



Oklahoma State Rail Plan

Appendices
June 2026



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APPENDIX

A

Class I Railroad Profiles



APPENDIX A. CLASS I RAILROAD PROFILES

A.1 Introduction

The primary purpose of this appendix is to provide an inventory and description of the assets of the Oklahoma railroad network for railroads of all classes. Included in the inventory for each railroad in the state, to the extent known during development of the Oklahoma State Rail Plan, are key physical and operating characteristics for each Oklahoma railroad subdivision or railroad line segment. This information, identified in the list below, was collected through coordination with Oklahoma's railroads in both 2021 and 2026 and via analysis of Oklahoma Department of Transportation (ODOT) data (including Oklahoma Railroad Annual Reports submitted by the state's railroads to ODOT annually and rail maps generated by ODOT), Class I Railroad Annual Report R-1s (submitted by the state's Class I railroads to the federal Surface Transportation Board annually), railroad timetables, and other publicly available data.

A.2 Railroad Glossary

Line Heritage: identifies the historic railroad ownership of each subdivision.

Subdivision Route/Mileage: identifies the subdivision endpoints and route mileage within Oklahoma. Note that railroad miles as portrayed in the railroad timetable and other public sources can vary from the route-mile calculations presented in the State Rail Plan.

FRA Track Class: identifies the likely applicable Federal Railroad Administration (FRA) Class of Track designation on the main track(s) for each subdivision.

Track Configuration: identifies the number of main tracks and the presence of sidings for train meet-pass events on each subdivision, within Oklahoma.

Maximum Authorized Speed for Freight Trains: identifies the maximum speed freight trains can travel over each subdivision. Note that speeds may be further restricted owing to track geometry, bridge restrictions, limited sight distances, challenges of rail operations in urban and rail terminal areas, and other safety and operating considerations not identified in this inventory. Maximum authorized speeds for freight trains may also be lower than the maximum authorized speed by the FRA's Class of Track regulations.

Maximum Authorized Speed for Passenger Trains: identifies the maximum speed passenger trains can travel over each subdivision; note that speeds may be further restricted owing to track geometry, bridge restrictions, limited sight distances, challenges of rail operations in urban and rail terminal areas, and other safety and operating considerations not identified in this inventory. Speeds are identified only for railroad subdivisions presently hosting Amtrak intercity and long-distance passenger trains in Oklahoma, and on other segments as designated by Oklahoma's railroads.

Wayside Signals: indicates the presence of a wayside signal system on each subdivision (see operational authority below for wayside signal types), which is used to convey operating authority to trains and equipment and / or show occupation of main track(s) by trains and equipment.



Method of Operation: identifies generally the railroad operating system or practice employed on each segment, to the extent known, including the presence of:

Centralized Traffic Control (CTC): A train control system whereby a train dispatcher provides operational authority to trains remotely via a wayside signal system and radio communication.

Automatic Train Control (ATC): A train control system integrated with a cab signaling system that applies train speed control. An alarm in the train locomotive notifies the engineer when the train has exceeded the maximum allowable speed for a given portion of track, and if the engineer fails to reduce speed or apply the air brake system, a penalty brake application is made automatically by the ATC system. ATC typically exists as an overlay to a CTC system, which provides operational authority.

Automatic Block Signals (ABS): A wayside signal system that indicates block occupancy and minimizes the likelihood of collisions between trains. ABS is not controlled by a train dispatcher, but a train's entry to into a segment of ABS may be controlled by a train dispatcher. Typically requires that operational authority be provided as an overlay through a track warrant or track authority issued by a train dispatcher via radio communication.

Track Warrant Control (TWC) or Track Authority (TA); designations may vary by railroad: System of operational authority issued to trains remotely by a train dispatcher via radio communication.

Restricted Limits (RL), Restricted Speed (RS), GCOR Rule 6.28, Yard Limits (YL), and Rule 520 (Non-Main Track); designations may vary by railroad – Typically slow speed operations (not more than 20 mph, but may be much slower, depending upon designation, sight distance, congestion, and operating conditions) within and at the approach to railroad yards and on industrial leads and other trackage that does not require operational authority from a train dispatcher. Trains operating within these limits typically coordinate operations with the train dispatcher and other trains operating within the limits via radio communication.

Maximum Allowable Gross Weight: identifies loaded railcar weight limitations, as dictated by the likely condition of mainline bridges and track.

Clearances: identifies the known vertical clearance potential for accommodating specific types of railcar equipment and/or the vertical clearance above top of rail (ATR) in feet and inches. Reporting by railroad varies. Some equipment types identified include:

Trailer on Flat Car (TOFC): railroad flat car on which a truck semi-trailer is transported; known also as piggyback.

Double-Stack Car/Container on Flat Car (COFC): intermodal railcar that typically accommodates shipping containers of up to 53 feet in length stacked one or two high.

Tri-Level/Hi-Trilevel: railcar equipped with racks accommodating two or three decks of automobiles or light trucks.

AutoMax: automobile rack railcar with adjustable deck heights for accommodating bi-level or tri-level configurations.



Current Traffic Density (2020): identifies the rail traffic density by subdivision in annual Gross Ton-Miles (GTM) in millions. GTM includes the number of trailing tons in a train behind the locomotives (including railcars and lading, railroad company service equipment, and cabooses) times the distance moved in road freight trains. Traffic density for tenant railroads with trackage rights over subdivisions of an owning (or host) railroad are identified, if known.

Average Number of Trains per Day: identifies a range of likely average daily train volumes for each subdivision.

Commodities Transported: identifies typical commodities or commodity groups transported over each subdivision. Note that commodities and the rail routes they travel over can change at any time due to markets, rail capacity, and other considerations. A more detailed discussion of current traffic flows and primary commodities transported by rail in and through Oklahoma can be found in Chapter 2 of the Oklahoma State Rail Plan.

Industrial Leads: identifies railroad-designated industrial leads (or spurs, as designated by some railroads) which are used to access rail customers off the subdivision mainline and extend the reach of rail service in Oklahoma; mileage of industrial leads (and spurs) is not included in route-mile calculations for the state owing to their designation.

FRA Excepted Track: identifies segments of FRA Excepted Track over which railroads operate under the following conditions: Trains will be operated at 10 mph or less; no occupied passenger trains will be operated; no freight train will be operated that contains more than five railcars required to be placarded as hazardous materials shipments; and track gage (distance between the rails) will not be more than 4 feet 10 ¼ inches (standard gage is 4 feet 8 ½"). FRA Excepted Track in Oklahoma is typically found on lightly used industrial leads.

A.3 Railroad Overview

Chapter 2 of the Rail Plan identifies Oklahoma's railroads and non-operating railroad owners that own a total of approximately 3,378 route miles in the state, and which are detailed in this appendix. The table also identifies by entity – railroad class (if applicable), standard alpha carrier code (an industry standard two- to four-letter abbreviation), total miles of railroad owned and operated in Oklahoma (including lines leased, operated under contract, trackage rights, and haulage rights, as applicable), and the percentage of the total Oklahoma rail network that each railroad ownership represents. Note that miles leased and/or operated under contract, miles operated under trackage rights, and miles operated under haulage rights are included in the total miles operated figures, allowing total miles operated to exceed total miles owned. Industrial railroads and private track ownership provide transportation service at industrial installations in Oklahoma, but, due to their classification, the mileage of privately owned industrial track is not included in calculations of the state's rail network. Similarly, the industrial track (including designated industrial leads and spurs) of Class I and III rail carriers is also not included in the route-mile calculations.

Also identified in the context of each railroad's network in Oklahoma is the existence of trackage rights which provide authority for one railroad (a tenant) to operate over the line of another railroad (host); haulage rights which is an arrangement whereby one railroad markets service over a route owned by



another, but does not operate its own trains over the host railroad; and connections (or interchanges) between railroads where railcars are exchanged. Major railroad yards/terminals and rail facilities as well as rail-port connections in the state are also identified.

A.4 Class I Railroads in Oklahoma

The section describes Oklahoma's three Class I railroads. Included are data and operating subdivision tables for each railroad, showing such details as ownership, miles owned and operated, trackage and haulage rights, physical characteristics of operating subdivisions, facilities, commodities handled, connections with other railroads, and more. In 2017, Oklahoma's Class I railroads were asked to confirm much of the data appearing in this section and to provide additional input, as appropriate. All of Oklahoma's three Class I railroads participated in the data gathering. No physical inspections of the Class I railroads were conducted during development of the Oklahoma State Rail Plan.

