patrol is still engaged in the process of enforcing these laws and providing escorts for properly permitted oversize and overweight loads.

In 2024, 186,145 permits were issued. With the automated system, most permits are in a customer's hands in less than five minutes, leaving the previous 24-hour turnaround an inconvenience of the past. Since the system is available 24 hours/7 days a week, it provides customers with working options on weekends and late hours of the day, even when state offices are closed.

An oversized load traversing Oklahoma roads.

RAIL

ODOT serves in many roles related to railroads and railroad-related activities. ODOT currently manages leases with five railroad companies operating on state-owned track, administers the Federal Highway Administration's Grade Crossing Safety Program, which provides funding for safety improvements to Oklahoma's nearly 3,450 at-grade public rail/roadway intersections, serves to liaise with the rail companies for ODOT projects that involve operations on railroad property, and reviews federal funding opportunities to grow and improve Oklahoma's freight rail systems.

Freight traffic continues to be the main source of railroad activity in the state. An estimated 322 million tons of freight is transported by rail in the state each year, with many rail lines carrying 50 to 100 trains a day. Rail freight traffic volumes are the heaviest in the corridor on the Burlington Northern Santa Fe Railway (BNSF) line in the northwestern part of the state and on the north-south BNSF route in the central part of the state, both carrying between 50 to 100 trains per day. The next highest train traffic volumes are shown on the Union Pacific Railroad (UP) lines, one parallel to US-81 north to south through the central part of the state and another in the eastern part of the state roughly paralleling the US-69 corridor.

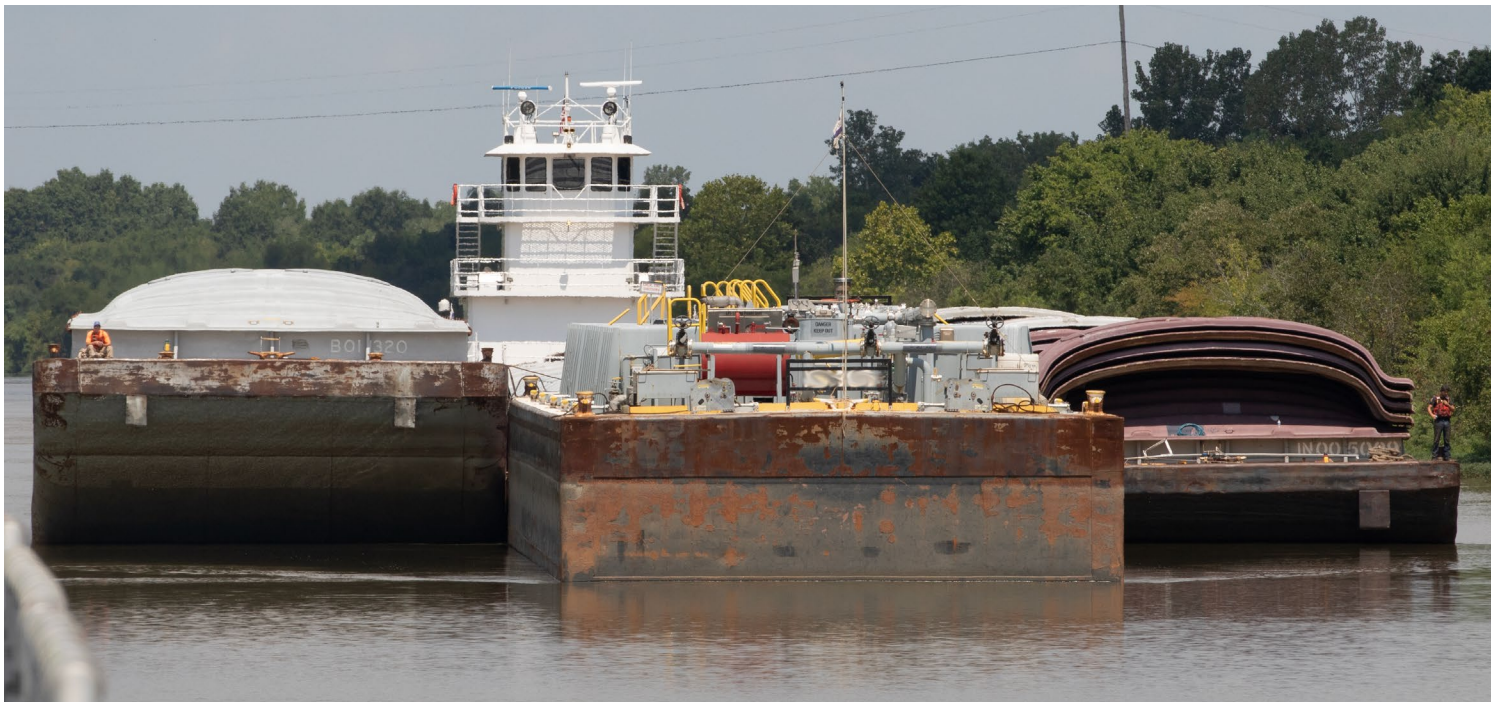
Rail freight traffic is projected to grow significantly during the next few decades. The number of trains on some corridors is expected to double in the next 25 years and the largest growth in freight traffic per day is expected on the BNSF line in the northern part of the state. Rail flows to, from and within northeastern Oklahoma are expected to see strong growth as well, boosted by gains in exports from the Tulsa area to Arkansas and Missouri.

In addition to the BNSF and the UP, the Kansas City Southern Railway Company is the third Class I railroad operating in Oklahoma. KCS lines are located on the east side of the state in Adair, Sequoyah and LeFlore counties. Additionally, Oklahoma has 18 Class III carriers.

Train traveling through Oklahoma.

WATERWAYS

Movement of cargo by inland waterway is the most economical, safe and environmentally friendly way of shipping bulk and oversized cargo. Ports and waterways are an important component of Oklahoma's network for transporting these goods. The McClellan-Kerr Arkansas River Navigation System (MKARNS) is Oklahoma's primary navigable waterway originating at the Tulsa Port of Catoosa, northeast of Tulsa and flowing southeast to the Mississippi River. The MKARNS waterway serves a 12-state area, linking Oklahoma with various domestic ports on the U.S. inland waterways system and foreign ports by way of New Orleans and the Gulf Intercoastal Waterway. Construction of the system was funded by Congress at a cost of $1.2 billion and opened in 1971. June 5, 2021 marked the MKARNS 50th Anniversary. The MKARNS is open 24/7/365, and ships 11-12 million tons of bulk products annually. Primary commodities shipped include iron and steel, chemical fertilizer and other chemicals, petroleum products, coal and coke (coal-based fuel), sand, gravel and rock, soybeans, wheat and other grains, forest products and minerals, farm products/minerals, and project cargo such as manufacturing equipment or machines that are generally too large to ship by rail or truck. Eighteen locks and dams enable bulk commodities to traverse the 445-mile system. The five dams located in Oklahoma provide numerous benefits including flood control, water supply, hydropower generation, recreation, fish and wildlife conservation and, most importantly, navigation.



Barge moves through Port of Catoosa.

The 2024 tonnage transported on the MKARNS was over 12 million tons with an estimated 4 million tons in Oklahoma, without which as many as 164,000 additional trucks would have moved on Oklahoma's highways, interstates, and bridges. While a significant and growing volume of freight is transported by the waterway, the representative tonnage is less than 1% of the total annual freight in the State of Oklahoma. While the system is underutilized, economic studies have shown that the competition and choice the system provides between transportation modes reduces shipping costs by 15%. The ODOT Waterways team works in collaboration with MKARNS ports and stakeholders to advocate for the needs of the navigation system. In less than seven years, these efforts have yielded approximately $1.03 Billion in federal investments for operation and maintenance (O&M) activities along the marine highway. In fiscal year 2025, the Oklahoma segment received $30.3 million in O&M funds.

The MKARNS investment strategy will focus on replacing all critical components that have surpassed design life at an estimated cost of $3.6 billion. Replacement resets the life cycle to a 100-year timeframe. The federal government will continue to invest in maintenance and repairs on aging infrastructure until component replacement is complete.

Ports

There are 31 terminal facilities along the MKARNS within Oklahoma, and most of those facilities are clustered along the Ports of Catoosa and Muskogee, the two public ports on the Oklahoma segment of the system. The Ports have rail and highway access to facilitate the movement of freight in and out of their industrial parks where industries lease property from the ports and ship liquid, bulk materials, and project cargo from across the globe. Oakley's Port 33 is the largest private port located 13 river miles downstream from the Port of Catoosa. The other ports and terminals in Oklahoma include, Consolidated Grain and Barge located within Oakley's Port 33, the Port of Dunkin and Webbers Falls, Frontier Terminal and Georgia Pacific, LLC (located downstream from the Port of Muskogee), and Livestock Nutrition at the Port of Keota. Oklahoma's port facilities are equipped to efficiently transfer incoming cargo to the next mode of transportation. Oakley's Port 33 and the Port of Keota can move barges with their own harbor towboats, while the two public ports have the additional benefit of rail infrastructure, which allows them to rail switch to mainline railroads using their own locomotives and internal tracks. Additionally, the Port of Catoosa handles services to and from pipelines. Both public ports are located within 12 miles of their respective-city airports, and most ports have direct access to multiple interstates, state highways, and turnpike facilities. ODOT is responsible for promoting the MKARNS for transporting goods, in addition to assisting in the attraction and location of waterways-related industries, assisting and coordinating public and private entities in the development of river port and harbor facilities, and pursuing federal funding for necessary improvements to the system.

Port of Muskogee.

OFFICE OF MOBILITY & PUBLIC TRANSIT

The Office of Mobility & Public Transit (OMPT) is responsible for the oversight and administration of the following Federal Transit Administration's (FTA) programs, named for the section of the federal statute 49 U.S.C. where they were created:

- Section 5303: Metropolitan Transportation Planning Program
- Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities
- Section 5311: Formula Grants for Rural Areas
- Section 5329: State Safety Oversight Program
- Section 5339: Buses and Bus Facilities Formula Program

Additionally, ODOT's OMPT is responsible for the development and oversight of State Safety Oversight of Rail Fixed Guideway Public Transportation Systems in Oklahoma, with the opening and operation of the Oklahoma City Streetcar in 2018.

