

## 4.1 Introduction

The purpose of Chapter 4 of the Oklahoma State Rail Plan is to identify improvements and investments made to the Oklahoma railroad network by the state's railroads during the last five years and recent capital investment trends by the state's railroads, to the extent known through coordination with the railroads and publically available data, and also to describe possible future railroad improvements and investments that could address the freight rail and rail safety needs of Oklahoma. Many of these projects focus on the opportunity for enhanced access to the state's rail network for shippers; fixing rail service gaps; options for improvements to infrastructure and the capacity, safety, and efficiency of rail service and operations; climate change adaptation and environmental sustainability; and economic development. Capital projects that may provide opportunities for improved coordination, integration, and operations of passenger rail services in the state will also be identified.

In this chapter are capital projects identified by Oklahoma railroads in the outreach activities conducted during development of the Oklahoma State Rail Plan and described in Chapter 6. Selected projects are included in Oklahoma DOT's Rail Service and Investment Program, which is the subject of Chapter 5.

## 4.2 Class I Railroad Improvements

As private entities, Class I railroad companies in Oklahoma must use private financing to cover the cost of equipment acquisition (that is, locomotives and railcars) and infrastructure improvements aimed at renewing, upgrading, or expanding the state rail network (that is, rail, ties, bridges, signal systems). Railroads rely on a regulatory framework that provides sufficient return on investment as a means to accommodate these capital expenditures. Funding levels for capital programs can vary from year to year owing to fluctuations in traffic volumes, overall economic trends, and other considerations. Some programs administered by the state of Oklahoma or the federal government are available to Class I railroads to help fund rail network improvement projects, targeted job creation projects, and more. The potential for this funding and its applicability to Class I railroad improvement projects in Oklahoma is identified in Chapter 5.

Capital investment in rail infrastructure in the state of Oklahoma by the Class I railroads has been generally robust and continuous since the 1980s. Historically, most projects were aimed at developing the capacity necessary to efficiently handle traffic originating and terminating in Oklahoma and the rail traffic traveling through Oklahoma (notably the surge of coal shipments out of Wyoming's Powder River Basin that began in the 1970s, and an intermodal traffic increase that began in the 1980s), to upgrade track structure and bridges to accommodate railcars with a maximum allowable gross weight of 286,000 lbs., and to expand and create new terminal facilities. Mergers and acquisitions beginning in the 1980s were also a driver for improvements, as newly combined systems updated infrastructure to transform formerly regional rail networks into a national network. More recently, projects have been carried out to serve the energy sector, which has begun using the technique of hydraulic fracturing ("fracking") to extract oil and gas from Oklahoma. These investments have included line upgrades to

handle 286,000 lb. cars, reactivating idle segments of the state's rail network, and the development of facilities to load and unload drilling equipment, frac sand, and other associated materials.

Funds are budgeted by the Class I railroads each year to facilitate ongoing capital investment in the state's rail network. System-wide capital expenditure budgets are reported by the Class I railroad annually, and may or may not identify specific rail projects by state or their estimated capital cost. Where information was available, state-level investments by Class I railroads have been listed below.

The Class I railroads have continued to invest heavily in their networks during the last five years in order to solve ongoing factors constraining the capacity, efficiency, and velocity of the high volumes of through traffic in Oklahoma; to eliminate or mitigate operational chokepoints; to handle various upgrades associated with maintenance and safety (including implementation of federally mandated Positive Train Control [PTC] systems, which reduce the likelihood of train over-speed incidents and collisions between trains); to implement various other technologies that improve the safety, economic efficiency, and environmental sustainability of railroad operations generally; and to accommodate routine infrastructure renewal. Oklahoma's Class I railroads will also continue to upgrade bridges and other infrastructure on branch lines in the state in order to be able to accommodate railcars with a maximum allowable gross weight of 286,000 lbs. (the heavier cars are supplanting the lighter cars and are becoming the industry standard; Class I railroad segments of the Oklahoma rail network incapable of handling these heavier loads, to the extent known through coordination with the state's railroads during the development of the Oklahoma State Rail Plan, are identified in Chapter 2 of the Oklahoma State Rail Plan). Some of these projects have been publicized as examples of the railroads' investments in the state and are listed below. Class I needs were discussed with each of the carriers during the stakeholder outreach process conducted for the Oklahoma State Rail Plan.

#### 4.2.1 Class I Main Line Bottlenecks

Oklahoma's Class I railroads were asked to identify any bottlenecks in their respective networks in the state during development of the Oklahoma State Rail Plan.