A.4.1 BNSF Railway (BNSF)

A summary of statistical information for BNSF Railway (BNSF) within Oklahoma is as follows:

- Line owned: 966 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 330 miles
- Line operated under haulage rights: 46 miles
- Line owned, not operated, by respondent: 0 miles

BNSF Interchanges

Interchanges are locations where railroads intersect and exchange railcars. BNSF has the ability to interchange freight rail traffic with one Class I carrier (UP) and 12 Class III carriers (AOK, CVR, FMRC, GNBC, KRR, NOKL, SS, SKOL, SLWC, TSU, WT&J). Designated interchange point locations and connecting carriers are listed below:

- Altus – Farmrail Corporation (FMRC), Grainbelt Corporation (GNBC), Stillwater Central Railroad (SLWC), Wichita, Tillman & Jackson Railway (WT&J)
- Boise City – Cimarron Valley Railroad (CVR)
- Claremore – Union Pacific Railroad (UP)
- Enid – FMRC, GNBC, UP
- Madill – Kiamichi Railroad (KRR)
- Muskogee – UP
- Oklahoma City – Austin, Todd & Ladd Railroad (AT&L), SLWC, UP
- Pawnee – SLWC



- Sapulpa – SLWC, Tulsa Sapulpa Union Railway (TSU)
- Sequoyah – Public Service of Oklahoma (PSO)
- Shawnee – Arkansas-Oklahoma Railroad (AOK), UP
- Snyder – GNBC
- Tulsa – South Kansas & Oklahoma Railroad (SKOL), Sand Springs Railway (SS), UP
- Wellington, KS – Blackwell Northern Gateway Railroad (BNGR)
- Woodward – Northwestern Oklahoma Railroad (NOKL)

BNSF Trackage Rights and Joint Trackage

BNSF has trackage rights over the following line segments and connecting railroads:

- Haulage rights over Union Pacific Railroad Tulsa Subdivision between Tulsa, Oklahoma and Muskogee, Oklahoma; approximately 46.0 miles.
- Trackage rights over Union Pacific Railroad Oklahoma City Subdivision between Oklahoma City, Oklahoma and Shawnee, Oklahoma; approximately 37.0 miles.
- Trackage rights over Union Pacific Railroad Pratt Subdivision between Kansas / Oklahoma state line near Tyrone, Oklahoma–Oklahoma / Texas state line near Texhoma; approximately 52.0 miles.
- Stillwater Central Railroad (SLWC) between Sapulpa, Oklahoma and Oklahoma City, Oklahoma; approximately 130.0 miles.
- Stillwater Central Railroad (SLWC) between Oklahoma City, Oklahoma and Snyder, Oklahoma; approximately 94.0 miles.

BNSF Divisions and Subdivisions in Oklahoma

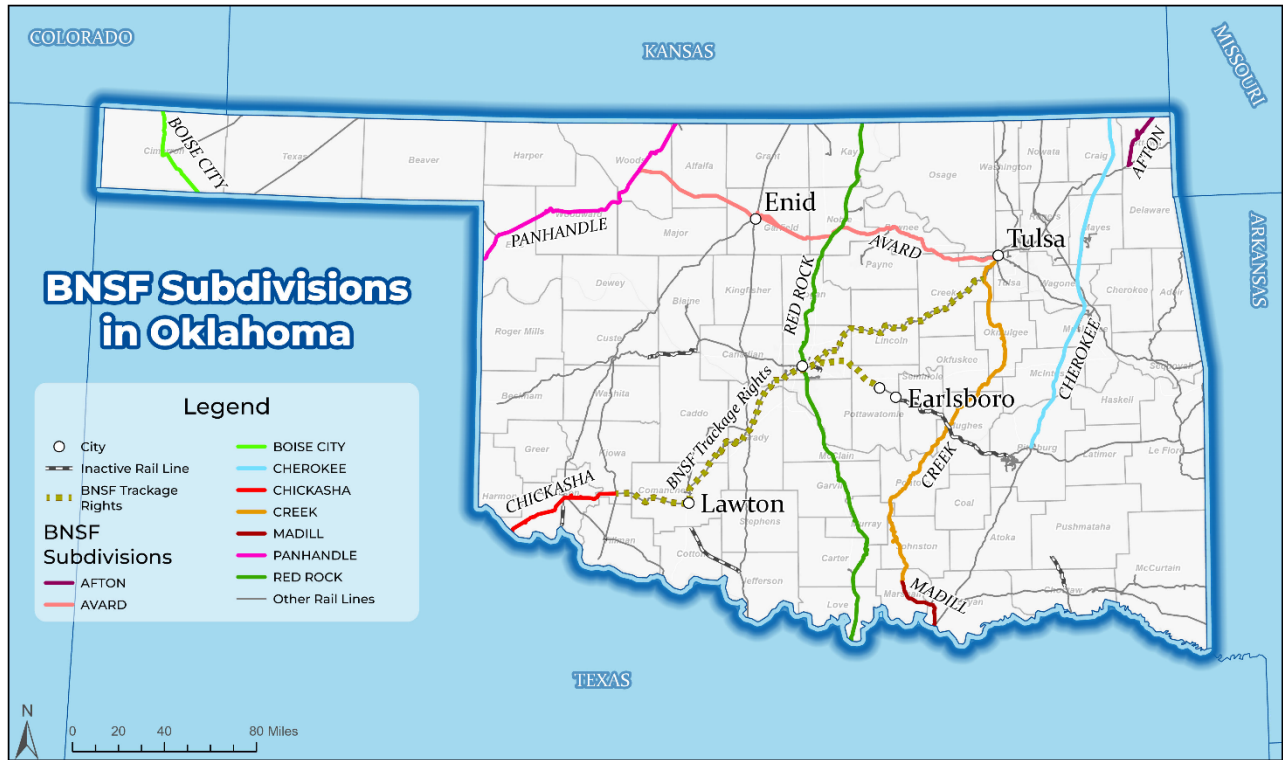
BNSF's Oklahoma network is comprised of part of three operating divisions:

- Heartland Division
- Kansas Division
- Red River Division

BNSF's nine operating subdivisions in Oklahoma are shown in **Figure A-1**. BNSF's Oklahoma subdivisions are presented by division and described in the tables below.



Figure A-1. BNSF Network and Subdivisions in Oklahoma



Source: 2022 Oklahoma State Rail Plan

The Oklahoma subdivisions shown in **Table A-1** are components of the BNSF Heartland Division.

Table A-1. Descriptions of BNSF Subdivisions in Oklahoma - Heartland Division

Subdivision	Cherokee Subdivision
Division	Heartland
Owner	BNSF
Operator	BNSF
Line Heritage	St. Louis-San Francisco Railway (SLSF)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Oklahoma/Missouri state line near Seneca, Missouri-Tulsa, Oklahoma; 101.1 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings, limited sections of two main tracks
Maximum Authorized Speed Freight	50 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)



Subdivision	Cherokee Subdivision
Method of Operation	Centralized Traffic Control (CTC) / Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	16-28
Commodities Transported	Coal, farm products, food and kindred products, chemical and allied products, intermodal, ethanol, and general merchandise freight traffic
Industrial Leads	Howard Spur: Tulsa, Oklahoma; approximately 1.0 mile
FRA Expected Track	Howard Spur
Subdivision	Afton Subdivision
Division	Heartland
Owner	BNSF
Operator	BNSF
Line Heritage	St. Louis-San Francisco Railway (SLSF)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Oklahoma/Kansas state line near Quapaw, Oklahoma-Afton, Oklahoma; 24.8 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	50 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)/Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	8
Commodities Transported	Coal, farm products, food and kindred products, chemical and allied products, intermodal, ethanol, and general merchandise freight traffic
Industrial Leads	Miami Lead: Miami, Oklahoma; approximately 3.0 miles; 286,000 lbs. maximum allowable gross weight; line density unknown.
FRA Expected Track	Miami Lead Yard tracks at Tiger

The Oklahoma subdivisions shown in **Table A-2** are components of the BNSF Chicago Division.



Table A-2. Descriptions of BNSF Subdivisions in Oklahoma - Red River Division

Subdivision	Creek Subdivision
Division	Red River
Owner	BNSF
Operator	BNSF
Line Heritage	St. Louis-San Francisco Railway (SLSF)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Tulsa, Oklahoma-Madill, Oklahoma; 175.7 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings, limited sections of two main tracks
Maximum Authorized Speed Freight	55 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC), GCOR Rule 6.28 at Cherokee Yard
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	6
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	Okmulgee, Oklahoma; approximately 2.2 miles
FRA Expected Track	West Cherokee, tracks 0141, 0143, 0151, and 0150 (Industry tracks)
Subdivision	Madill Subdivision
Division	Red River
Owner	BNSF
Operator	BNSF
Line Heritage	St. Louis-San Francisco Railway (SLSF)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Tulsa, Oklahoma-Oklahoma / Texas state line near Colbert, Oklahoma; 28.7 miles
FRA Track Class	Class 3
Track Configuration	One main track
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.