The office was also charged with promulgating rules and procedures for innovative transit pilot programs, developing a comprehensive statewide transit policy plan (completed in December 2020), and managing a mobility ride connect call center with the passage of HB 1365 in 2019.

The development of the transit policy plan revealed that existing levels of investment in Oklahoma's public transit system are insufficient to meet current service needs. According to an analysis conducted for this plan, the investment needed to meet the identified needs in transit service operations in Oklahoma would require $6.7 million annually. Current public transit services in Oklahoma only meet about 50% of the overall mobility needs of Oklahomans. This unmet need is expected to increase significantly as demographics across the state change over the next 20 years and lead to even greater gaps in mobility access.

Key findings that the plan identified are as follows:

- Transit agencies in urban areas face challenges keeping pace with population growth.
- Public transit does not adequately serve rural populations.
- Funding remains a key barrier for transit improvements in many areas throughout the state.
- Improved coordination of transportation services is needed between transit and human service transportation providers.

According to Oklahoma State University, public transit currently impacts the state's economy at $815 million annually. Doubling of transit services by 2040 would result in an estimated $1.6 billion per year in economic growth. The federal funding bill, IIJA has increased programmed funding above the previous federal transportation bill by about 43% (estimated) when comparing FFY 2021 to FFY 2022, and increased the availability of discretionary grants. Increased state and local match to access these funds is needed to leverage these federal funds, and the Oklahoma Legislature provided $5 million in additional dollars to assist. This appropriation has occurred annually since SFY 2022. This increased need in funding will continue for the life of the IIJA bill to ensure all federal funds can be expended.

Rural and Urban Public Transportation

Transit evokes the image of a large bus running up and down an urban city street, but urban buses are only a portion of the broader picture. Oklahoma's large urban systems (serving communities with populations of 50,000 or more) are directly funded by the FTA, along with city and state funds, but ODOT is responsible for administering rural transit funds. Many of the rural public transportation operators in Oklahoma use standard minivans and buses and provide services to Oklahoma's disabled populations under the Americans with Disabilities Act (ADA). Just as the urban and rural vehicles differ, so too does their funding structure. These funding sources include federal, state, private and nonprofit sources, as well as local funding.

In Oklahoma, 19 rural public transportation systems operate in all 77 counties statewide, though not all communities in those counties have access to transit service. In fiscal year 2025, these rural transit systems provided more than two million trips. Ten percent of those trips were made by persons who are elderly or disabled.

Funding Rural Transit

The financial assistance programs that are administered by ODOT's Office of Mobility & Public Transit include funding from the federal government and from Oklahoma's Public Transit Revolving Fund. In fiscal year 2025, the federal Rural Area Formula Grant Program (Section 5311) provided $21.28 million in formula funding for public transportation services in Oklahoma's rural areas. The state's Public Transit Revolving Fund provided $10.75 million to Oklahoma's rural transit programs.

As pictured, rural mobility fleets often include smaller buses.

Urban Public Transit

Urban public transportation systems serve communities with populations of 50,000 or more. In Oklahoma, urban public transportation providers are currently operating in Oklahoma City, Tulsa, Edmond, Enid, Norman and Lawton. Their services include transportation for the general public, along with more specialized services for citizens who are elderly and/or have a disability.

The Fort Smith, Ark. metropolitan area includes portions of Sequoyah and LeFlore counties in eastern Oklahoma. CityLink Edmond receives urban funding from a portion of the funding received by Oklahoma City. The federal Urban Area Formula Grant Program (Section 5307) provided $29.86 million in fiscal year 2025 funds to urbanized areas in Oklahoma. The Federal Transit Administration apportions this amount based on the percentage of population attributable to the states in the urbanized area, as determined by the latest census. The state's Public Transit Revolving Fund provided $3.84 million to Oklahoma's urban public transit programs.

Oklahoma Transit Providers

Urban:

- EMBARK
- Tulsa Transit
- Citylink Edmond
- City of Norman
- Lawton Area Transit System (LATS)
- Enid Transit

Tribal:

- Cheyenne & Arapaho Transit Program
- Muscogee (Creek) National Tribal Transit
- Chickasaw Nation Transportation Services
- Choctaw Nation Tribal Transit
- Comanche Nation Transit
- Kiowa Fastrans
- United Keetoowah Band Transit
- Citizen Potawatomi Nation Tribal Transit
- Seminole Nation Transit
- White Eagle Transit

Rural:

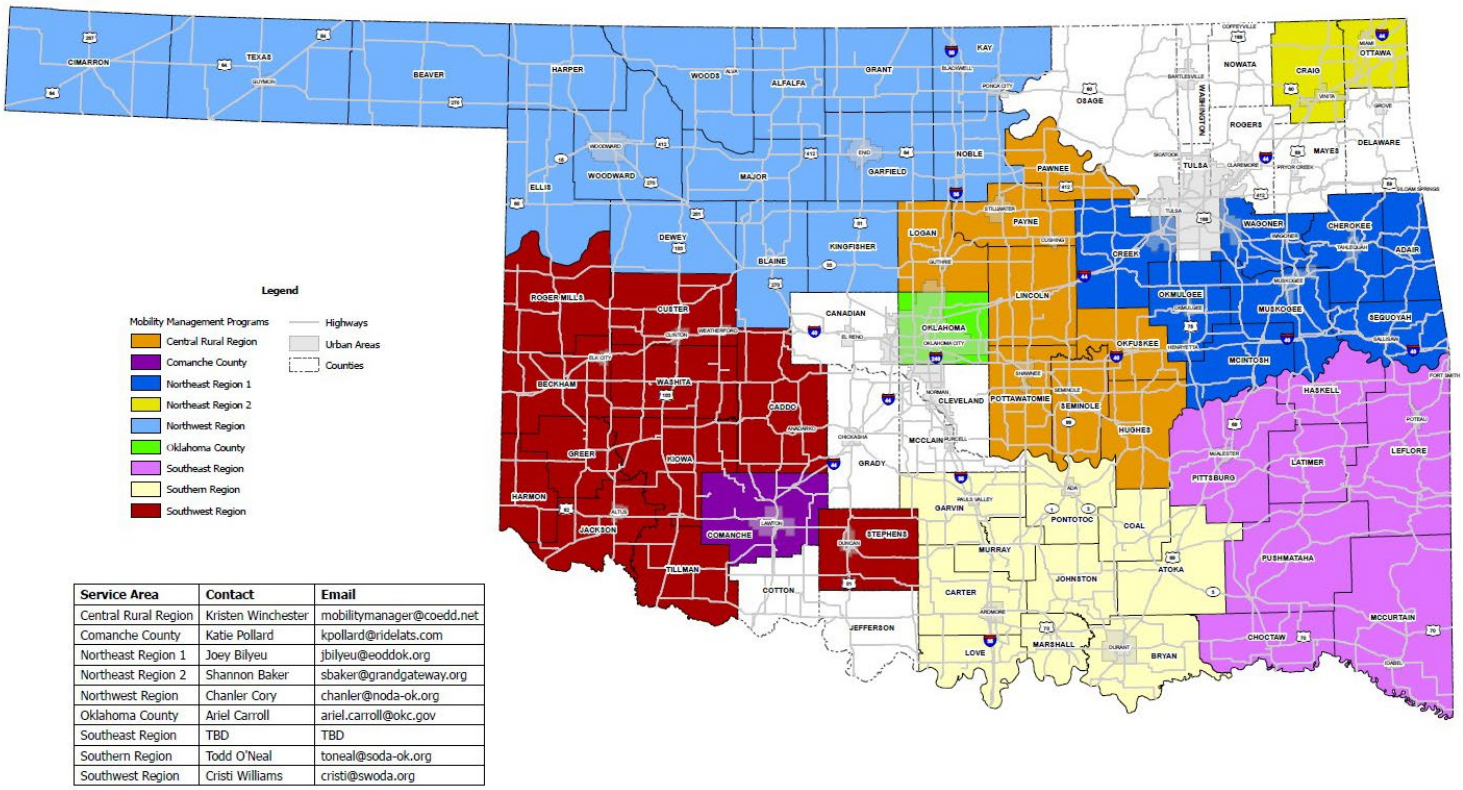
- First Capitol Trolley
- OSU/Stillwater Community Tran-sit System
- Muskogee County Public Transit Authority
- Central Oklahoma Community Transit System (COTS)
- Cherokee Strip
- Cimarron Public Transit System
- JAMM Transit
- KO BOIS Area Transit System (KATS)
- MAGB Transportation
- Pelivan Transit System
- Red River Public Transportation Service
- Southern Oklahoma Rural Transit System (SORTS)
- Beaver City Transit
- Call A Ride Public Transit
- Delta Public Transit
- LIFT Transit
- Southwest Transit
- The Ride (City of Guymon)
- Washita Valley Transit

Mobility Management

Improved coordination of transportation services between transit and human service transportation providers was identified as a need in the Oklahoma Transit Policy Plan.

ODOT is implementing Mobility Management, which is to improve coordination among public transportation and other transportation service providers to enhance transportation access for people beyond those served by one agency or organization within a community, usually health or human services providers, sometimes provided by state or local agencies, other times by non-profit groups embedded in different communities. Oklahoma currently has nine Mobility Management Programs in the state, with three more planned for 2026.

To serve the entire state, 16 additional programs would need to be created. The estimated cost of each Mobility Management program is $100,000 annually. A statewide mobility management program is estimated to have a program cost of $2.5 million per year. The demand and need in communities for mobility management are larger than the funding that is currently available.



Service Area	Contact	Email
Central Rural Region	Kristen Winchester	mobilitymanager@coedd.net
Comanche County	Katie Pollard	kpollard@ridelats.com
Northeast Region 1	Joey Bilyeu	jbilyeu@eoddok.org
Northeast Region 2	Shannon Baker	sbaker@grandgateway.org
Northwest Region	Chanler Cory	chanler@noda-ok.org
Oklahoma County	Ariel Carroll	ariel.carroll@okc.gov
Southeast Region	TBD	TBD
Southern Region	Todd O'Neal	toneal@soda-ok.org
Southwest Region	Cristi Williams	cristi@swoda.org

Refer to page 45 for a larger map.