BNSF Railway (BNSF) indicated that it is presently experiencing capacity challenges in the greater Dallas/Fort Worth, Texas, terminal area, which can have an effect on its Red Rock Subdivision in southern Oklahoma where some BNSF trains may be staged until they can be accommodated in Texas.

Kansas City Southern Railway (KCS) listed one bottleneck: the segment of its Heavener Subdivision between Shady Point and Heavener, Oklahoma, over which capacity is constrained to 17 trains per day.

Union Pacific Railroad (UP) did not list any bottlenecks in their response to the outreach.

ODOT, through their own research and analysis has noted several Class I bottlenecks in the state. BNSF's Cherokee Yard in Tulsa, Oklahoma, continues to be a bottleneck, which is evidenced by the improvements planned by BNSF and noted below. ODOT also noted that the BNSF bridge over the Arkansas River in Tulsa is the only rail crossing of the river in the city.

In Oklahoma City, ODOT sees the BNSF Red Rock Sub between Edmond, a northern suburb and BNSF’s Flynn Yard south of the city as a potentially congested corridor. Adding a second main track through this area and building a second bridge over the Oklahoma River to accommodate Stillwater Central Railroad traffic may potentially be necessary in the future. Investigating the closure of at-grade crossings and constructing grade separated crossings would provide safety benefits to this corridor.

The at-grade crossing of BNSF and UP in Claremore, Oklahoma, was also noted as a present bottleneck by ODOT. Grade separation of this crossing was listed as a proposed Class I railroad improvement project in the previous (2012) Oklahoma State Rail Plan, but is yet to be developed. Both Enid and Oklahoma City, Oklahoma, have the potential to become bottlenecks in the future if freight traffic growth continues.

#### 4.2.2 Past and Planned Improvements

##### BNSF Railway

Capital investment undertaken by BNSF on its total network during 2016 was \$4.3 Billion and generally included maintenance and upgrading of existing track and bridges, adding new track capacity, and improvements to network and facility efficiency<sup>1</sup>. BNSF did not indicate how much of this investment was made in Oklahoma for 2016, but past capital investment totals for Oklahoma in other recent years are as follows<sup>2</sup>:

- \$118 Million in 2015
- Investment in 2014 is unconfirmed
- \$125 Million in 2013
- \$92 Million in 2012

**Table 4-1** below identifies some specific projects completed by BNSF in Oklahoma during 2012-2016. These projects were intended by BNSF to address main line and yard capacity constraints and operating efficiency issues within its Oklahoma network and to implement a PTC system to comply with a federal safety mandate.

**Table 4-1 – BNSF Capital Projects in Oklahoma, 2012-2016**

Project	Type of Improvement	Location	Estimated Capital Cost
New Receiving/Departure Tracks at Cherokee Yard <sup>3</sup>	Capacity	Tulsa, Oklahoma	Unknown (Constructed 2016)

<sup>1</sup> BNSF <http://www.bnsf.com/news-media/go/doc/7090/2779730/BNSF-Announces-2016-Capital-Plan.html>

<sup>2</sup> BNSF

<sup>3</sup> <https://m.bnsf.com/news-media/news-releases/oklahoma-capital-plan-2015.html>

Panhandle Subdivision Double-Tracking <sup>4</sup>	Capacity	Portions between KS/OK state line and Avard, Oklahoma	Unknown (Constructed 2015)
Avard Connection Track	Capacity	Avard, Oklahoma	Unknown (Constructed 2013)
Positive Train Control (PTC) Implementation <sup>5</sup>	Safety	Statewide	BNSF was expected to invest an additional \$100 million on PTC implementation on its total network (including on lines in Oklahoma) in 2017.

Source: BNSF

BNSF reported that it planned to invest approximately \$3.4 Billion in capital expansion and maintenance on its total network in 2017<sup>6</sup>. Projects will generally include maintenance of its core network and infrastructure, PTC implementation, and locomotives and equipment.

Specific future capital investment projects for its network in Oklahoma were not identified by BNSF during development of the Oklahoma State Rail Plan.

### Kansas City Southern Railway

This section identifies the KCS infrastructure projects in Oklahoma funded by capital expenditure and completed during the last five years. KCS's 2016 capital investment in Oklahoma included:

- Replacement of 10.7 track miles of rail
- Installation of 135,000 cross ties
- Rehabilitation of 110 roadway/railroad grade crossings
- PTC installation<sup>7</sup> (first PTC-operable train on Heavener Subdivision expected August 2017)

KCS plans to invest \$550 Million to \$560 Million in its network in 2017. Of that, 10 percent or between \$5 Million and \$6 Million will be invested on PTC implementation.<sup>8</sup>

<sup>4</sup> IBID

<sup>5</sup> Note: Installation of PTC hardware and software, wayside PTC infrastructure, and PTC technology on locomotives is ongoing. The U.S. Congress passed the Surface Transportation Extension Act of 2015, under which U.S. railroads will have until December 31, 2018, to fully implement PTC.