Subdivision	Creek Subdivision
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	6-8
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	None

Subdivision	Red Rock Subdivision
Division	Red River
Owner	BNSF
Operator	BNSF
Line Heritage	Atchison, Topeka & Santa Fe Railway (AT&SF)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Oklahoma/Kansas state line near Arkansas City, Kansas-Oklahoma/Texas state line near Thackerville, Oklahoma; 248.7 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	55 mph freight
Maximum Authorized Speed Passenger	79 mph passenger
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)/Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	20-24
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	Shawnee Industrial Spur: Aydelotte, Oklahoma-Shawnee, OK; approximately 8.9 miles (former Atchison, Topeka & Santa Fe Railway) Flynn Industrial Spur: Flynn (Oklahoma City), Oklahoma; approximately 4.7 miles (former Atchison, Topeka & Santa Fe Railway)
FRA Expected Track	Various yard tracks

Subdivision	Avard Subdivision
Division	Red River
Owner	BNSF
Operator	BNSF
Line Heritage	St. Louis-San Francisco Railway (SLSF)



Subdivision	Creek Subdivision
Subdivision Route/Mileage	Tulsa, Oklahoma–Avard, Oklahoma; 176.0 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	70 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC) / Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	14
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	Tracks 4001, 4006 through 4020 in Enid

Subdivision	Chickasha Subdivision
Division	Red River
Owner	BNSF
Operator	BNSF
Line Heritage	St. Louis-San Francisco Railway (SLSF)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Altus, Oklahoma–Oklahoma/Texas state line near Eldorado, Oklahoma; 47.2 miles
FRA Track Class	Class 2
Track Configuration	One main track
Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	2
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	None

The Oklahoma subdivisions shown in **Table A-3** are components of the BNSF Kansas Division.



Table A-3. Descriptions of BNSF Subdivisions in Oklahoma - Kansas Division

Subdivision	Panhandle Subdivision
Division	Kansas
Owner	BNSF
Operator	BNSF
Line Heritage	Atchison, Topeka & Santa Fe Railway (AT&SF)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Oklahoma/Kansas state line near Kiowa, Kansas–Oklahoma/Texas state line near Higgins, Texas; 118.9 miles
FRA Track Class	Class 5
Track Configuration	Two main tracks
Maximum Authorized Speed Freight	70 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)/Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment
Average Number of Trains per Day	52-64
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	None
Subdivision	Boise City Subdivision
Division	Kansas
Owner	BNSF
Operator	BNSF
Line Heritage	Atchison, Topeka & Santa Fe Railway (AT&SF)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Oklahoma/Colorado state line near Campo, Colorado–Oklahoma/Texas state line near Kerrick, Texas; 42.9 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and automax equipment



Subdivision	Panhandle Subdivision
Average Number of Trains per Day	10
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	None

A.4.2 CPKC Railway (CPKC)

A summary of statistical information for CPKC Railway (CPKC) within Oklahoma is as follows:

- Line owned: 122 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 1 miles
- Line operated under haulage rights: 0 miles
- Line owned, not operated, by respondent: 5 miles

CPKC Interchanges

Interchanges are locations where railroads intersect and exchange railcars. CPKC has the ability to interchange freight rail traffic with one Class I carriers (UP), and two Class III carriers (AOK, ARS, . Designated interchange point locations and connecting carriers are listed below:

- Heavener – Arkansas Southern Railroad (ARS)
- Howe – Arkansas-Oklahoma Railroad (AOK)
- Sallisaw – Union Pacific Railroad (UP)

CPKC Divisions and Subdivisions in Oklahoma

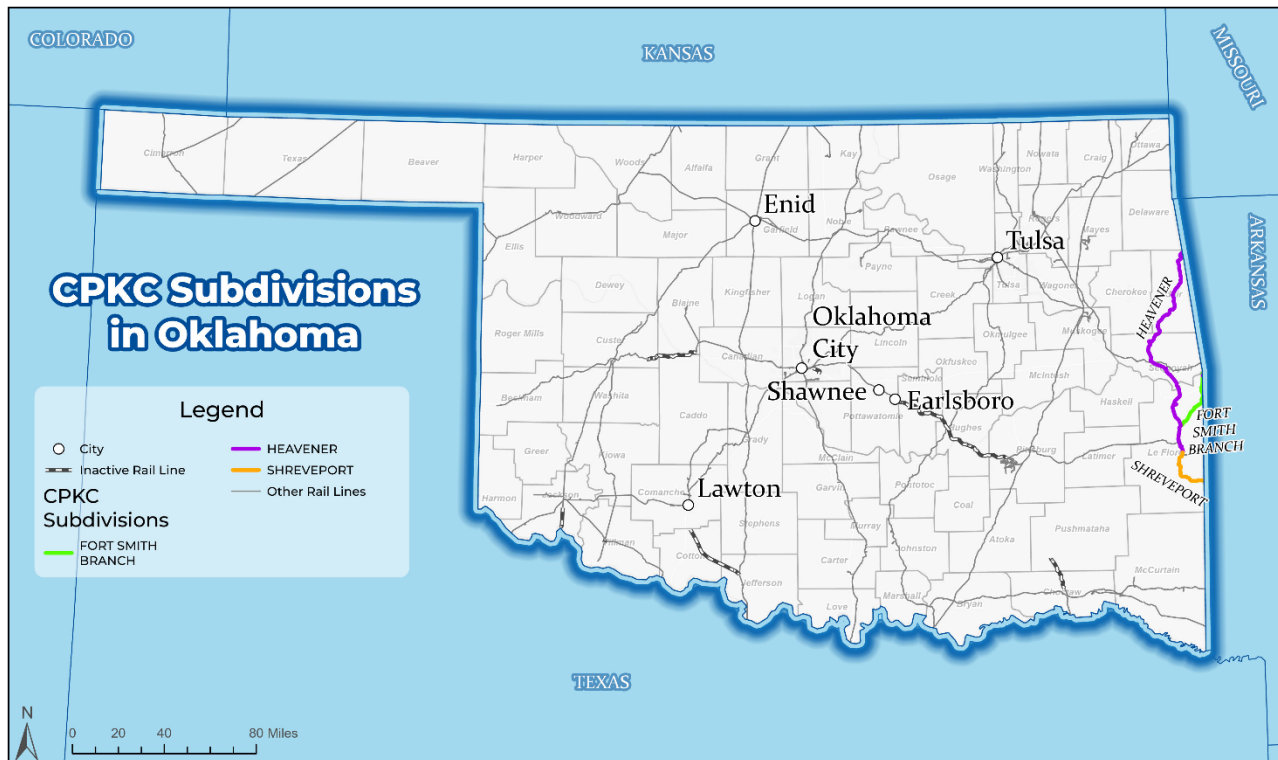
CPKC’s Oklahoma network is comprised of part of one operating division:

- Midwest Division

CPKC’s two operating subdivisions in Oklahoma are shown in **Figure A-2**. CPKC’s Oklahoma subdivisions are presented by division and described in the tables below.



Figure A-2. CPKC Network in Oklahoma



Source: 2022 Oklahoma State Rail Plan

The Oklahoma subdivisions shown in **Table A-4** are components of the CPKC Midwest Division.

Table A-4. Descriptions of CPKC Subdivisions in Oklahoma - Midwest Division

Subdivision	Heavener Subdivision
Division	Midwest
Owner	CPKC
Operator	CPKC
Line Heritage	Kansas City, Pittsburg & Gulf Railroad (KCP&G)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Oklahoma/Arkansas state line near Watts, Oklahoma-Heavener, Oklahoma; 105.2 miles
FRA Track Class	Class 3 (MP 236.0-MP 301.0); Class 4 (MP 301.0-MP 331.7); Class 2/3 (MP 331.7-MP 338.4)
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)/Positive Train Control (PTC)



Subdivision

Heavener Subdivision

Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi- trilevel, and automax equipment
Average Number of Trains per Day	Unknown
Commodities Transported	Coal, intermodal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	None

Subdivision

Shreveport Subdivision

Division	Midwest
Owner	CPKC
Operator	CPKC
Line Heritage	Kansas City, Pittsburg & Gulf Railroad (KCP&G)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Heavener, Oklahoma-Oklahoma/Arkansas state line near Page, Oklahoma; 22.0 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)/Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Cleared for trailers (TOFC), double-stacks (COFC), hi- trilevel, and automax equipment
Average Number of Trains per Day	Unknown
Commodities Transported	Coal, intermodal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	None



A.4.3 Union Pacific Railroad (UP)

A summary of statistical information for Union Pacific Railroad (UP) within Oklahoma is as follows:¹

- Line owned: 821 miles
- Line operated under lease: 0 miles
- Line operated under contract: 0 miles
- Line operated under trackage rights: 420 miles
- Line operated under haulage rights: 0 miles
- Line owned, not operated, by respondent: 73 miles

UP Interchanges

Interchanges are locations where railroads intersect and exchange railcars. UP has the ability to interchange freight rail traffic with two Class I carriers (BNSF, CPKC) and eight Class III carriers (AOK, AT&L, GNBC, KRR, SS, SKOL, SLWC, TOE, TSU) in Oklahoma. Designated interchange point locations and connecting carriers in Oklahoma are listed below:

- Chickasha - Stillwater Central Railroad (SLWC)
- DeQueen, Arkansas - Texas, Oklahoma & Eastern Railroad (TOE)
- Durant - Kiamichi Railroad (KRR)
- El Reno - Austin, Todd & Ladd (AT&L)
- Enid - Grainbelt Corporation (GNBC)
- Hope, Arkansas - KRR
- Howe - CPKC Railway (CPKC)
- McAlester - Arkansas-Oklahoma Railroad (AOK)
- Midwest City - SLWC
- Muskogee - Port of Muskogee Railroad (PMR), BNSF
- Oklahoma City - AOK, BNSF, Oklahoma Railway Museum (ORM)
- Sallisaw - CPKC Railway (CPKC)
- Shawnee - BNSF Railway (BNSF)
- Tulsa - Sand Springs Railway (SS), South Kansas and Oklahoma Railroad (SKOL), Tulsa Sapulpa Union Railway (TSU)

¹ UP Class I Railroad Annual Report R-1, 2019

***UP Trackage Rights and Joint Trackage***

UP has trackage rights over the following line segments and connecting railroads:

- BNSF Railway (BNSF) Red Rock Subdivision between the Oklahoma / Kansas state line and the Oklahoma / Texas state line; approximately 248.7 miles.
- BNSF Railway (BNSF) Boise City Subdivision between Oklahoma / Colorado state line near Campo, Colorado-Oklahoma / Texas state line near Kerrick, Texas; 42.9 miles.
- BNSF Railway (BNSF) Creek Subdivision between Tulsa, Oklahoma, and Henryetta, Oklahoma; approximately 59.0 miles.
- Tulsa Sapulpa Railway (TSU) Jenks Lead between Tulsa, Oklahoma, and Jenks, Oklahoma; approximately 12.9 miles.

UP Divisions and Subdivisions in Oklahoma

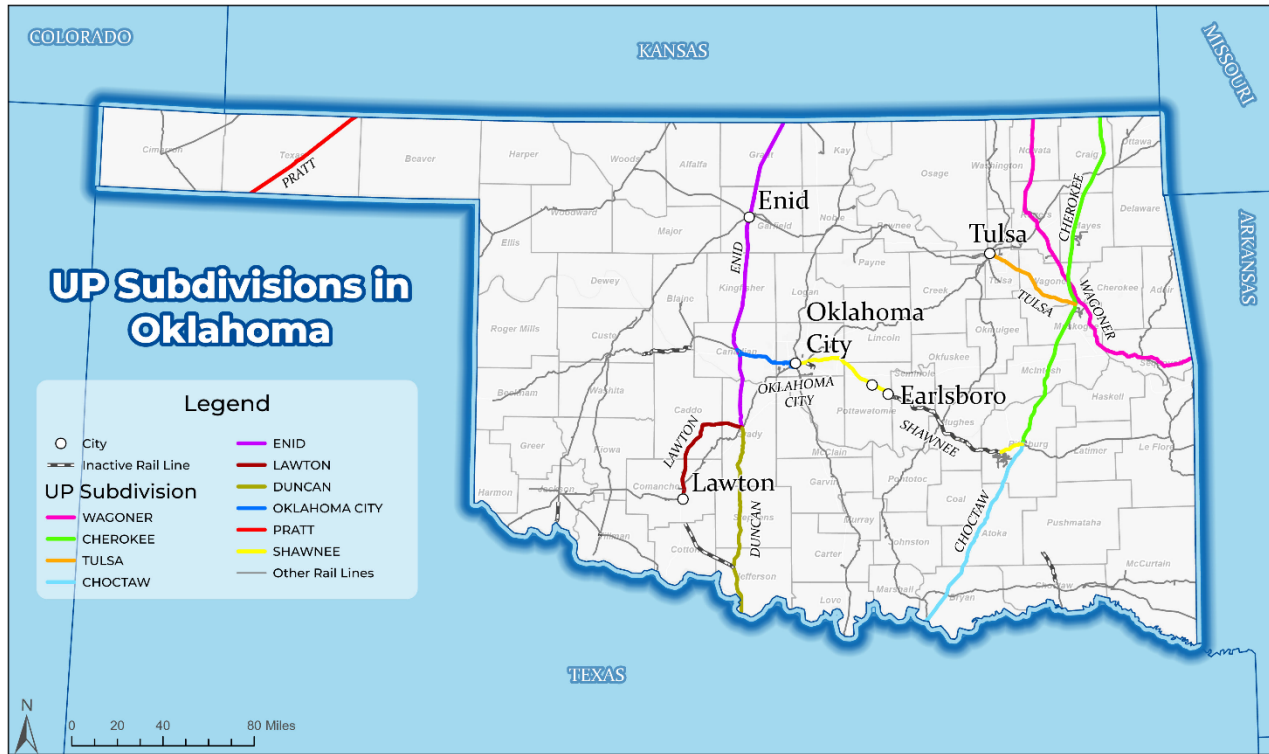
UP's Oklahoma network is comprised of all or part of three operating divisions:

- Kansas City Area
- Dallas-Ft. Worth Area
- Salina Area

UP's nine operating subdivisions in Oklahoma are shown in [Figure A-3](#). UP's Oklahoma subdivisions are presented by division and described in the tables below.



Figure A-3. UP Network and Subdivisions in Oklahoma



Source: 2022 Oklahoma State Rail Plan

The Oklahoma subdivision shown in **Table A-5** is a component of the UP Kansas City Area.

Table A-5. Descriptions of UP Subdivisions in Oklahoma - Kansas City Area

Subdivision	Wagoner Subdivision
Division	Kansas City Area
Owner	UP
Operator	UP
Line Heritage	Missouri Pacific Railroad (MP)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Oklahoma/Kansas state line at South Coffeyville, Oklahoma-Oklahoma/Arkansas state line near Roland, Oklahoma; 157.4 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	60 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC) Kansas/Oklahoma state line at South Coffeyville, Oklahoma-Okay, Oklahoma Automatic



Subdivision

Wagoner Subdivision

	Block Signals (ABS) Okay, Oklahoma–Oklahoma/Arkansas state line near Roland, Oklahoma
Method of Operation	Centralized Traffic Control (CTC) Kansas/Oklahoma state line at South Coffeyville, Oklahoma–Okay, Oklahoma Track Warrant Control (TWC) Okay, Oklahoma–Oklahoma/Arkansas state line near Roland, Oklahoma/Positive Train Control (PTC) Kansas/Oklahoma state line at South Coffeyville, Oklahoma–Wagoner, Oklahoma.
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	9-13
Commodities Transported	Coal, automobiles, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	None

Subdivision

Cherokee Subdivision

Division	Kansas City Area
Owner	UP
Operator	UP
Line Heritage	Missouri-Kansas-Texas Railroad (MKT)
Subdivision Route/Mileage	Oklahoma/Kansas state line near Chetopa, Kansas–McAlester, Oklahoma; 152.0 miles
FRA Track Class	Class 4
Track Configuration	Mix of two main tracks and one main track with passing sidings
Maximum Authorized Speed Freight	60 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Automatic Block Signals (ABS) Kansas/Oklahoma state line Chetopa, Kansas–Wagoner, Oklahoma Centralized Traffic Control (CTC) Wagoner, Oklahoma– McAlester, Oklahoma
Method of Operation	Track Warrant Control (TWC) Kansas/Oklahoma state line near Chetopa, Kansas–Wagoner, Oklahoma Centralized Traffic Control (CTC) Wagoner, Oklahoma–McAlester, Oklahoma/Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	11-15
Commodities Transported	Coal, automobiles, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	Pryor Industrial Lead: Beverly, Oklahoma–Otis, Oklahoma; approximately 9.0 miles (former Missouri-Kansas-Texas



Subdivision

Wagoner Subdivision

	Railroad); maximum allowable gross weight unknown; line density unknown
FRA Expected Track	<ul style="list-style-type: none"> ▪ Pryor Industrial Lead: from wye at MP 4.0 to end of tracks. ▪ Muskogee Yard: All industry tracks except the Port Lead.

Subdivision

Tulsa Subdivision

Division	Kansas City Area
Owner	UP
Operator	UP
Line Heritage	Missouri-Kansas-Texas Railroad (MKT)
Subdivision Route/Mileage	Muskogee, Oklahoma-Tulsa, Oklahoma; 45.8 miles
FRA Track Class	Class 2
Track Configuration	One main track
Maximum Authorized Speed Freight	25 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	2
Commodities Transported	Automobiles, farm products, food and kindred products, chemical and allied products, and general merchandise freight traffic
Industrial Leads	Tulsa Industrial Lead: 13.7 miles (former Midland Valley Railroad); 286,000 lbs. maximum allowable gross weight; line density unknown
FRA Expected Track	Most industry tracks



The Oklahoma subdivision shown in **Table A-6** is a component of the UP Dallas-Ft. Worth Area.