Active Transportation

Active Transportation describes all human-powered forms of travel, such as walking and cycling. Bicycle and pedestrian facilities throughout Oklahoma consist of multi-use trails, on-street bicycle routes, and sidewalks. The planning and implementation of bicycle and pedestrian improvements are typically completed at the local government level, and/or through a Metropolitan Planning Organization.

As a unit within ODOT's Multi-modal & Planning Division, the Department's Active Transportation Program works closely with transit providers and Councils of Governments to fully understand the potential barriers that active-transportation users face. This program's priorities include:

SAFETY OF VULNERABLE ROAD USERS

ODOT places a strong emphasis on the safety of vulnerable road users (VRUs), such as pedestrians, bicyclists, and those using mobility devices. The Department's Vulnerable Road User Safety Assessment was prepared in response to a significant increase in pedestrian and bicyclist fatalities and serious injuries in Oklahoma, with particular concern for VRUs at uncontrolled intersections, crossing mid-block, and during low-visibility conditions. Additionally, crashes involving VRUs tend to occur in disadvantaged areas, indicating a need for more targeted safety interventions.

LACK OF INFRASTRUCTURE FOR ACTIVE TRANSPORTATION

Oklahoma's Active Transportation Plan emphasizes the lack of comprehensive infrastructure for bicyclists and pedestrians. ODOT recognizes that there are gaps in the statewide network of pedestrian and bicycle facilities, with particular deficiencies in rural and non-metropolitan areas. Additionally, many existing facilities do not meet current safety or accessibility standards.

ACCESSIBILITY CHALLENGES

Underserved communities are disproportionately affected by higher rates of traffic fatalities and injuries due to these communities having fewer transportation options and being more dependent on walking or biking, which increases their risk. ODOT aims to address these challenges by working with transportation partners to prioritize improvements in areas where historically underserved populations reside. This includes adding sidewalks, improving crossings, and facilitating enhanced transit access in areas that lack these essential services.

ODOT's successes in active transportation include the development of statewide initiatives like the Active Transportation Plan, enhanced public awareness and education, and the integration of active transportation goals into broader state planning efforts and the designation of the US Bicycle Route designation (USBR 66). USBR 66 is now visible on all GPS devices and applications including Google Maps™ and nearly 300 bike route signs have been installed to date.

Through webinars and public engagement at fairs and meetings throughout this year, the Department has made considerable progress towards raising awareness and providing safety education regarding cyclists and pedestrians.

Additional info can be found at oklahoma.gov/odot.

TAP: Local communities are benefitting from nearly $36 million in connectivity projects statewide

The Transportation Alternatives Program began in 2012, when the U.S. Congress approved the Moving Ahead for Progress in the 21st Century Act, which consolidated several previous transportation enhancement, trail, and safe routes to school project categories into one program to allow more flexibility at the state and local levels.

In late 2024, more than $36 million in federal funding was awarded to 43 active transportation projects planned in 36 communities across Oklahoma. TAP is a biannual application cycle designed to promote connectivity through projects for sidewalks, safe routes to school, pedestrian, and bicycle trails and environmental or historical preservation projects.

The 2024 TAP application process was highly competitive with a total of 87 eligible project applications submitted to ODOT. The Department worked with the Transportation Alternative Advisory Committee, which is comprised of the Oklahoma Department of Commerce, the Oklahoma Department of Health, Safe Routes Partnership, and the American Association of Retired Persons, to review and score the applications.

Through TAP, federal funds provide 80 or 90 percent of the total cost of the project, depending on the population of the municipality. The remaining funds are provided by the communities applying. This federally funded program is administered by ODOT.

PASSENGER RAIL TRANSPORTATION IN OKLAHOMA

ODOT manages Oklahoma's Heartland Flyer passenger rail service. The Heartland Flyer is a favorite among Amtrak passengers. The route between the Santa Fe Depot in Oklahoma City and the Fort Worth inter-modal Transit Center is 206 miles. Intermediate stops on the route in Oklahoma are Norman, Purcell, Pauls Valley and Ardmore, as well as Gainesville in Texas. The Heartland Flyer is a state-sponsored, Amtrak-operated train with Texas and Oklahoma sharing support of this service. The southbound Heartland Flyer is designated as Amtrak train #821 with the northbound being #822.

The Heartland Flyer departs Oklahoma City at 8:25 a.m., arriving at Fort Worth mid-day. The train returns to Oklahoma City in the evening. Amtrak operates daily under Section 403(b)3 of the Rail Passenger Service Act (RPSA). States and other governmental agencies are permitted to partner with Amtrak to operate passenger trains of local interest. Under these provisions, Amtrak operates the service but is reimbursed a reasonable share of the service's loss by the sponsors, ODOT and TXDOT. Current Amtrak policy is to charge 100% of deficits to the sponsor. Passenger Rail Investment and Improvement Act of 2008 (PRIIA) further refined the local sponsorship provisions by requiring Amtrak to establish a "standardized methodology for establishing and allocating the operating and capital costs" for the locally sponsored services. The actual cost for operating the Heartland Flyer is $4.2M, including $5.1M in the Revolving Fund.

There has been interest in extending the Heartland Flyer north to Newton, Kansas, where it would connect with Amtrak's long-distance Southwest Chief route. A cost estimate for this extension was completed in summer 2025. To pursue federal grant opportunities, ODOT would need a $56 million investment from local and state partners toward the currently estimated $280 million capital cost. Oklahoma's annual operating cost for the Heartland Flyer would increase from $4.4 million to approximately $8–10 million.

The Amtrak Heartland Flyer® Train runs daily to Fort Worth. Learn more at amtrak.com/heartland-flyer-train.

Major Updates

EFFICIENCIES

Mega Facilities

As of 2025, the Department has completed two mega facilities in Districts 4 (Kay County, 2024) and District 7 (Carter County) and three more are underway in Districts 1, 2 and 3.

When three stand-alone facilities are combined into one, the Department estimates savings of $5 million, while the combination of two stand-alone facilities estimates savings of $2.9 million. Not only do combined facilities create long-term cost savings, but they also enhance each crew's ability to collaborate, cross-train, and maintain field equipment.

District 7's new mega facility celebrated its grand opening in early December 2025.

The Sallisaw mega facility in District 1 is set to reach completion in Summer 2026. This location will house the Sallisaw Interstate Maintenance crew, Sequoyah County Maintenance crew, and the Sallisaw Construction Residency.

Construction is underway for the new facility in District 1 and is set to be completed in Summer 2026.

In Bryan County, District 2 is combining the Madill Construction Residency with the maintenance crews from Bryan County and Marshall County. This mega facility is expected to reach completion in 2026.

District 3's combined facility in Wetumka is merging the Okfuskee County and Hughes County maintenance crews and is scheduled to be completed by early Fall 2026.

ODOT continually seeks efficiencies in its operations to dedicate budget to capital improvements that reduce the $33 billion backlog of highway system needs.

Process Improvements Across ODOT

- ODOT's Data Governance Steering Committee began in January 2025. This group's collaboration throughout the agency helps ensure accuracy and consistency between areas and creates a new layer of IT and data security.
- ODOT Finance completed the Enterprise Performance Management Implementation, which saves over 370 hours of work per year. This new system makes budgeting a one-stop-shop by allowing digital internal budget-request submissions, producing the annual budget work program and monthly agency budget reports, and also enhancing a variety of other finance functions.
- ODOT Procurement has implemented Encumbrance Tracker. This system improves communication, provides visibility of the requisition process for the entire agency, and eliminates duplication of forms, which saves over 300 hours of work per year.
- The Government and Community Affairs Communications team has implemented a new media management system that saves an average of 900 hours of work per year.
- The Enterprise Data Management team released the FHWA Submittal History Dashboard to make it easier to see and use over 30 years of historical bridge data, which makes it easier and faster to make decisions around bridge conditions and performance.
- The BlackCat Transit Grant Management System is a secure, web-based grant and data management system that allows state users to manage and facilitate the full grant-making life cycle for a wide variety of federal and state-issued grant programs. The BCT system became available to the Office of Mobility & Public Transit in July 2025.

Reduced Phone Lines, Converting to Microsoft Teams Soft Phones

Since 2024, the Department has continued to implement the use of Microsoft Teams soft phones and decommission traditional landlines. Soft phones have standard telephone capabilities in combination with cloud-based features of the Teams application. During this transition, ODOT has decommissioned a total of 228 traditional landlines with projected savings of more than $53,000.

ACCOMPLISHMENTS

Improved Ranking in Highway System Bridges National Top 10

Maintaining one percent or less of ODOT's almost 6,800 on-system bridges rated as structurally deficient is a critical goal that affects every citizen and traveler on Oklahoma highways. The Department has continued that success in 2024, ranking Oklahoma 4th in the nation with only 35 structurally deficient state-highway bridges, representing .52% of all state bridges.

ODOT's Award-Winning Rural Two-Lane Advancement and Management Plan (RAAMP)

The Department's Rural Two-Lane Advancement and Management Plan (RAAMP) initiative won the "Safety, Large Project" category in the western region at this year's America's Transportation Awards, which are hosted by America's Association of State Highway Transportation Officials.

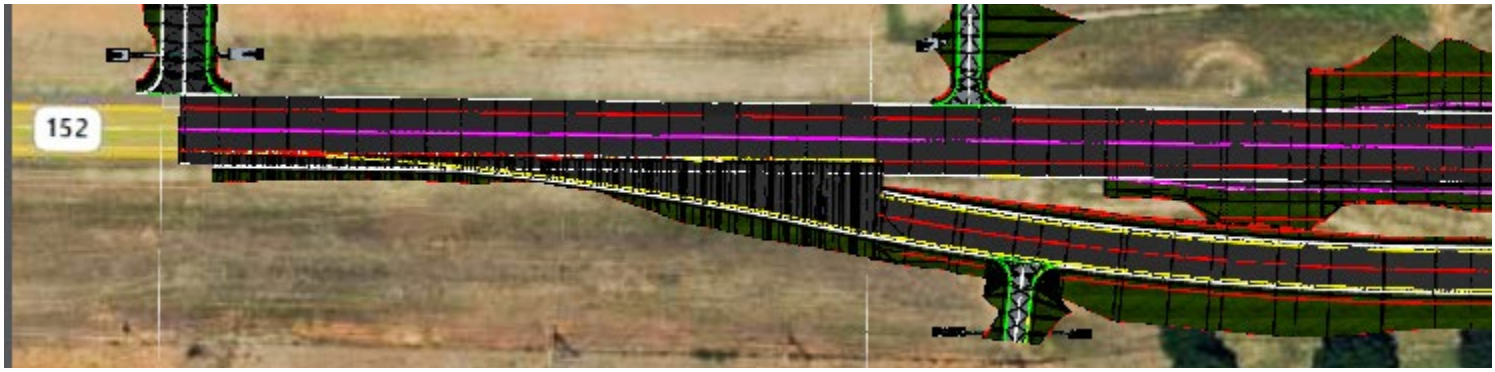
This award recognizes ODOT's focus on enhancing the safety and mobility of rural drivers sharing the road with freight haulers, farm equipment and emergency vehicles. Investments made through RAAMP have allowed the Department to add shoulders, rumble strips and other safety features to high-risk two-lane corridors in rural locations across Oklahoma.