<sup>6</sup> BNSF Announces Plan for 2017 Capital Investments: <https://bnsf.com/news-media/news-releases/capital-investments-2017.html>

<sup>7</sup> Note: Installation of PTC hardware and software, wayside PTC infrastructure, and PTC technology on locomotives is ongoing. The U.S. Congress passed the Surface Transportation Extension Act of 2015, under which U.S. railroads will have until December 31, 2018, to fully implement PTC.

<sup>8</sup> KCS Sets 2017 Capex Program [http://www.railwayage.com/index.php/m\\_and\\_w/kcs-sets-2017-capex-program.html](http://www.railwayage.com/index.php/m_and_w/kcs-sets-2017-capex-program.html)

KCS identified one capacity constraint on its system in Oklahoma. Presently, maximum fluid capacity on its Heavener Subdivision between Shady Point and Heavener, Oklahoma, is limited to 17 trains per day.<sup>9</sup>

### Union Pacific Railroad

This section identifies the UP infrastructure projects in Oklahoma funded by capital expenditure and completed during the last five years. UP plans to invest \$41.0 Million in Oklahoma in 2017. Recently, UP's capital investment totals in Oklahoma were \$90.1 Million in 2016 and \$27.0 Million in 2015, part of a total investment of \$236 Million since 2012.<sup>10</sup>

For 2017, UP reported that it planned to invest approximately \$3.1 Billion on its total network<sup>11</sup>. Of that \$3.1 Billion, \$300 Million will go towards PTC. In Oklahoma, UP plans for PTC implementation beginning in the third quarter of 2017 with completion by the end of 2018<sup>12</sup>.

UP did not identify any specific capital projects completed in Oklahoma during the period between 2012 and 2016. Current bottlenecks and specific future capital investment projects for its network in Oklahoma were not identified by UP during development of the Oklahoma State Rail Plan. UP continues to evaluate and invest in the addition of wayside signals, sidings, terminal capacity, and double track at locations across its network to support increases in traffic, enhance network capacity, and to enhance rail service to customers.

## 4.3 Class III Railroads Past and Planned Improvements

Class III (or short line) railroads generally face a different set of challenges meeting their needs than the Class I railroads do, since they do not often possess the capital and technical resources, operating capacity and flexibility, or modern infrastructure of the larger Class I railroads. Oklahoma does not currently have any Class II (or regional) railroads, so this section will focus solely on the state's Class III railroads.

Class III railroads typically rely upon private funding, public funding, or some combination of these sources to cover the capital cost of equipment acquisition and general infrastructure improvements. Some programs administered by the state of Oklahoma are available to Class III railroads to help fund rail network improvement projects and more. The potential for this funding and its applicability to and Class III railroad improvement projects in Oklahoma are discussed in **Chapter 5**.

Many Class III railroad lines in Oklahoma were originally owned by the state as Class I railroads began to shed unprofitable branch lines following the passage of the federal Staggers Rail Act in 1980. Also, the Chicago, Rock Island & Pacific Railroad (CRI&P) succumbed to bankruptcy and ceased train operations in 1980, leaving behind a sizable network of main lines and branch lines in the state of Oklahoma to

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<sup>9</sup> KCS

<sup>10</sup> <http://www.up.com/media/releases/170512-oklahoma-investment.htm>

<sup>11</sup> <http://www.up.com/media/releases/170202-2017-capital-plan.htm>

<sup>12</sup> <https://www.up.com/media/releases/170531-ptc-progress.htm>

either be acquired by other parties for ongoing railroad operations or to be abandoned. As detailed in Section 2.1.1.4 of Chapter 2, Oklahoma purchased some of these lines to save them from abandonment and preserve them for future transportation use. These state-owned lines were rehabilitated and upgraded in the ensuing decades and most mileage was ultimately sold to private railroads. A portion of this mileage remains state-owned and maintenance funding is provided in part by Oklahoma's State-Owned Rail Construction and Maintenance Work Plan.

Typically, the largest constraints on Class III railroads in the U.S. involve accommodating railcars with a maximum allowable gross weight of 286,000 lbs. (the heavier cars are supplanting the lighter cars and are becoming the industry standard) and operational chokepoints caused by insufficient operating capacity on main lines, in rail yards, and locations where railroads interchange with each other.