Table A-6. Descriptions of UP Subdivisions in Oklahoma - Dallas-Ft. Worth Area

Subdivision	Choctaw Subdivision
Division	Dallas-Ft. Worth Area
Owner	UP
Operator	UP
Line Heritage	Missouri-Kansas-Texas Railroad (MKT)
Subdivision Route/Mileage	McAlester, Oklahoma-Oklahoma/Texas state line near Colbert, TX; 91.3 miles
FRA Track Class	Class 3
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	60 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)/Positive Train Control (PTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	17
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	<ul style="list-style-type: none"> ▪ Multiple yard tracks at Ray ▪ Entire track at Perrin Field
Subdivision	Enid Subdivision
Division	Dallas-Ft. Worth Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route/Mileage	Kansas/Oklahoma state line near Caldwell, Kansas-Chickasha, Oklahoma; 141.6 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	49 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	<ul style="list-style-type: none"> ▪ Track Warrant Control (TWC) ▪ Areas of Yard Limits (YL) at Enid, Oklahoma; El Reno, Oklahoma; Chickasha, Oklahoma
Maximum Allowable Gross Weight	286,000 lbs.



Subdivision	Choctaw Subdivision
Clearances	Unknown
Average Number of Trains per Day	5-9
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	El Reno: Most tracks in Big Yard

Subdivision	Lawton Subdivision
Division	Dallas-Ft. Worth Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route/Mileage	Chickasha, Oklahoma-Lawton, Oklahoma; 48.8 miles
FRA Track Class	Class 3
Track Configuration	One main track
Maximum Authorized Speed Freight	40 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	268,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	4
Commodities Transported	Farm products, aggregate, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	Lawton Industrial Lead: Lawton, Oklahoma-Ft. Sill, Oklahoma; 6.6 miles including 0.4 miles over Stillwater Central Lawson Subdivision (former St. Louis-San Francisco Railway); 238,000 lbs. maximum allowable gross weight; line density unknown
FRA Expected Track	<ul style="list-style-type: none"> ▪ All tracks at Apache and Andarko except main track ▪ Main track between MP 41.2 and MP 42.7

Subdivision	Duncan Subdivision
Division	Dallas-Ft. Worth Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Chickasha, Oklahoma-Oklahoma/Texas state line near Terral, Oklahoma; 79.2 miles
FRA Track Class	Class 4
Track Configuration	One main track with passing sidings



Subdivision	Choctaw Subdivision
Maximum Authorized Speed Freight	49 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	5
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	None

Subdivision	Name
Division	Dallas-Ft. Worth Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route/Mileage	El Reno, Oklahoma-Oklahoma City, Oklahoma; 33.0 miles
FRA Track Class	Class 4
Track Configuration	One main track
Maximum Authorized Speed Freight	49 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	None
Method of Operation	Track Warrant Control (TWC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	3-5
Commodities Transported	Farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	All tracks within the Oklahoma City Yard area except the main track

The Oklahoma subdivision shown in **Table A-7** is a component of the UP Salina Area.

Table A-7. Descriptions of UP Subdivision in Oklahoma - Salina Area

Subdivision	Pratt Subdivision
--------------------	--------------------------



Division	Salina Area
Owner	UP
Operator	UP
Line Heritage	Chicago, Rock Island & Pacific Railroad (CRI&P)
Subdivision Route/Mileage	Portion of Subdivision in Oklahoma: Kansas/Oklahoma state line near Tyrone, Oklahoma–Oklahoma/Texas state line near Texhoma, Oklahoma; 51.69 miles
FRA Track Class	Class 5
Track Configuration	One main track with passing sidings
Maximum Authorized Speed Freight	70 mph freight
Maximum Authorized Speed Passenger	N/A
Wayside Signals	Centralized Traffic Control (CTC)
Method of Operation	Centralized Traffic Control (CTC)
Maximum Allowable Gross Weight	286,000 lbs.
Clearances	Unknown
Average Number of Trains per Day	13
Commodities Transported	Intermodal, automobiles, coal, farm products, food and kindred products, chemical and allied products, ethanol, and general merchandise freight traffic
Industrial Leads	None
FRA Expected Track	None



APPENDIX

B

Class III Railroad Profiles



APPENDIX B. CLASS III RAILROAD PROFILES

B.1 Class II Railroads in Oklahoma

Oklahoma is not currently served by any Class II (or regional) railroads.

B.2 Class III Railroads in Oklahoma

This section identifies and describes Oklahoma's Class III (or short line) railroads. All of these Class III railroads currently provide railroad service. Included is a data sheet for the Class III railroads providing railroad service, showing such details as ownership, miles owned and operated, physical characteristics of rail lines, commodities and carloads handled, connections with other railroads, potential improvement needs, and more. In 2017 initially and again in 2021 and 2026, the Class III railroads providing railroad service in Oklahoma were asked to confirm the data appearing in the data sheets and to provide additional input, as appropriate. No physical inspections of Oklahoma's Class III railroads were conducted during development of the Oklahoma State Rail Plan.





B.3 Arkansas-Oklahoma Railroad

Figure B-1. Arkansas-Oklahoma Railroad Map

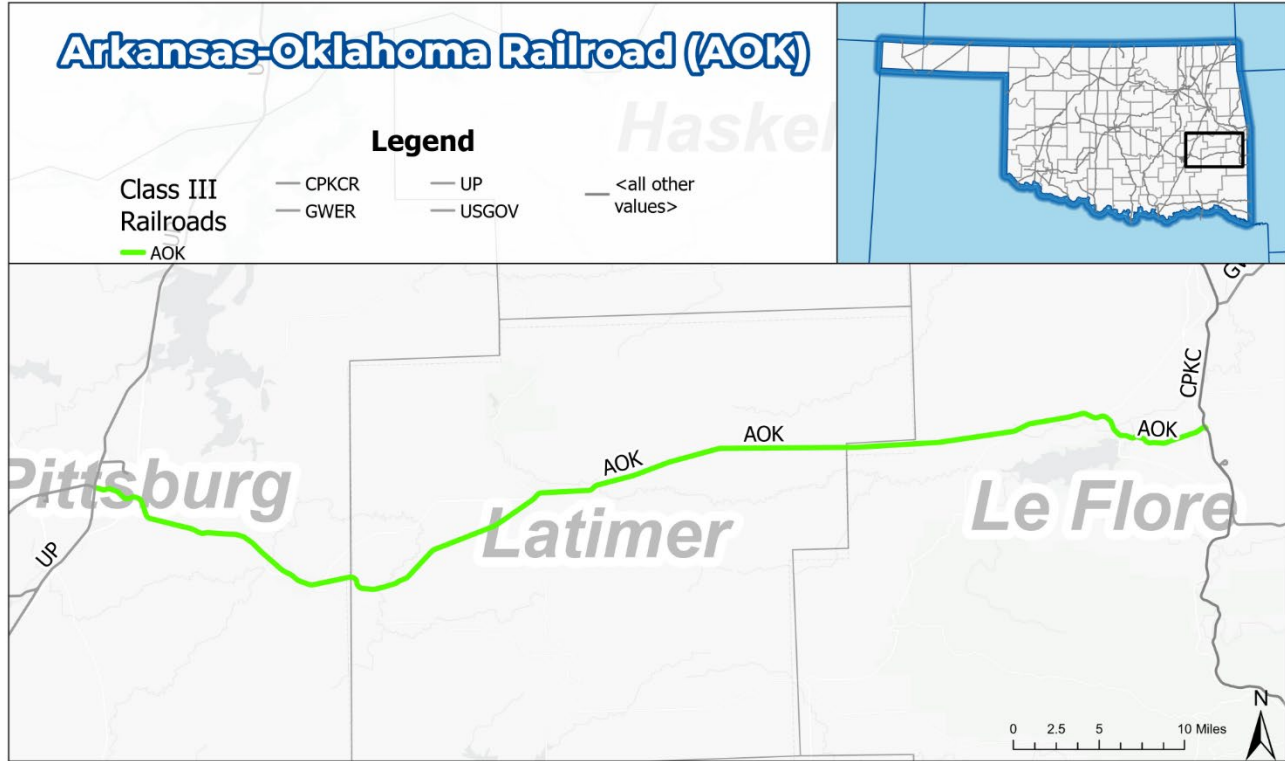


Table B-1. Arkansas-Oklahoma Railroad Datasheet

Railroad	Arkansas-Oklahoma Railroad
Alpha Code	AOK
Operator	Arkansas-Oklahoma Railroad
Parent Company	N/A
Company Website	www.aokrr.com
Service Area	
Counties in Oklahoma	Oklahoma, Lincoln, Pottawatomie, Pittsburg, Latimer, Le Flore
Principal Stations in Oklahoma	Midwest City, Shawnee, McAlester, Wilburton, Howe
Rail Traffic	
Principal Commodities	Aggregate, Decorative Stone, Wheat, Corn, Oats, CSM, Feed Ingredients, Automobiles, Plastic Pellets, drilling Fluid, Hydro Processing Catalyst, Propane, Lumber



Any additional commodities being added in the future?	Fertilizer, Black Mass, Glass
--------------------------------------------------------------	-------------------------------

Oklahoma Route Miles

Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
Shawnee Subdivision	37	37	0	0	37	0	2
Howe Subdivision	85	85	0	70	15	0	1
BNSF Industrial Spur, Shawnee	11	11	0	0	11	4	1
Krebs Branch	2	2	0	0	2	0	1
Total	135	135	0	70	65	4	5