The America's Transportation Awards competition is sponsored by AASHTO, AAA and the U.S. Chamber of Commerce. More than 100 projects from 35 state DOTs were nominated this year, celebrating efforts that improve safety, quality of life and innovation across the country. To learn more about the America's Transportation Awards and the other WASHTO region winners, visit americastransportationawards.org.

Rural Oklahomans are no strangers to seeing farmland, homes and small towns tucked between steep hills.

3D Models Enable Virtual Review During Project Planning

As of 2025, ODOT Digital Delivery has completed its statewide transition to OpenRoads and Open Bridge Modeler, eventually enabling three-dimensional (3D) design modeling. Plan review meetings now use 3D virtual models that enable real-time collaboration throughout the project lifecycle.



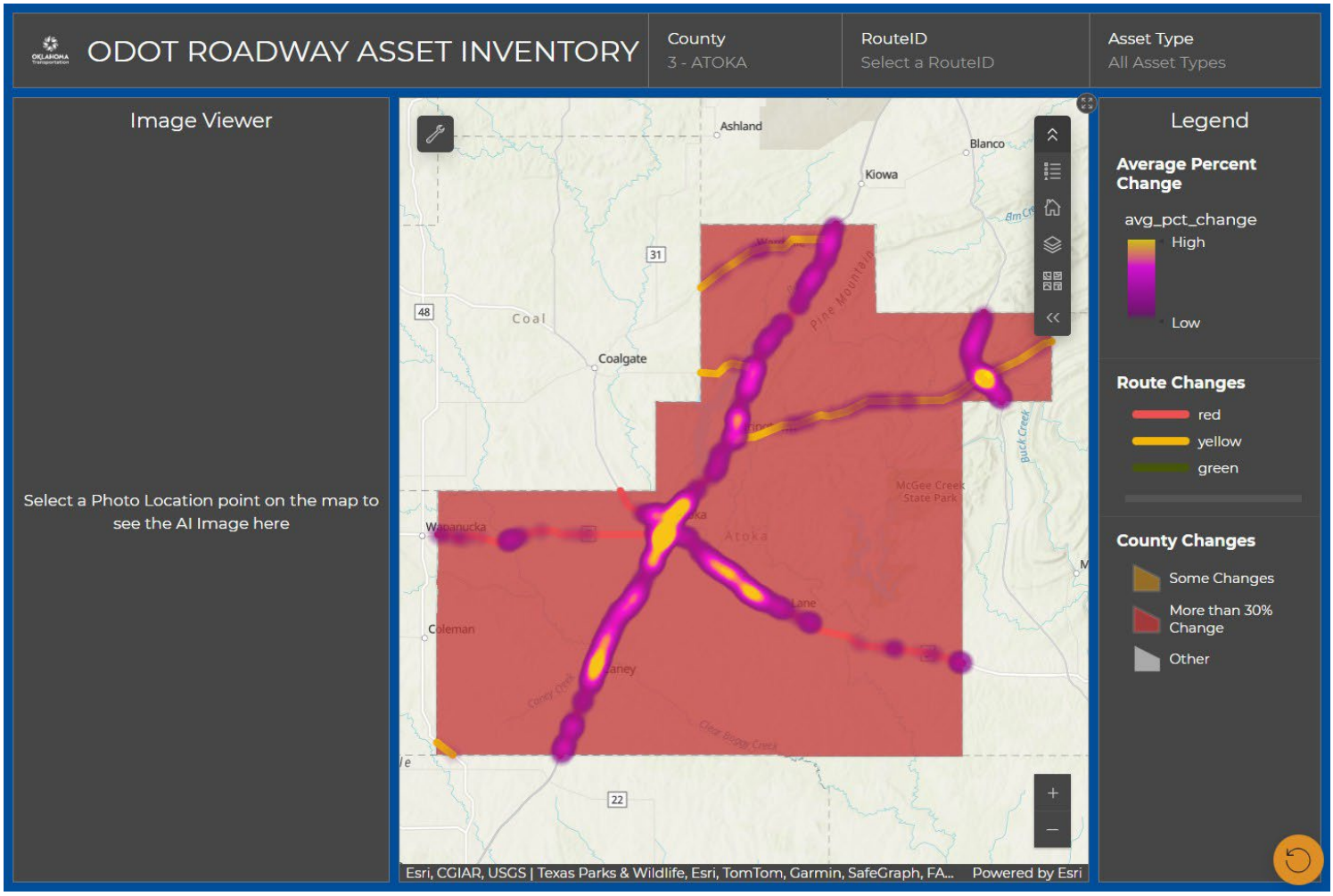
A view in OpenRoads displaying the second phase of an ODOT project that requires a temporary traffic detour around the construction site. Details in 3D enable the detection of potential conflicts such as drainage pipes that could impede construction equipment and the need for temporary drives for private driveway access.

Asset Inventory Lifecycle and Machine Learning Updates

ODOT GIS and the OMES Data Services team have been working together since early 2024 to streamline the agency's asset inventory lifecycle using AI. This initiative's Phase 1 and 2 involved training AI to compare changes between images of ODOT assets—such as pavement markings, signs and guardrails—and then send that data to a dashboard for further analysis.

In the past, annual inventory inspections have required multiple GIS employees to review thousands of pictures for indication of damaged or missing assets across the state. By training AI to compare these images at a machine's pace and load that data into a dashboard, these employees are able to redirect their time towards more complex tasks in their day-to-day work.

As of August 2025, Phase 2 of this project is complete, and ODOT's GIS team is actively using dashboard data to address inventory concerns across the state. Phase 3 is anticipated for further enhancing the AI model to address challenging assets such as auxiliary lanes and exact signage types.



The new asset inventory dashboard gives the GIS team clear indicators for assets that may need further attention and analysis. AI image-comparison data is converted into heat-signature style colors that mean assets in an area have changed.

INITIATIVES IN MOTION

ODOT Continues to Revive Emphasis on Community Engagement

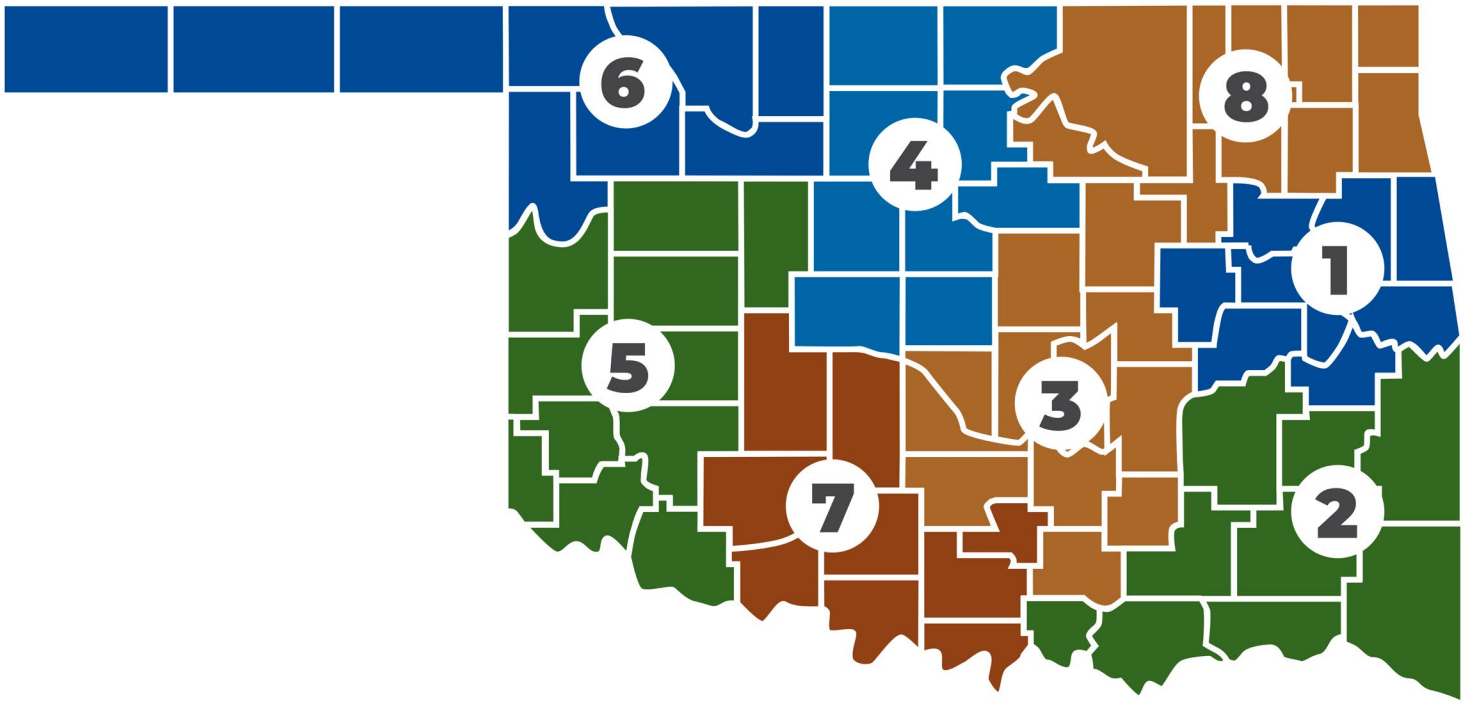
The Department has initiated a software system pilot for a modern, centralized public engagement platform that aligns with current industry standards for public feedback. The purpose of this system is to allow staff to manage the entire feedback process while ensuring secure, transparent, and accountable handling of data.