Railcars with larger loading capacity provide greater operating efficiency by reducing labor, fuel, and maintenance costs while increasing capacity and synergy for rail operations and rail shippers. Most Class III railroads have a legacy infrastructure suited to low-density operations and railcars of lighter weight (268,000 lbs. or less). In order to accommodate the 286,000 lb. cars, Class III railroads must make upgrades to the track structure and substructure (that is, rail, switches, ties, and ballast) and bridges to handle the additional stress caused by transporting the heavier cars. Class III railroads that are unable to make the appropriate upgrades may be at a competitive disadvantage and lose business to transportation competitors, namely to trucks or nearby Class I railroads that are capable of handling the 286,000 lb. cars. Segments of the Oklahoma rail network known to be incapable of handling these heavier loads are identified in **Chapter 2** of the Oklahoma State Rail Plan.

Class III railroad chokepoints are often attributed to legacy infrastructure tailored to historical railroad practice, which can limit capacity and hamper the efficiency and flexibility of modern operations. Such factors include yard capacity that is insufficient for building trains; switching; and staging cars and sidings that are of inadequate number, length, or location to accommodate the demands of present-day train operations, meet-pass events, and schedules.

Some Class III railroads are further constrained by delays that stem from interchanging railcars with another carrier or in the use of trackage rights to access an isolated segment of their network. Further complicating interchanges between carriers are "paper barriers"; instances where for regulatory or other contractual reasons a Class III is unable to interchange with a railroad it physically connects to, or is limited in the volume of traffic it can interchange. These deficiencies not only compromise rail transit times and operational safety and cause main line and yard congestion, they have the unintended consequence of affecting the quality of life for adjacent communities. Among other things, chokepoints and their resultant operational impacts can lead to protracted delays for motorists and emergency vehicles at blocked highway-rail grade crossings, and also affect air quality due to increased emissions from idling vehicles and trains.

Of the 15 Oklahoma short line railroads, 14 completed the surveys. **Appendix A in Chapter 2** presents the information provided by these railroads. Oklahoma's Class III railroads were further queried during the stakeholder outreach process undertaken for the Oklahoma State Rail Plan about the specific challenges they face now and for the future in terms of capacity constraints, infrastructure needs and upgrades, railroad regulation, capital funding needs, and strategies for mitigating climate change adaptation. As previously mentioned, Class I railroads typically have the capital resources to make investments in improvements, while Class III railroads typically do not. Select projects of the Class III railroads identified through the survey and the stakeholder outreach process are covered in **Chapter 5**.

#### 4.3.1 Class III Bottlenecks

ODOT has identified some specific chokepoints in its Class III network, as identified below.

- A paper barrier exists at Tulsa between the South Kansas and Oklahoma Railroad (SKOL) and the Stillwater Central Railroad (SLWC) to one train each way between the railroads each day.
- Altus, in the southwestern corner of the state is a potential interchange spot for several Class III railroads that are not presently allowed to due to paper barriers.
- A paper barrier exists in Enid, making interchange difficult between the Grainbelt Corporation (GNBC) and Union Pacific (UP).
- Conflicts with traffic at an at-grade crossing create a bottleneck at a SKOL transloading site in Tulsa.

As noted elsewhere, infrastructure upgrades to handle 286,000 lb. cars would benefit multiple Class III railroads in Oklahoma. Restoration of the UP line between Shawnee and McAlester and its leasing to Arkansas-Oklahoma Railroad (AOK) would provide another east-west connection in the southeastern portion of the state and allow AOK to operate on a continuous route between Oklahoma City and Howe.

## 4.4 Improvements to Intermodal Connections

Oklahoma's rail system is a component of a comprehensive multimodal transportation network, which includes linkages to highway, river, and air modes. The opportunity for enhanced multimodal transportation opportunities could be met through investments targeted to promote interconnectivity, capacity, and environmental sustainability. Such investments could include construction or rehabilitation of existing rail connections between principal railroad lines and river port properties<sup>13</sup> and additional sidings, spurs, or yard tracks for switching, staging, and storing railcars at or near port or transload facilities, or construction of intermodal facilities.