Track Characteristics (As Necessary by Line Segment)

FRA Track Class	Class 1 and Excepted Track
Operating Speed	10 mph
Method of Operation	Track Warrant Control
Line Density (2024)	N/A
Weight Limits	263,000 lbs. and 268,000 lbs. (286,000 lbs. may be allowed with special waiver)
Vertical Clearance and Restrictions	None on AOK main line

Interchange Points

Location	Railroad
Shawnee, Oklahoma	BNSF
Oklahoma City, Oklahoma	BNSF, UP
McAlester, Oklahoma	UP
Howe, Oklahoma	CPKC

Facilities

Type	Location
Classification Yards	Oklahoma City, Shawnee, McAlester
Transload Facility	Shawnee, McAlester, Howe
Intermodal Facility	None
Mechanical Facility	Wilburton

Bridges

Number of Bridges on AOK in Oklahoma	130	Other Bridge Comments, if applicable:
Number of Bridges in Need of Upgrade to Handle 286K Loads	130	
Number of Bridges in Need of Repair	40	



Present Capacity Constraints and Operational Bottlenecks		
Location	Description	
Shawnee and Red River (BNSF Leased)	Capacity for storage continues to be a challenge with the increased demand.	
Funded Capital Projects (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
N/A		
Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Bridge Capacity Upgrades	\$56,000,000.00	
Tie Installation Program	\$4,000,000.00	
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>



B.4 Arkansas Southern Railroad

Figure B-2. Arkansas Southern Railroad Map

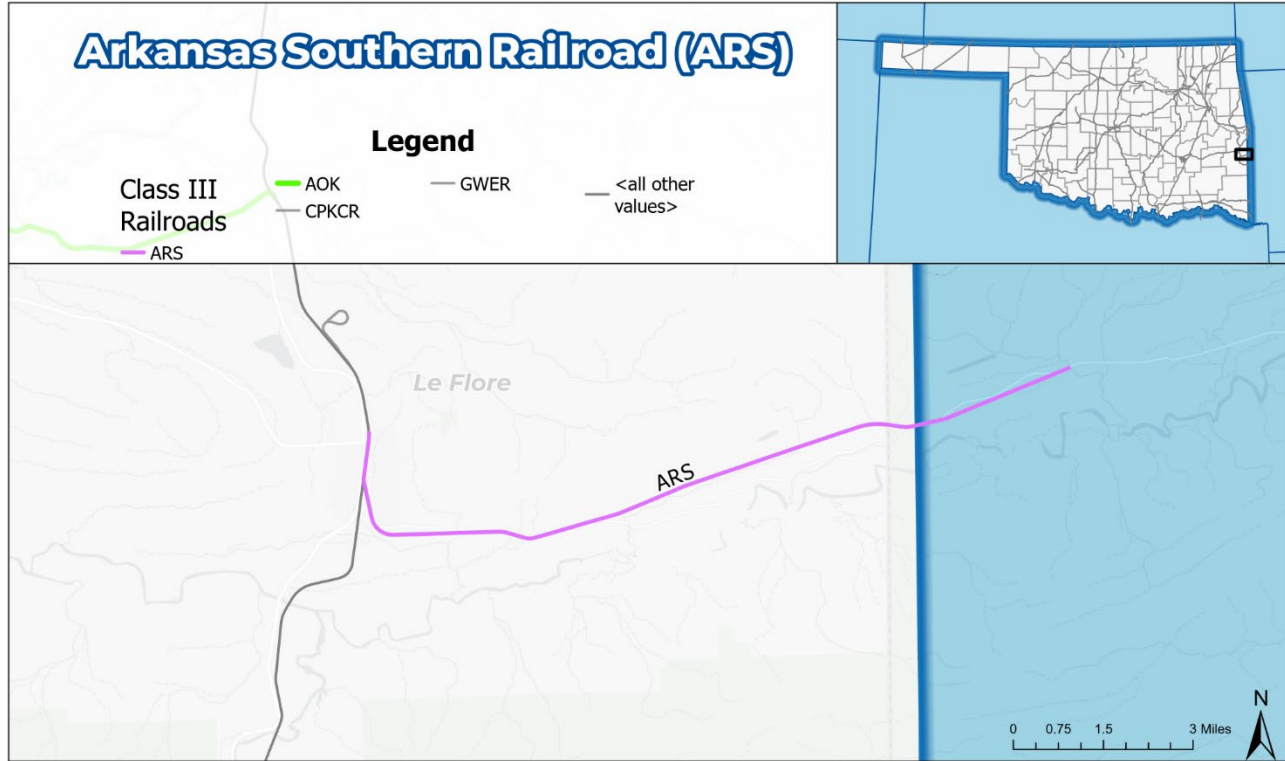


Table B-2. Arkansas Southern Railroad Datasheet

Railroad	Arkansas Southern Railroad	
Alpha Code	ARS	
Operator	Arkansas Southern Railroad	
Parent Company	Watco	
Company Website	www.watco.com	
Service Area		
Counties in Oklahoma	Le Flore	
Principal Stations in Oklahoma	Heavener	
Rail Traffic		
Principal Commodities	Grain	
Any additional commodities being added in the future?		



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
Heavener- OK/AR state line	6	6	0	0	6	4	1
Total	6	6	0	0	6	4	1
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class	Class 1						
Operating Speed	10 mph						
Method of Operation	GCOR 6.28 Other than Main Track						
Line Density (2024)	0.18 GTM						
Weight Limits	286,000 lbs.						
Vertical Clearance and Restrictions	None						
Interchange Points							
Location				Railroad			
Heavener				Kansas City Southern			
Facilities							
Type				Location			
Classification Yards				None			
Transload Facility				None			
Intermodal Facility				None			
Mechanical Facility				None			
Bridges							
Number of Bridges on ARS in Oklahoma					1	Other Bridge Comments, if applicable:	
Number of Bridges in Need of Upgrade to Handle 286K Loads					0		
Number of Bridges in Need of Repair							

Present Capacity Constraints and Operational Bottlenecks		
Location	Description	
Funded Capital Projects (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input type="checkbox"/>	No <input type="checkbox"/>



B.5 Austin, Todd & Ladd Railroad

Figure B-3. Austin, Todd & Ladd Railroad Map

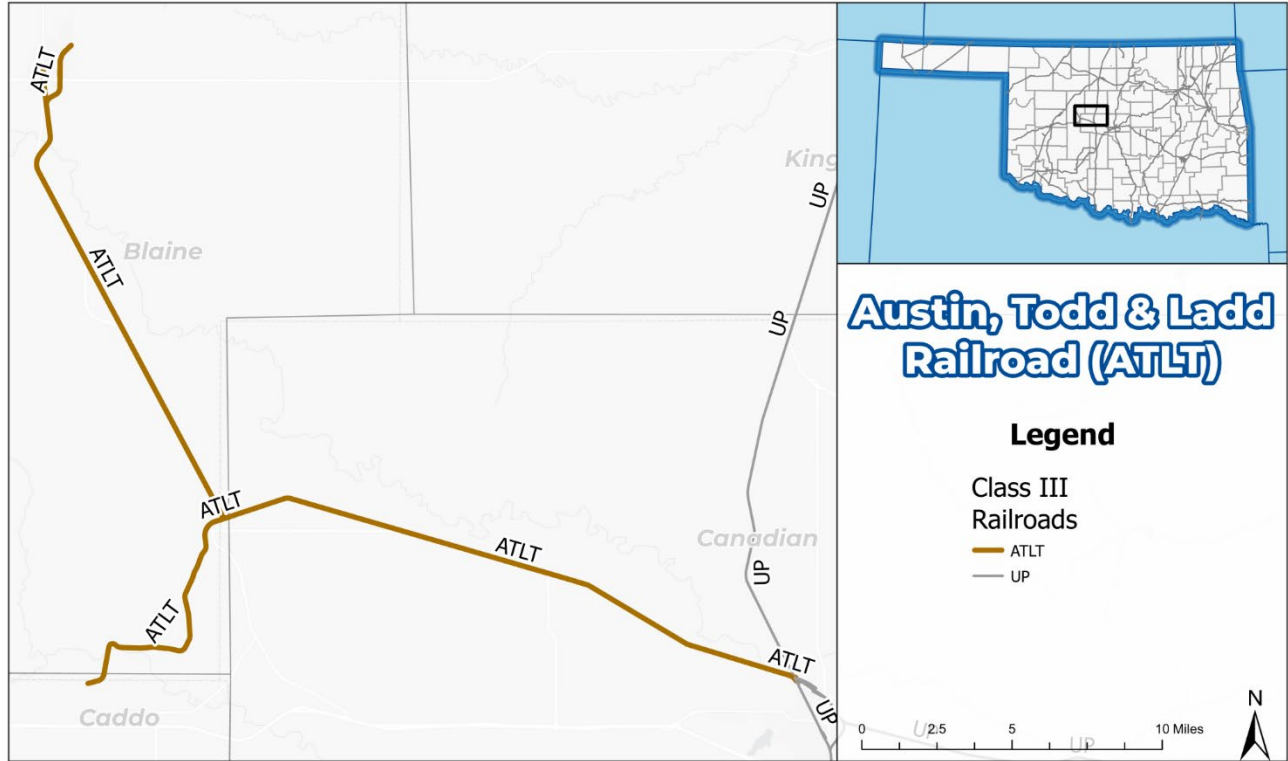


Table B-3. Austin, Todd & Ladd Railroad Datasheet

Railroad	Austin, Todd & Ladd Railroad	
Alpha Code	ATLT	
Operator	AT&L Railroad	
Parent Company	Wheeler Grain	
Service Area		
Counties in Oklahoma	Canadian, Blaine, Caddo	
Principal Stations in Oklahoma		
Rail Traffic		
Principal Commodities	Grain	
Any additional commodities being added in the future?		