Field District Overview

The heart of the Department's work lives within its eight field districts across the state.

Our District Engineers oversee the system and operational aspects of their regions and also help build the agency's annually-updated 8-Year Construction Work Plan using a data-driven approach, input from their communities and, ultimately, input and approval from the Transportation Commission.

In the following pages, an overview of each district is provided, showing the county make-up, a current snapshot of the district's highlights and major projects affecting the public.



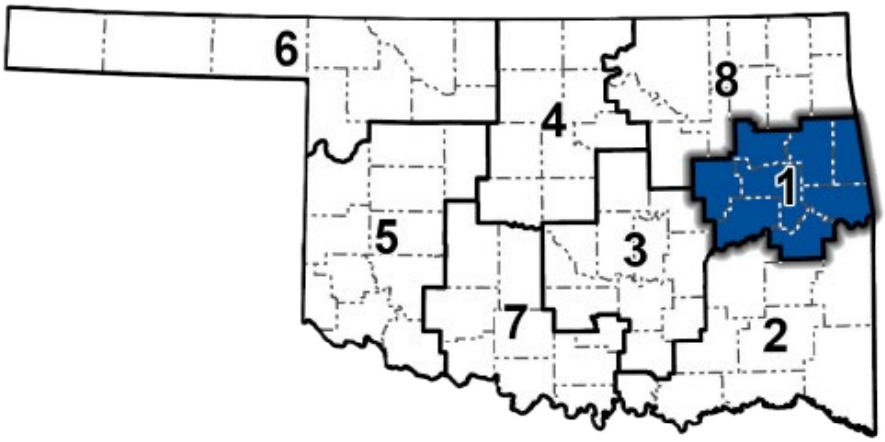
Data as reported in the Oklahoma Department of Transportation's 2026-2033 8-Year Construction Work Plan (CWP) and 2026-2029 Asset Preservation Plan (APP)

Scan or click the QR code to view more online.

District 1

District Engineer:
Chris Wallace

COUNTY	POPULATION
Adair	19,495
Cherokee	47,078
Haskel	11,561
Mcintosh	18,941
Muskogee	66,339
Okmulgee	36,706
Sequoyah	39,281
Wagoner	80,981



Counties: **8** | Total Population: **320, 382**

District One's region in East-central Oklahoma is both diverse and vital featuring some of Oklahoma's premier outdoor destinations, including Lake Eufaula, Fort Gibson, Tenkiller State Park and the Illinois River. The lowlands support cattle production and agriculture, with corn, soybeans, and hay among the top crops. To the east, the terrain shifts to rugged mountains, providing opportunities for recreation and tourism.

Total On-System Lane Miles: **2,915.39 mi**.

Rural Two-Lane Highway Miles with Deficient Shoulders: **411.40 mi.**

Total On-System Bridges: **703**

On-System At-Risk Bridges: **158**

On-System Structurally Deficient Bridges: **3**

On-System Pavement Conditions:
36.36% Good | 60.78% Fair | 2.84% Poor

Primary Corridors:

- I-40
- US-75
- US-69

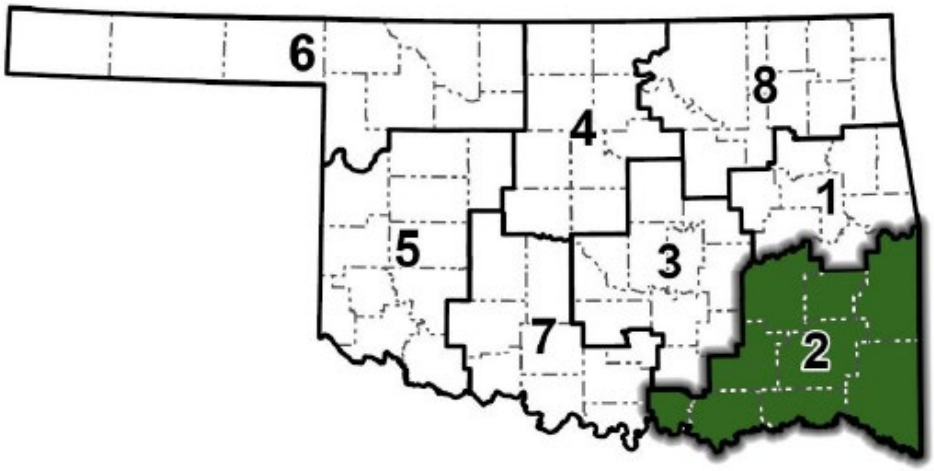
Major Projects:

- US-69 | Reconstruction in Muskogee
- US-75 Preston Rd. | Adding an interchange to an intersection in Okmulgee County
- SH-10A | Shoulder widening and curve correction near Paradise Hill (Lake Tenkiller Tourism Area)
- SH-100 | Replacement of the Navigation Bridge between Gore and Webbers Falls

District 2

District Engineer:
Anthony Echelle

COUNTY	POPULATION
Atoka	14,143
Bryan	46,067
Choctaw	14,204
Latimer	9,444
Leflore	48,129
Mccurtain	30,814
Marshall	15,312
Pittsburg	43,773
Pushmataha	10,812



Counties: **9** | Total Population: **232,698**

District Two in Southeastern Oklahoma is mainly rural in nature with agriculture, timber and tourism being the staples of the economy. With many lakes and mountains across this region, there are several locations focused on tourism and recreation with significant development projects underway. Some of the largest employers to note are the Choctaw Nation and the McAlester Army Ammunition Plant.

Total On-System Lane Miles: **3,862.17 mi.**

Rural Two-Lane Highway Miles with Deficient Shoulders: **680.74 mi.**

Total On-System Bridges: **874**

On-System At-Risk Bridges: **141**

On-System Structurally Deficient Bridges: **2**

On-System Pavement Conditions:
30.78% Good | 66.94% Fair | 2.26% Poor

Primary Corridors:

- US-69
- US-70
- US-259

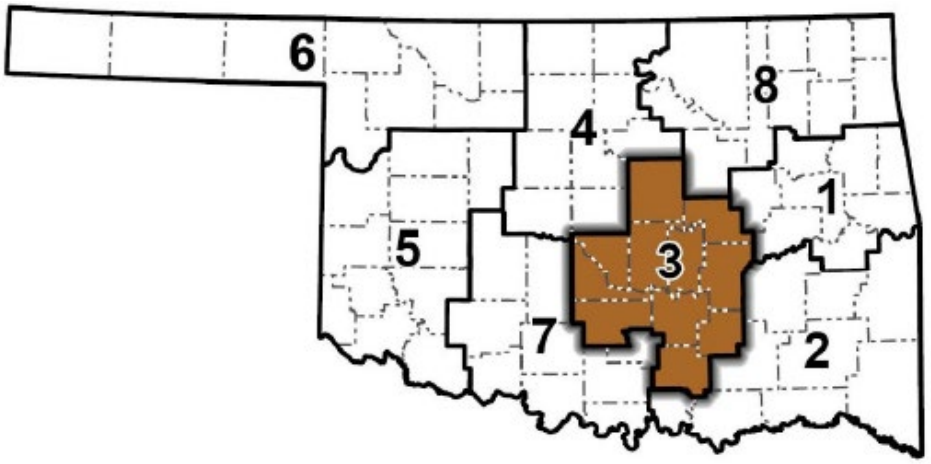
Major Projects:

- US-69 | Widening projects in Tushka, Stringtown and Savanna
- US-70 | Roosevelt Bridge replacement
- US-259 | Widening from Broken Bow to Hochatown

District 3

District Engineer:
Ron Brown

COUNTY	POPULATION
Cleveland	295,528
Coal	5,266
Garvin	25,656
Hughes	13,367
Johnston	10,272
Lincoln	33,458
Mcclain	41,662
Okfuskee	11,310
Pontotoc	38,065
Pottawatomie	72,454
Seminole	23,556



Counties: **11** | Total Population: **570, 594**

District Three spans South-central Oklahoma and features diverse topography such as the Arbuckle Mountains and Red Bed Plains to the south. This region has seen significant development near many of its lake and mountain tourist attractions. While the University of Oklahoma Norman Campus and Norman Regional Hospital are the two largest employers, many economies in District Three are based on agriculture and other supporting industries.

Total On-System Lane Miles: **4,264.67 mi.**

Rural Two-Lane Highway Miles with Deficient Shoulders: **867.04 mi.**

Total On-System Bridges: **932**

On-System At-Risk Bridges: **85**

On-System Structurally Deficient Bridges: **17**

On-System Pavement Conditions:
41.21% Good | 58.39% Fair | 0.39% Poor

Primary Corridors:

- I-35
- I-40
- US-377/SH-99
- SH-9
- SH-76

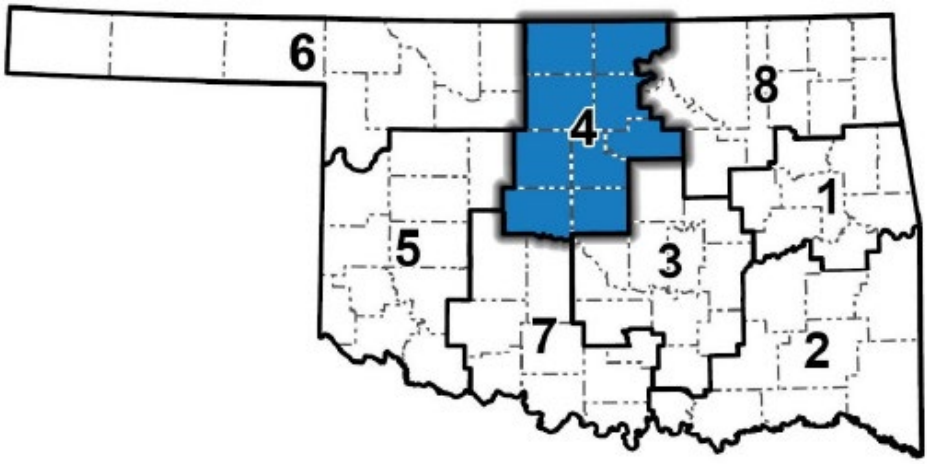
Major Projects:

- I-35 | Six lanes from Norman to Purcell
- I-40/US-270 | Six lanes from Oklahoma County line to Shawnee
- SH-99 | Improving corridor from Ada to Stroud
- SH-102 | Five lanes from Norman to Tecumseh
- SH-76 | Improving corridor from Lindsay to Newcastle

District 4

District Engineer:
Matthew Mitchell

COUNTY	POPULATION
Canadian	154,405
Garfield	62,846
Grant	4,169
Kay	43,700
Kingfisher	15,184
Logan	49,555
Noble	10,924
Oklahoma	796,292
Payne	81,646



Counties: **9** | Total Population: **1,218,721**

District Four is located in North-central Oklahoma between the Oklahoma City Metro and the Kansas state line. This region's topography varies from flat farmland to rolling hills and features several lakes and rivers. Serving nearly one-third of the state's population, District Four is responsible for the greatest amount of interstate miles (I-35, I-40, and I-44) and the highest count of on-system bridges compared to the other districts.