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<sup>13</sup> Owing to its inland position, Oklahoma does not have any seaports; however, the state is located on one major inland waterway navigable for trade or commercial transportation purposes. This waterway, the McClellan-Kerr Arkansas River Navigation System, provides a 445-mile navigable waterway connecting Oklahoma to the Mississippi River and the Gulf of Mexico (<http://www.swt.usace.army.mil/Missions/Navigation.aspx>)

## 4.5 Highway-Rail Crossing and Safety Improvements

ODOT spends approximately \$8 million per year through the Oklahoma Rail Crossings Safety Initiative on highway-rail crossing improvements to enhance safety. Additional funding comes from the ODOT Rail Safety Program (a \$75 million initiative), the ODOT Construction Work Plan (see Appendix D), and a variety of Federal sources. Oklahoma DOT strives to consolidate projects where possible (e.g., a combination of closures and warning device installation as one project). Refer to **Section 2.1.5 of Chapter 2** for further details about these federal and state funding sources and **Section 2.1.6.3 in Chapter 2** for a rail crossing inventory and safety data for Oklahoma.

Oklahoma currently has 231 active at-grade crossing rail safety improvement projects.

ODOT's Rail Division has 13 active construction projects in 2017. Numbers from past years typically ranged from six to 15. These projects include new grade separations of at-grade crossings, replacement of bridges over railroad tracks, modification of existing grade crossings, and track infrastructure upgrades or modifications to improve connections between railroads. A full list of projects from 2012 to 2017 is included in Appendix D.

## 4.6 State-Owned Rail Construction and Maintenance Work Plan

ODOT supports the State-Owned Rail Construction and Maintenance Work Plan. Annual contributions to the fund have been approximately \$1.8 million per year, but due to recent state-owned rail line lease maturities and sales, this figure has decreased.<sup>14</sup>

Projects are identified from applications submitted through the Railroad Rehabilitation Act Loan Program as well as those presented in the Oklahoma State Rail Plan. Projects are prioritized based on safety considerations and infrastructure deficiencies. Consideration is given to the following during project selection:

- Track condition
- Rail structure condition
- Annual freight tonnage transported
- Anticipated percentage of truck traffic reduction
- Capacity
- Rail highway safety
- National freight transportation trends

ODOT has employed an objective investment program intended to maximize the benefit from its available resources.

## 4.7 Concepts from Stakeholder Outreach

Various project concepts were suggested by the participants of public and stakeholder outreach conducted for the Oklahoma State Rail Plan. This outreach was facilitated through a High Leverage Stakeholder Committee meeting on March 22, 2017, and June 27, 2017; interviews and coordination

<sup>14</sup> <http://www.okladot.state.ok.us/rail/pdfs/RailWeb.pdf>



with representatives of the states Class I and Class III railroads; interviews with railroad freight shippers; and the on-line survey provided on the Oklahoma State Rail Plan webpage on the ODOT website. Outreach conducted as part of the Oklahoma State Rail Plan will be described in detail in **Chapter 6**.

The project categories/specific projects identified during the outreach included the following, which will be described in the Oklahoma Rail Service and Investment Plan featured in **Chapter 5** of the Oklahoma State Rail Plan.

#### 4.7.1 Proposed Freight Projects

Stakeholders generally identified the potential for rail-related projects or initiatives to address:

- Upgrades to connections in Enid to allow for interchanges of unit trains between the local Class III railroads and the Class I railroads.
- Bottlenecks associated with capacity on rail lines, in rail yards, and at railroad interchange locations
- Improve track geometry and enhance infrastructure at the Port of Muskogee; grade separate the State Highway 16 crossing.
- Construction of a wind turbine distribution center
- Congestion on the state's railroad network in urban and rural areas
- Improved network efficiency
- Development of a major multimodal hub and additional transload facilities, industrial parks, and TEAM tracks to enhance railroad access and multimodal connectivity
- Maintenance and/or replacement of aging rail infrastructure (including upgrades to track and bridges on the state's short lines to accommodate railcars with a maximum allowable gross weight of 286,000 lbs.)
- Opportunities for economic development and maintaining Oklahoma's competitiveness in the global marketplace
- Improvement of the state of good repair of the state's freight transportation network
- Availability of additional state funding for railroad improvement projects
- A grade separation program emphasizing and providing funding for public private partnership projects that benefit the public as well as the railroads

Select specific projects identified through the survey and the stakeholder outreach process, and any opportunities for improved coordination or integration with current and potential future passenger rail services in the state, are included in Oklahoma DOT's Rail Service and Investment Program, which is the subject of **Chapter 5**.