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
El Reno to Watonga	39.0	39.0	0	39.0	0	0	1
Geary to Bridgeport	9.5	5.0	4.5	0	9.5	0	>1
Total	48.5	44	4.5	39.0	9.5	0	1
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class	Class 1 and Class 2						
Operating Speed	10-20 mph						
Method of Operation	None						
Line Density (2024)	Not provided						
Weight Limits	286,000 lbs.						
Vertical Clearance and Restrictions	None noted						
Interchange Points							
Location				Railroad			
El Reno				UP			
Facilities							
Type				Location			
Classification Yards				N/A			
Transload Facility				N/A			
Intermodal Facility				N/A			
Mechanical Facility				N/A			
Bridges							
Number of Bridges on ATLTK in Oklahoma					N/A	Other Bridge Comments, if applicable:	
Number of Bridges in Need of Upgrade to Handle 286K Loads					N/A		
Number of Bridges in Need of Repair							

Present Capacity Constraints and Operational Bottlenecks		
Location	Description	
Funded Capital Projects (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input type="checkbox"/>	No <input type="checkbox"/>



B.6 Land Rush Rail

Figure B-4. Land Rush Rail Map

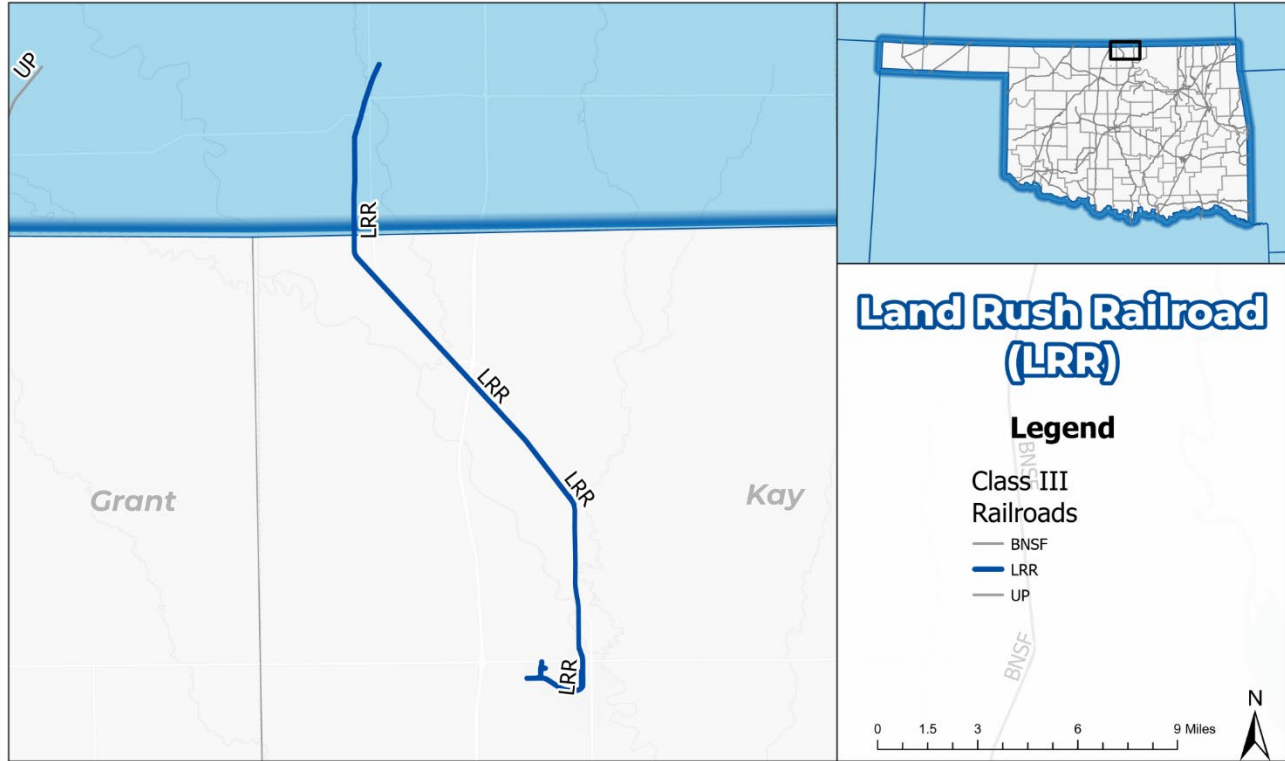


Table B-4. Land Rush Rail Datasheet

Railroad	Land Rush Railroad	
Alpha Code	LRR	
Operator	Land Rush Rail Corporation	
Parent Company	Farmrail System, Inc.	
Company Website	www.farmrail.com	
Service Area		
Counties in Oklahoma	Kay	
Principal Stations in Oklahoma	Blackwell	
Rail Traffic		
Principal Commodities	Mineral Oil, Polypropolene Pellets	
Any additional commodities being added in the future?	Corn, Wheat, Soybean, Fertilizer	



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
KS/OK State Line to Blackwell	21	21	0	0	21	0	1
Total	21	21	0	0	21	0	1
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class	Excepted						
Operating Speed	10 mph						
Method of Operation	Yard Limits						
Line Density (2024)	0.05 GTM						
Weight Limits	263,000 lbs.						
Vertical Clearance and Restrictions	24'						
Interchange Points							
Location				Railroad			
Wellington, KS				BNSF			
Facilities							
Type				Location			
Classification Yards				Blackwell			
Transload Facility				Blackwell			
Intermodal Facility				None			
Mechanical Facility				Blackwell			
Bridges							
Number of Bridges on LRR in Oklahoma					27	Other Bridge Comments, if applicable:	
Number of Bridges in Need of Upgrade to Handle 286K Loads					2		
Number of Bridges in Need of Repair					7		
Present Capacity Constraints and Operational Bottlenecks							
Location				Description			
Blackwell, OK				Dilapidated yard needs rehab work to increase capacity for switching and storage.			
Funded Capital Projects (Infrastructure and Other Improvements)							
Identification and Description				Estimated Costs, if known			



Upgrades and Rehabilitation of the line to correct deficiency's left by previous operators.	\$2.5 M
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description	Estimated Costs, if known
Main Line Rehabilitation and Surfacing to accommodate 286k weight capacity and Class I track standards and complete replacement of existing grade crossing signals. Will also address the degree of curvature on the mainline in Blackwell moving from MP 34 to MP 127.	\$8 M
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>