Total On-System Lane Miles: **4,268.31 mi.**

Rural Two-Lane Highway Miles with Deficient Shoulders: **511.29 mi.**

Total On-System Bridges: **1,131**

On-System At-Risk Bridges: **224**

On-System Structurally Deficient Bridges: **5**

On-System Pavement Conditions:
37.77% Good | 59.72% Fair | 2.36% Poor

Primary Corridors:

- I-35
- I-40
- I-44
- SH-11

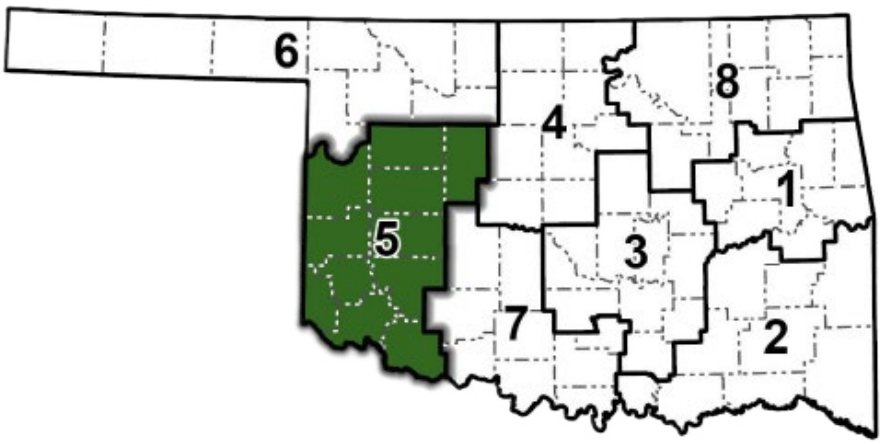
Major Projects:

- US-169 | Fork Rd, north to the Kansas state line
- I-40 | Kickapoo Turnpike to the Pottawatomie Co. line
- I-40/I-44 | Interchange
- SH-11 | Medford to Blackwell

District 5

District Engineer:
Will Snipes

COUNTY	POPULATION
Beckham	22,410
Blaine	8,735
Custer	28,513
Dewey	4,484
Greer	5,491
Harmon	2,488
Jackson	24,785
Kiowa	8,509
Roger Mills	3,442
Tillman	6,968
Washita	10,924



Counties: **11** | Total Population: **126,749**

District Five in Western Oklahoma has a diverse topography that includes rolling hills, mountains and flatlands. State parks in this area include Foss, Roman Nose, Quartz Mountain, Tom Steed Reservoir located north of Snyder and Mountain Park and the Black Kettle National Grasslands. District Five is home to various industries including oil and gas, agriculture, manufacturing and wind turbine energy, as well as Altus Air Force Base.

Total On-System Lane Miles: **3,971.99 mi.**

Rural Two-Lane Highway Miles with Deficient Shoulders: **769.62 mi.**

Total On-System Bridges: **781**

On-System At-Risk Bridges: **58**

On-System Structurally Deficient Bridges: **1**

On-System Pavement Conditions:
54.58% Good | 45.17% Fair | 0.24% Poor

Primary Corridors:

- I-40
- US-270
- US-283
- US-6

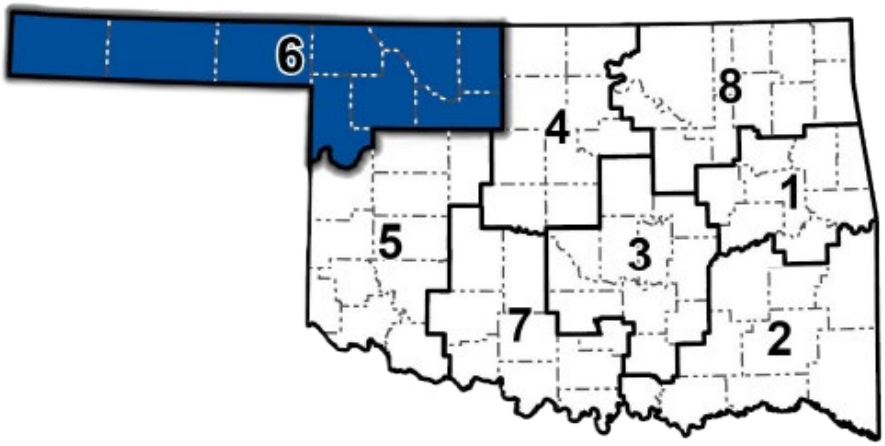
Major Projects:

- US-270 | Adding parallel lanes east of SH-33 to complete US-270 corridor's four-lane construction (within District Five)
- SH-36 | Bridge reconstruction just north of Grandfield
- I-40 (FFY 2030) | Reconstruction and rehabilitation from mile point 40 to 45, as well as interchange improvements near Elk City at Exit 40 and Exit 41

District 6

District Engineer:
Jon Logan

COUNTY	POPULATION
Alfalfa	5,699
Beaver	5,049
Cimarron	2,296
Ellis	3,749
Harper	3,272
Major	7,782
Texas	21,384
Woods	8,624
Woodward	20,470



Counties: **9** | Total Population: **78,325**

District Six has notable geographic features in Northwestern Oklahoma that include Black Mesa, Gloss Mountain State Park, Alabaster Caverns and the Little Sahara Sand Dunes. This region experiences a gamut of challenging weather, from heavy snow accumulations to extreme summer heat. With a lack of local aggregate sources and contractor limitations, District Six also contends with significantly higher material costs and higher bid prices on projects.

Total On-System Lane Miles: **3,296.33 mi.**

Rural Two-Lane Highway Miles with Deficient Shoulders: **727.83 mi.**

Total On-System Bridges: **479**

On-System At-Risk Bridges: **39**

On-System Structurally Deficient Bridges: **1**

On-System Pavement Conditions:
35.14% Good | 63.06% Fair | 1.78% Poor

Primary Corridors:

- US-270/US-283/SH-3
  The Northwest Passage
- US-54
- US-412
- US-287
- US-64

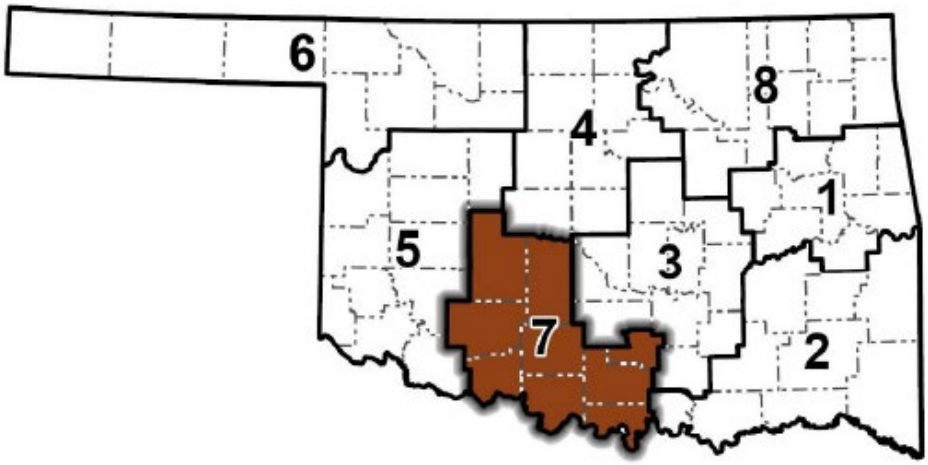
Major Projects:

- US-54 | Resurfacing project from Texhoma to Goodwell
- US-56 | Overlay completing the corridor from Boise City to the Oklahoma/Kansas state line
- SH-8 | Alfalfa Co. adding shoulders and addressing drainage
- US-60 | Intersection modification to improve safety
- US-56 | Cimarron Co. at-risk bridge rehabilitation project over BNSF Railroad

District 7

District Engineer:
Jay Earp

COUNTY	POPULATION
Caddo	26,945
Carter	48,003
Comanche	121,125
Cotton	5,527
Grady	54,795
Jefferson	5,337
Love	10,146
Murray	13,904
Stephens	42,848



Counties: **9** | Total Population: **328,630**

District Seven is in Southcentral Oklahoma and has a wide variety of geographic features including the Arbuckle Mountains, Wichita Mountains, Lake Murray, Lake of the Arbuckles, portions of Lake Texoma and vast amounts of pasture and farmland. This district has three major rivers, the Red, Washita and South Canadian. Some of the larger towns in the district include Anadarko, Chickasha, Lawton, Duncan and Ardmore.