#### Appendix D: ODOT Rail Division Construction Projects 2012-2017

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County	J/P No. Project No. DOT No.	Description	Dollar Amount	Let Date	Railroad	RR MP	Subdivision
Cleveland	22670(04) STP-STIM(504)HP 012 198U	Robinson Street grade separation	N/A	2/1/2010	BNSF	400.83	Red Rock
Oklahoma	17428(81)(87) IMY-XTWN(074) 440 716S	WP 3.5 I-40 Crosstown, EB Off-Ramp & WB On-Ramp over UP	-----	1/1/2012	UPRR	489.15	N/A
Lincoln	24180(08)(15) BRFY-141B(206) 668 848L	Grading, drainage, surface, & bridge plus railroad signal and surfacing project near Warwick	\$415,000	1/1/2012	SLWC	503.1	ODOT
Oklahoma	N/A JKT-2221 012 253S	OTA Bridge Replacement on Kilpatrick Turnpike over BNSF	-----	1/1/2012	BNSF	374.21	Red Rock
Oklahoma	17428(78) OKCY-XTWN(058)TI N/A	I-40 Crosstown: Ann Arbor Siding along UPRR Mainline - WP 6.2A	\$2,094,701	1/2/2012	UPRR	491.78 to 492.0	OKC
Tulsa	N/A CKT-2121 428 359P	OTA Bridge Widening on Creek Turnpike over UPRR/TSU	-----	2/1/2012	UPRR	141.03	Jenks
Mayes	28497(08) BRO-149D(148)CI 413 575N	Bridge Project on County Rd. EW-590 over UP	\$10,000	5/1/2012	UPRR	473.8	Cherokee
Cimarron	24823(08) CIRB-113C(086)RB 017 121Y	Install. of 48-ft. crossing surface on CR EW-035 parallel to US-287	\$62,495	6/1/2012	BNSF	100.54	Boise City
Beckham, Washita	29353(04) STP-TIGR(016)SS	49 miles surfacing, 50,600 ties, 67,000 tons of ballast, 5280 ft. of rail, renewed 16 crossings, signalized 3 crossings, and improve 7 switches.	\$8,456,580	6/1/2012	FMRC	578.0 to 629.0	Sunbelt
Oklahoma	17428(51) OKCY-XTWN(035)TI 596938J; 596937C	I-40 Crosstown: Construct New UP & BNSF Interchange Yard	\$16,264,672	9/1/2012	UPRR	482.61 to 482.86	Oklahoma
Oklahoma	17428(55) OKCY- XTWN(043)SG 596967U	I-40 Crosstown: Relocation of Existing UPRR Wye Track - WP 6.2B	\$5,029,367	9/1/2012	UPRR	491.04 to 491.33	OKC
Pawnee	20897(04) SSP-159C(042)SS 673 686W	US-64 Bridge: New Alignment over BNSF Railway, NW of Casey	\$121,000	9/1/2012	BNSF	469.66	Avard
Oklahoma	17428(78) OKCY-XTWN(068) 668925J; 012367E	I-40 Crosstown: SLWC Improvement - Interchange Yard	\$1,497,530	11/1/2012	SLWC	535.92/ 3.72	Stillwater/ Oklahoma
Oklahoma	09033(13) IMY-0044- 1(060)127 012 087C	I-235/I-44 Interchange, Phase3B under BNSF in OKC	\$121,280	1/1/2013	BNSF	379.52	Red Rock
Tulsa	26604(08) J2-6604(008) N/A	I-244 over Arkansas River (east bound) in Tulsa over BNSF	\$25,000	2/1/2013	BNSF	N/A	N/A
Bryan	18847(09) NHY-022N(087) N/A	US-70: Bridge and Approaches on Durant Bypass over KRR	\$26,880	6/1/2013	KRR	635.28	Lakeside (Dist. #1)

County	J/P No. Project No. DOT No.	Description	Dollar Amount	Let Date	Railroad	RR MP	Subdivision
Custer	19669(04) STP-120B(070)UR 018 119B	Chapman Ave. roadway widening at FMRC crossing in Clinton	\$34,650	6/1/2013	FMRC	402.34	Altus
Oklahoma	17428(59) OKCY-XTWN(047) 596 949W	WP 4.4 I-40 Crosstown, I-40 off-ramp over UPRR in OKC	\$10,000	9/1/2013	UPRR	486.2 & 486.33	Oklahoma, Yukon
Sequoyah	20913(04) SSP-168C(123)SS 434 153D	US-64 (new alignment) Br. replacement over UPRR Track	\$10,000	9/1/2013	UPRR	534.7	Wagoner
Oklahoma	17428(53) OKCY-XTWN(041)TI N/A	Harter Yard, I-40 Crosstown w/ the UPRR in OKC	\$6,158,123	1/1/2014	UPRR	485.50 to 485.80	OKC
Logan	24214(04) SSP- 142C(133)SS 012 028A	US-77: bridge and approach over Lawrie Creek, parallel to BNSF	\$63,475	1/1/2014	BNSF	346.92	Red Rock
Noble	20983(04) STPY-152B(059) 020 736U	US-177 roadway widening with the BNSF	\$193,446	2/1/2014	BNSF	476.09	Red Rock
Custer	27911(04) NHPPIY- 0040-3(085)082 597 398U	Widening of Washington Ave. at FMRC rail crossing in Weatherford	\$92,884	2/1/2014	FMRC	561.91	Sun Belt
Murray	25418(04) CRIB 150D(074)RB 020 736U	Primrose Lane, bridge replacement over BNSF, near Davis	\$113,120	2/1/2014	BNSF	476.09	Red Rock
McIntosh	21730(04) BRFY-146C(062) 413 657V	SH-9 bridge realignment project over UPRR SE of US-69B Jct.	\$10,000	2/1/2014	UPRR	539.3	Choctaw
Cleveland	29261(05) STP-214C(021)AG 012 213U	Cedar Lane Road widening at BNSF crossing in Norman	\$542,878	4/1/2014	BNSF	404.81	Red Rock
Custer	24863(04) CIRB-120C(158)RB 671 319G	Arapaho Road widening at GNBC crossing in Arapaho	\$62,557	6/1/2014	GNBC	675.57	Augusta - Davids
Kay	22953(09) CIRB-136D(188)RB 011 914E	Roadway widening to 4 lanes with curb and gutter at Hubbard Rd. in Ponca City	\$273,389	6/1/2014	BNSF	285.23	Red Rock
Tulsa	28478(04) STPG-272D(083)RR 011 914E	Railroad preemption with new roadway traffic signals. US-75 & Peoria Ave. in Tulsa.	\$193,962	6/1/2014	BNSF	285.23	Red Rock
Oklahoma	17428(94) OKCY-XTWN(083) N/A	Relocation of BNSF utilities within ODOT /BNSF River Connection Track- Del City BN	\$2,400,000	9/1/2014	BNSF	381.0 to 384.0	N/A
Comanche	21717(07) STPY-116C(212) 596 595E	Roadway realignment at Porter Hill - Signal/ Surface Project	\$438,000	9/1/2014	UPRR	40.55	Lawton
Kiowa	25094(04) CIRB-138D(149)RB 671 200K	Widening of Broadway St. at GNBC rail Crossing in Mountain Park	\$70,108	10/1/2014	GNBC	741.6	Enid
Muskogee	25419(08) J2-5419(008)RB 434 092P	County bridge project on CR EW-83.5 over Grand River, east of Ft. Gibson	\$42,561	11/1/2014	UPRR	568.56	Coffeyville

County	J/P No. Project No. DOT No.	Description	Dollar Amount	Let Date	Railroad	RR MP	Subdivision
Beckham	29353(05) STP-TIGR(036)	12 miles of surfacing & brush cutting, 19,500 ties, build 1500 ft. of industrial siding, renew 17 road crossings, and rehab 2 bridges.	\$2,621,700	11/1/2014	FMRC	629.0 to 641.0	Sunbelt
Oklahoma	17428(25) OKCY-XTWN(006) 012 112H	Construction of BNSF bridge and approach at Boulevard within I-40 Crosstown-OKC	\$18,952	1/1/2015	BNSF	384.3	Red Rock
Kingfisher	25086(08) CIRB-237D(003)RB 595 429J	CR EW-82 Section Line Road widening with the UPRR	\$138,404	2/1/2015	UPRR	380.98	Enid
Craig	24115(04) STP-118B(080)SS 413 495V	US-59 bridge replacement and approaches over UPRR in Welch	\$5,700	5/1/2015	UPRR	420.3	Cherokee
Jackson	24970(04) CIRB-133C(095)RB 413 939L	CL bridge & grade Draining, Bridge and Surface, (Part 1)	\$76,012	6/1/2015	WT&J	67.1	Western
Pittsburg	28995(04) PLHD-261N(013)DC 413 698A	C Tree Rd. bridge replacement US-69, Army Ammunition Plant entrance, McAlester	\$18,000	6/1/2015	UPRR	573.9	Choctaw
Washita	26478(04) STP-175C(103)SS 018 152B	SH-152 bridge replacement over FMRC in Dill City	\$5,000	8/1/2015	FMRC	418.91	Orient
Rogers	27053(04) STP-272A(093)SS 008 609R	SH-266 reconstruction and widening at SK&O rail crossing, north of Catoosa	\$491,301	9/1/2015	SK&O	4.3	Third
Oklahoma	09033(49) NHPP1-2350(003)SS 012 089R	I-235 Realignment and widening from NW 36th St. to NW 50th, OKC	-----	3/1/2016	BNSF	380.12	Red Rock
Tulsa	28861(04) ACNHPP1-2440- (010)SS 663 810X	Bridge rehab, W. 23rd St. & WB ramp over BNSF & I-244, Tulsa	\$14,633,320	4/1/2016	BNSF	425.6	Cherokee
Oklahoma	09033(16) NHPP1G-0235-(109) 012 089R	Phase 4A, I-235, Construct BNSF Rail Bridge & NW 50th St bridge	\$19,428,487	4/1/2016	BNSF	380.08	Red Rock
Oklahoma	09033(25) NHPP1Y-0235- 1(094)003 012 089R	Phase 7A, I-235, realignment and widening from NW 36th to NW 50	-----	4/1/2016	BNSF	380.08	Red Rock
Texas	29447(04) ACNHPP- 008N(087)SS 596 052N	US-54 over Pony Creek, NE of Jct. SH-3, UP parallels project	-----	4/1/2016	UPRR	461.8	Liberal
Garfield	23087(04) STP-124B(080)UR 673 845B	Willow Road widening at BNSF Track/Property	\$412,730	7/1/2016	BNSF	547.3	Avard
Logan	21860(04) ACSTP- 242C(046)SS 012 036S	SH-33 bridge replacement over BNSF in Guthrie	\$363,600	9/1/2016	BNSF	352.44	Red Rock
Pittsburg	14999(04) NHY-013N(017)SS 600 234K	US-69 bridge widening and rehab over AOKRR in McAlester	\$14,221,785	9/1/2016	AOKRR	364.81	Howe