Total On-System Lane Miles: **3,509.08 mi.**

Rural Two-Lane Highway Miles with Deficient Shoulders: **563.94 mi.**

Total On-System Bridges: **786**

On-System At-Risk Bridges: **102**

On-System Structurally Deficient Bridges: **1**

On-System Pavement Conditions:
47.17% Good | 52.03% Fair | 0.46% Poor

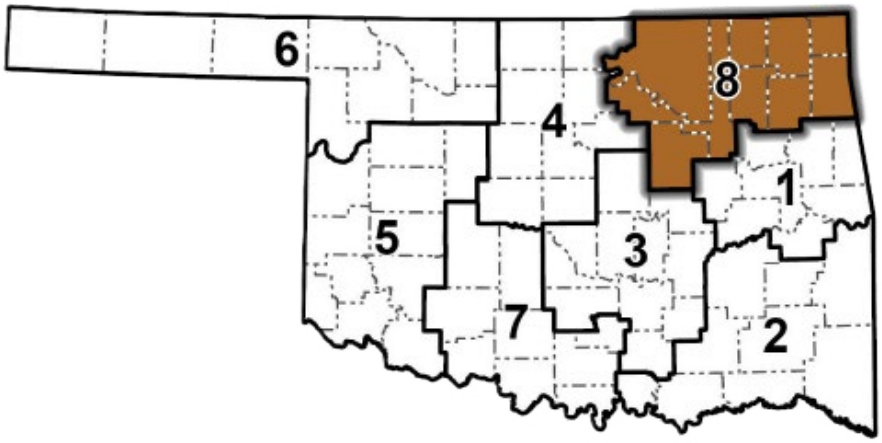
Primary Corridors:
- I-35
- I-44
- US-81
- US-62
- US-70

Major Projects:
- I-35 | Widening to three lanes in each direction (multiple projects)
- US-81 | Chickasha Bypass (one of five phases)
- SH-4 | Widening to a four-lane highway south of Tuttle
- Multiple projects | Rural two-lane highways without shoulders

District 8

District Engineer:
Trapper Parks

COUNTY	POPULATION
Craig	14,107
Creek	71,754
Delaware	40,397
Mayes	39,046
Nowata	9,320
Osage	45,818
Ottawa	30,285
Pawnee	15,553
Rogers	95,240
Tulsa	669,279
Washington	52,455



Counties: **11** | Total Population: **1,083,254**

District Eight in Northeastern Oklahoma encompasses a diverse landscape, from expansive grasslands to timber-covered hills featuring numerous lakes, rivers and creeks. With remote rural areas and a major metropolitan center, there are unique challenges in highway design and construction due to the region's complex geology and terrain. District Eight is committed to collaborating on these challenges and delivering transportation projects that not only enhance the condition of roads and bridges but also advance safety for all users.

Total On-System Lane Miles: **4,460.09 mi.**

Rural Two-Lane Highway Miles with Deficient Shoulders: **620.99 mi.**

Total On-System Bridges: **1,111**

On-System At-Risk Bridges: **126**

On-System Structurally Deficient Bridges: **5**

On-System Pavement Conditions:
32.57% Good | 63.55% Fair | 3.79% Poor

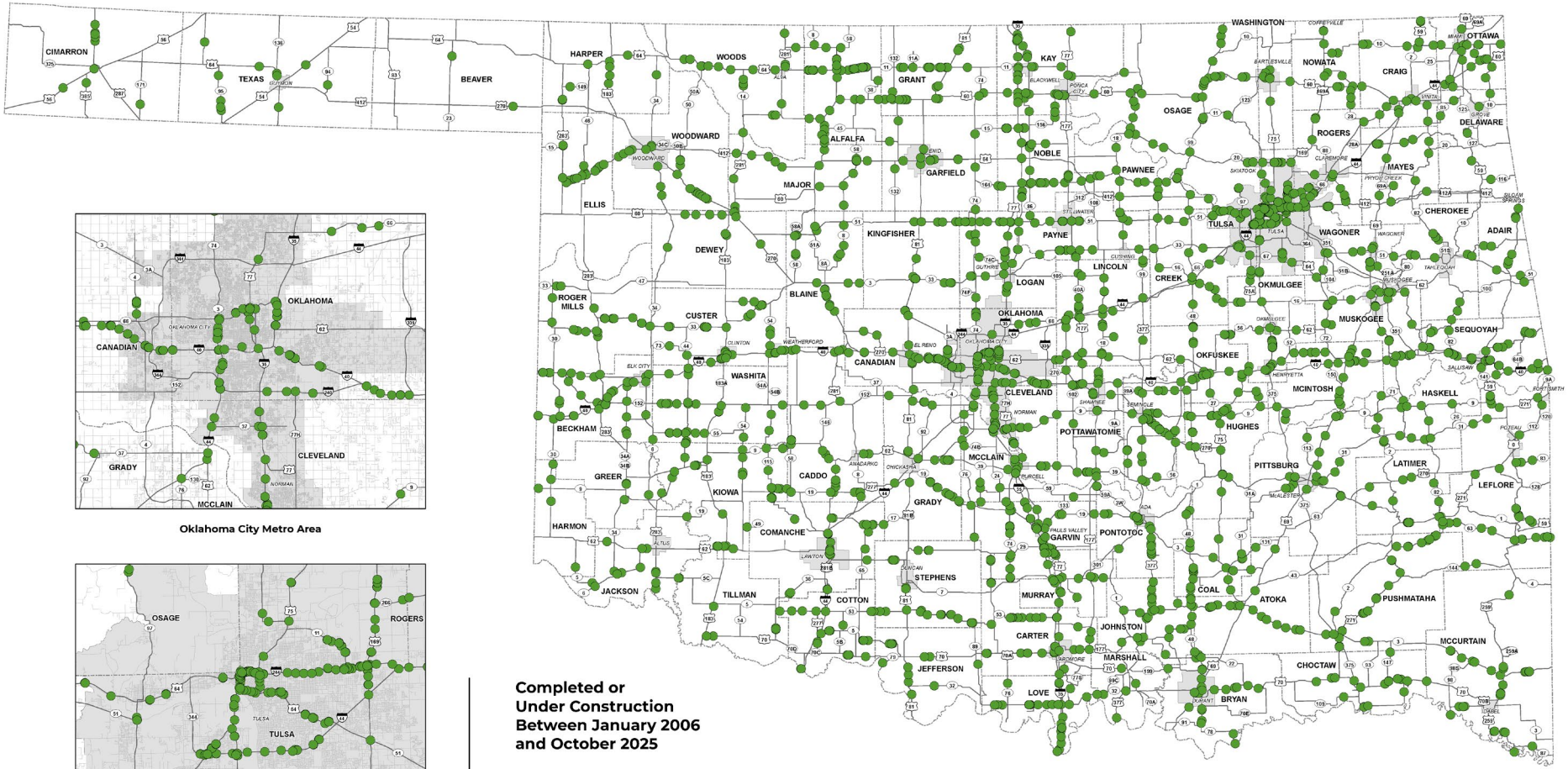
Primary Corridors:

- US-412
- US-69
- US-75
- I-44
- SH-66
- US-169

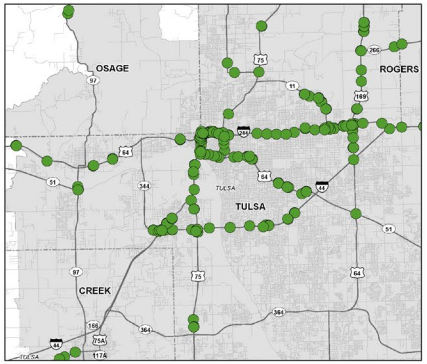
Major Projects:

- US-412 | Six miles of pavement rehabilitation near SH-66
- US-75 | Diverging diamond interchange at 81st St S
- US-69 | Pavement rehabilitation from SH-20 extending north 8 miles
- US-59 | Reworking the ground, adding drainage and paving new road surface from Jay to Grove

Maps



Oklahoma City Metro Area



Tulsa Metro Area

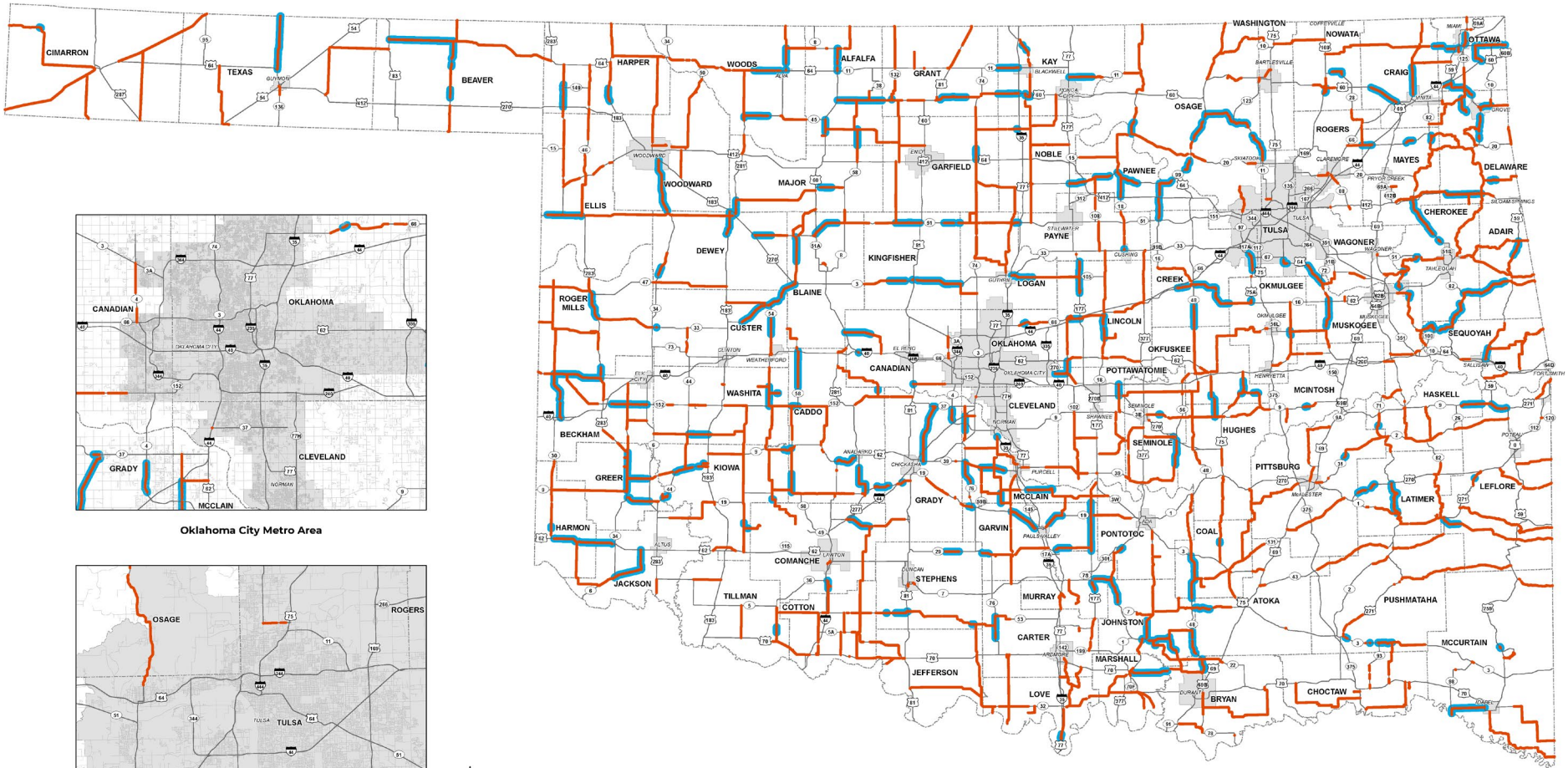
Completed or Under Construction Between January 2006 and October 2025

- *Replacements/Major Rehabilitations*
- *Highways*
- *Urban Areas*
- *Counties*

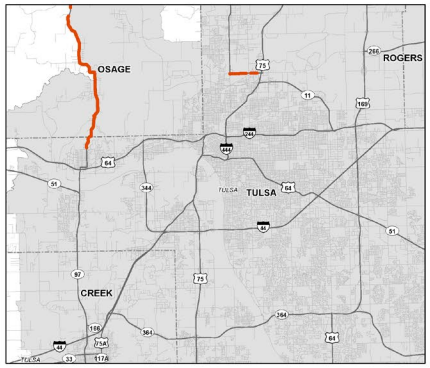
Bridge Replacements/Major Rehabilitation Projects (2,161)

State Highway System Bridges Only

NOTE: The information provided is generated from the National Bridge Inventory system. Some of the identified bridges are either under construction or have been recently constructed.



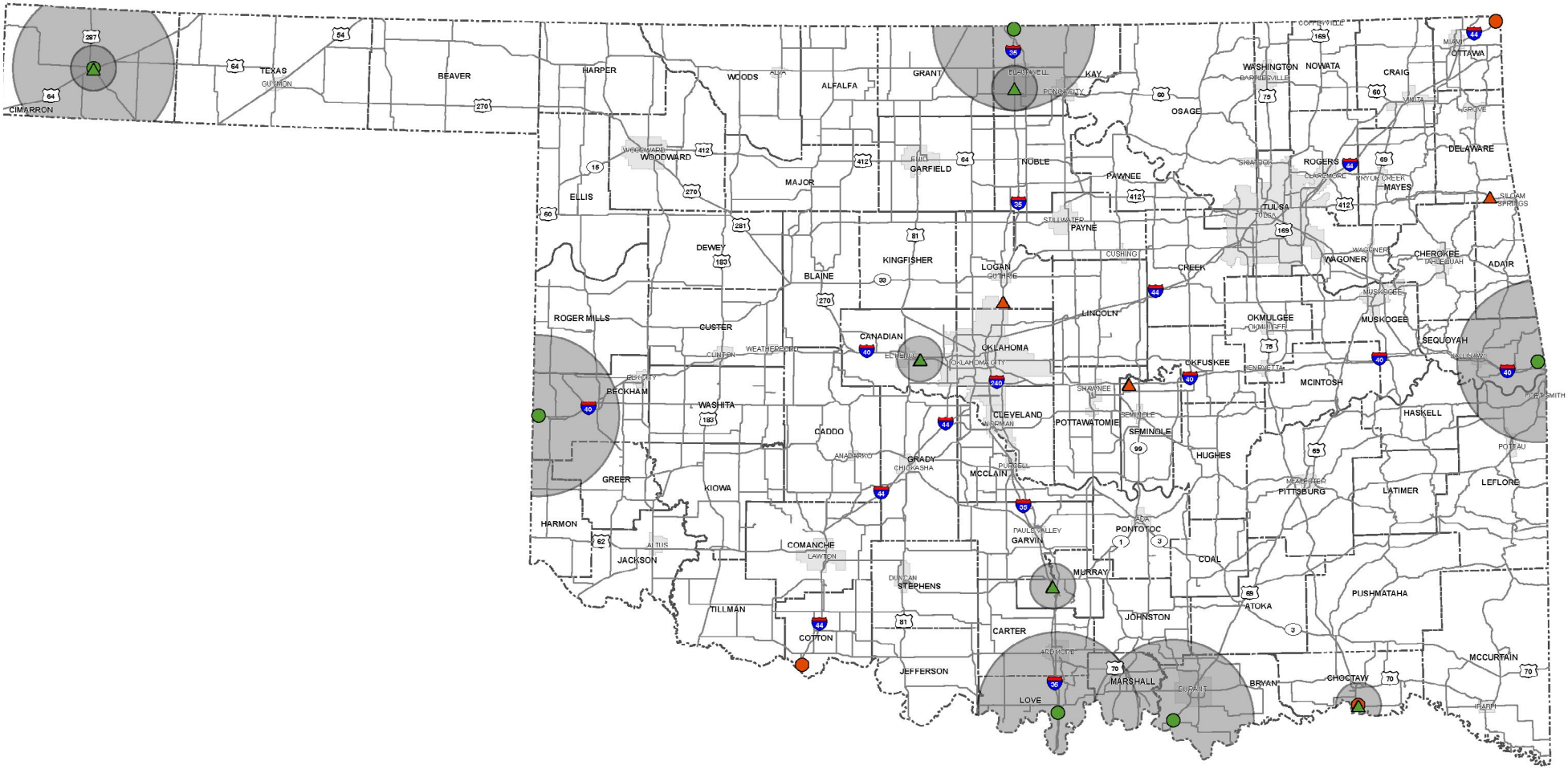
Oklahoma City Metro Area



Tulsa Metro Area

- *Two-Lane Highways Without Paved Shoulders* ***(5,153 mi)***
- *Work Plan Construction* ***(962 mi)***
- *Highways*
- *Urban Areas*
- *Counties*

Two-Lane Highways Without Paved Shoulders



Weigh Station (7 mi buffer)

- Future
- In Operation

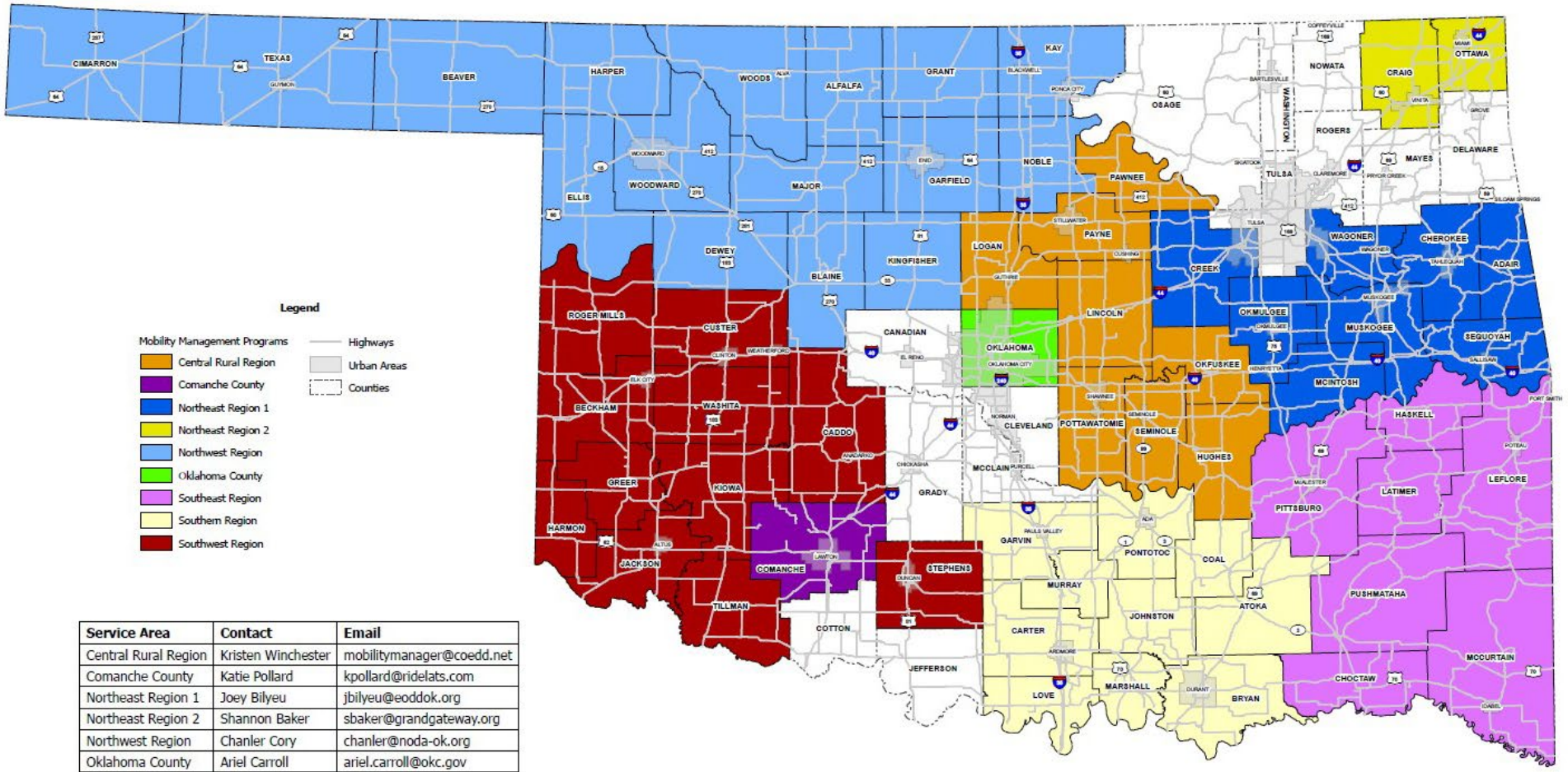
Port of Entry (25 mi buffer)

- Future
- In Operation

- Highways
- Urban Areas
- Counties

N W E S

Ports of Entry & Weigh Stations



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Southeast Region	TBD	TBD
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Mobility Management Programs

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