County	J/P No. Project No. DOT No.	Description	Dollar Amount	Let Date	Railroad	RR MP	Subdivision
Creek	27075(04) STP-219C(033)SS 671 798N	US-75A bridge replacement over BNSF in Mounds	\$315,120	9/1/2016	BNSF	46.43	Creek
Creek	22350(08) CIRB -119C(192) RB 668 723L	West 81st Street South in Sapulpa: grading, drainage, and surface at BNSF	\$474,447	10/1/2016	BNSF	434.01	Creek
Oklahoma	31504(04) STP-255E(354)AG 668 723L	OKC pedestrian tunnel and platform improvements under & upon BNSF track	\$400,000	3/1/2017	BNSF	384.3	Red Rock
Atoka	31169(04) CIRB-203D(034)RB 413 729W	Dairy Lane bridge replacement over the UPRR in Atoka	\$200,000	3/1/2017	UPRR	613.4	Choctaw
Comanche	27050(04) NHPPY-216N(021) 669 142U	US-62 at I-44 Interchange in Lawton	\$495,454	5/1/2017	SLWC	626.86	SLWC - Stillwater
Tulsa	31313(04) J3-1313(004) N/A	Gilcrease Expressway I-44 to Edison- grading, drainage, surface, and bridge in Tulsa	\$500,000	7/1/2017	BNSF	428.08	Avard
Tulsa	27291(04) STP-172B(284)IG 839 479R, 839 480K	Main St. and Morrow Rd. Improvements from SH-97 to US-412 in Sand Springs	\$650,000	7/1/2017	SSR	N/A	N/A
Cleveland/ McClain	27946(04) NHPP-244N(052) 012 239W	US-77 bridge replacement over BNSF & S. Canadian River	\$400,000	7/1/2017	BNSF	417.2	Red Rock
Oklahoma	17428(52), OKCY-XTWN(036) N/A	Construction of BNSF River Connection Track by SLWC Del City	\$5,400,000	8/1/2017	BNSF	381.0 to 384.0	LS 7400
Sequoyah	28961(04) J2-8961(004) 330 679N	I-40 bridge replacement over KCS Railway	\$200,000	9/1/2017	KCS	292	Heavener
Craig	21904(04) NHPPY-218N(033)SS N/A/413 522P	SH-2, grading, drainage, and surface in Vinita, (US-60 at UPRR)(SH-2 BNSF)	\$550,000	11/1/2017	BNSF	359.83	Cherokee
Canadian	27004(04) NHPP-209N(051)SS 596 830A	I-40B (US-81) bridge replacement over UPRR in El Reno	\$350,000	11/1/2017	UPRR	403.9	Enid
Rogers	28470(15) SRS-166D(258)ST 434 049J	Sidewalk across the UPRR in Inola	\$90,000	11/1/2017	UPRR	597.03	Van Buren
Garfield	24637(04) J2-4637(004) 673 842F	US-81/US-60 bridge replacement over BNSF Rail Yard in Enid	\$420,000	11/1/2017	BNSF	545.49	Avard
<b>TOTAL:</b>			<b>\$107,716,600</b>				