B.7 Cimarron Valley Railroad

Figure B-5. Cimarron Valley Railroad Map

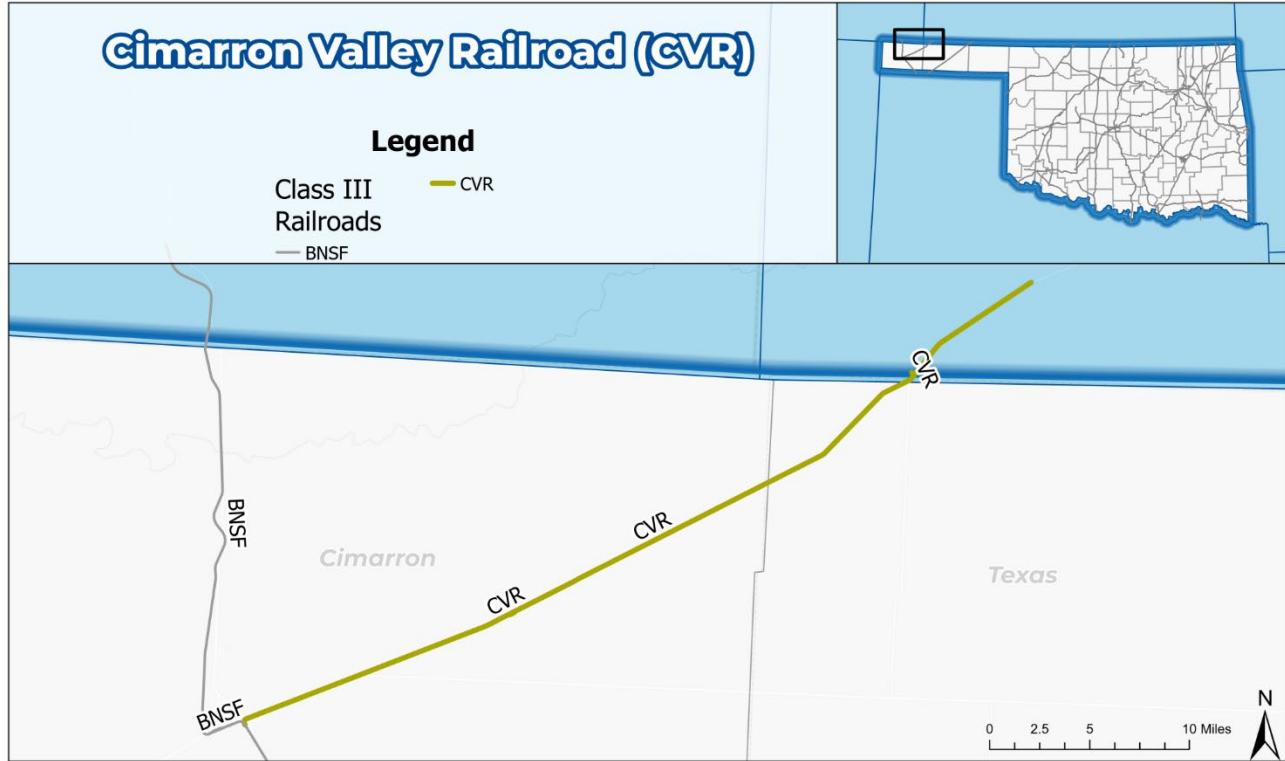


Table B-5. Cimarron Valley Railroad Datasheet

Railroad	Cimarron Valley Railroad	
Alpha Code	CVR	
Operator	Cimarron Valley Railroad	
Parent Company	Jaguar Transport	
Company Website	http://www.jag-transport.com	
Service Area		
Counties in Oklahoma	Texas, Cimarron	
Principal Stations in Oklahoma	Keyes, Boise City	
Rail Traffic		
Principal Commodities	Grain	
Any additional commodities being added in the future?		



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
Heavener- OK/AR state line	35	35	0	35	0	0	>1
Total	35	35	0	35	0	0	>1
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class	Class 1						
Operating Speed	10 mph						
Method of Operation	None						
Line Density (2024)	0 GTM						
Weight Limits	286,000 lbs.						
Vertical Clearance and Restrictions	None						
Interchange Points							
Location				Railroad			
Boise City (inactive)				BNSF			
Facilities							
Type				Location			
Classification Yards				None			
Transload Facility				None			
Intermodal Facility				None			
Mechanical Facility				None			
Bridges							
Number of Bridges on CVR in Oklahoma					18	Other Bridge Comments, if applicable:	
Number of Bridges in Need of Upgrade to Handle 286K Loads					3		
Number of Bridges in Need of Repair							

Present Capacity Constraints and Operational Bottlenecks		
Location	Description	
Funded Capital Projects (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input type="checkbox"/>	No <input type="checkbox"/>



B.8 Farmrail Corporation

Figure B-6. Farmrail Corporation Map

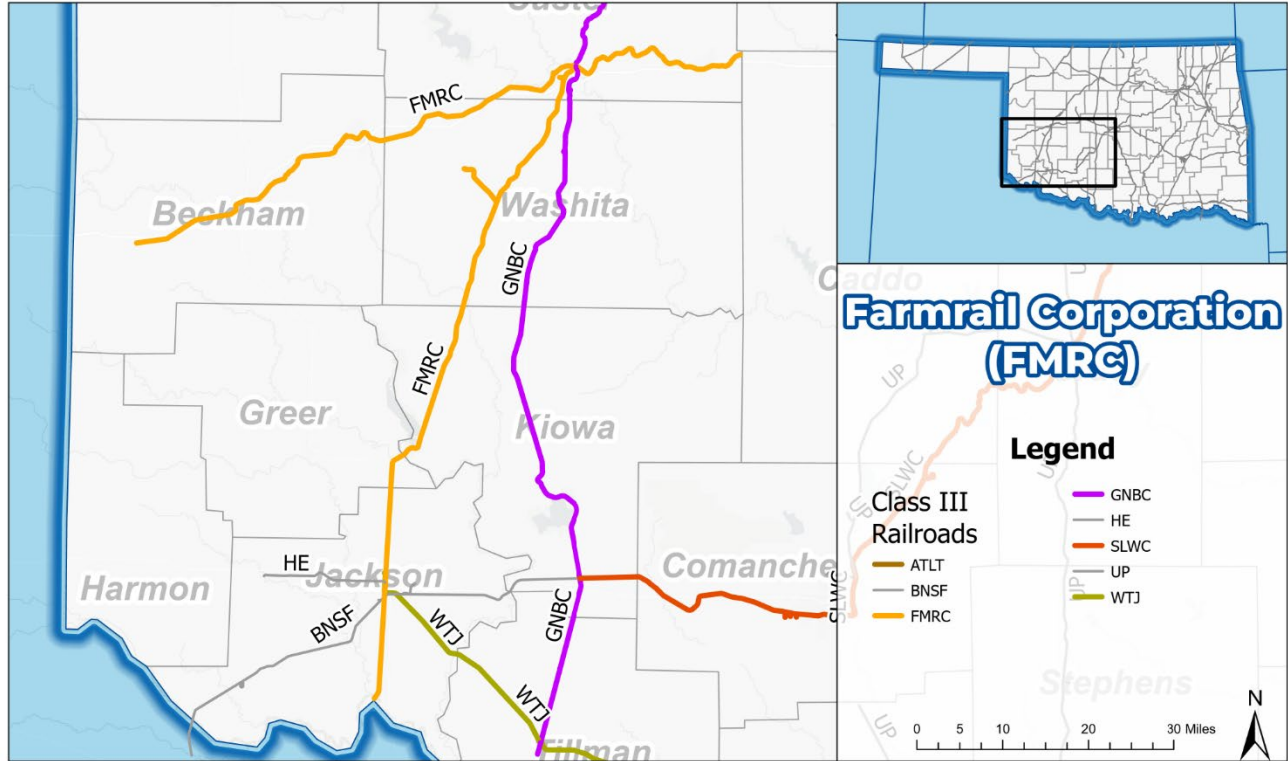


Table B-6. Farmrail Corporation Datasheet

Railroad	Farmrail Corporation	
Alpha Code	FMRC	
Operator	Farmrail Corporation	
Parent Company	Farmrail System, Inc.	
Company Website	www.farmrail.com	
Service Area		
Counties in Oklahoma	Beckham, Washita, Custer, Caddo, Kiowa, Greer, Jackson	
Principal Stations in Oklahoma	Clinton, Elk City, Weatherford, Altus, Lonewolf, Westhom	
Rail Traffic		
Principal Commodities	Frac sand, aggregate, oilfield products, feed	
Any additional commodities being added in the future?		



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
Sunbelt	87.0	79.5	7.5	0	87.0	0	2-3
Orient	97.0	93.1	3.9	97.0	0	0	2-3
Total	184.0	172.6	11.4	97.0	87.0	0	4-6
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class	Orient Division - Class 1; Sunbelt Division: Weatherford to Clinton - excepted, Clinton to Sayre - Class 2, Sayre to Erick - Class 1						
Operating Speed	Orient Division - 10 mph; Sunbelt Division: Weatherford to Clinton - 10 mph, Clinton to Sayre - 25 mph, Sayre to Erick - 10 mph						
Method of Operation	Track Warrant Control						
Line Density (2024)	Not Provided						
Weight Limits	Orient Division: Foley to Westhom - 286,000 lbs, Clinton to Elmer [Text Wrapping Break]- 268,000 lbs; Sunbelt Division: Clinton to Weatherford - 268,000 lbs, Clinton to Elk City - 286,000 lbs, Elk City to Erick - 286,000 lbs.						
Vertical Clearance and Restrictions	N/A						
Interchange Points							
Location				Railroad			
Altus				BNSF, GNBC, WTJR, SLWC			
Clinton				GNBC			
Facilities							
Type				Location			
Classification Yards				Altus, Clinton			
Transload Facility				Westhom, Elk City			
Intermodal Facility				None			
Mechanical Facility				Clinton, Elk City			
Bridges							
Number of Bridges on Farmrail in Oklahoma					124	Other Bridge Comments, if applicable:	
Number of Bridges in Need of Upgrade to Handle 286K Loads					13		
Number of Bridges in Need of Repair					5		
Present Capacity Constraints and Operational Bottlenecks							
Location				Description			



Altus, OK	Interchange tracks with BNSF/FMRC are not setup to handle the volume of traffic we currently have at that interchange.	
Funded Capital Projects (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Burns Flat Industrial Spur Jct. and Wye	\$1.5 M	
Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Tie and Surfacing Gang between Bird Mountain MP 451 and Dill City MP 420	\$1,004,000	
Tie and Surfacing Gang Between Clinton MP 581 and Elk City MP 608	\$750,000	
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>



B.9 Grainbelt Corporation

Figure B-7. Grainbelt Corporation Map

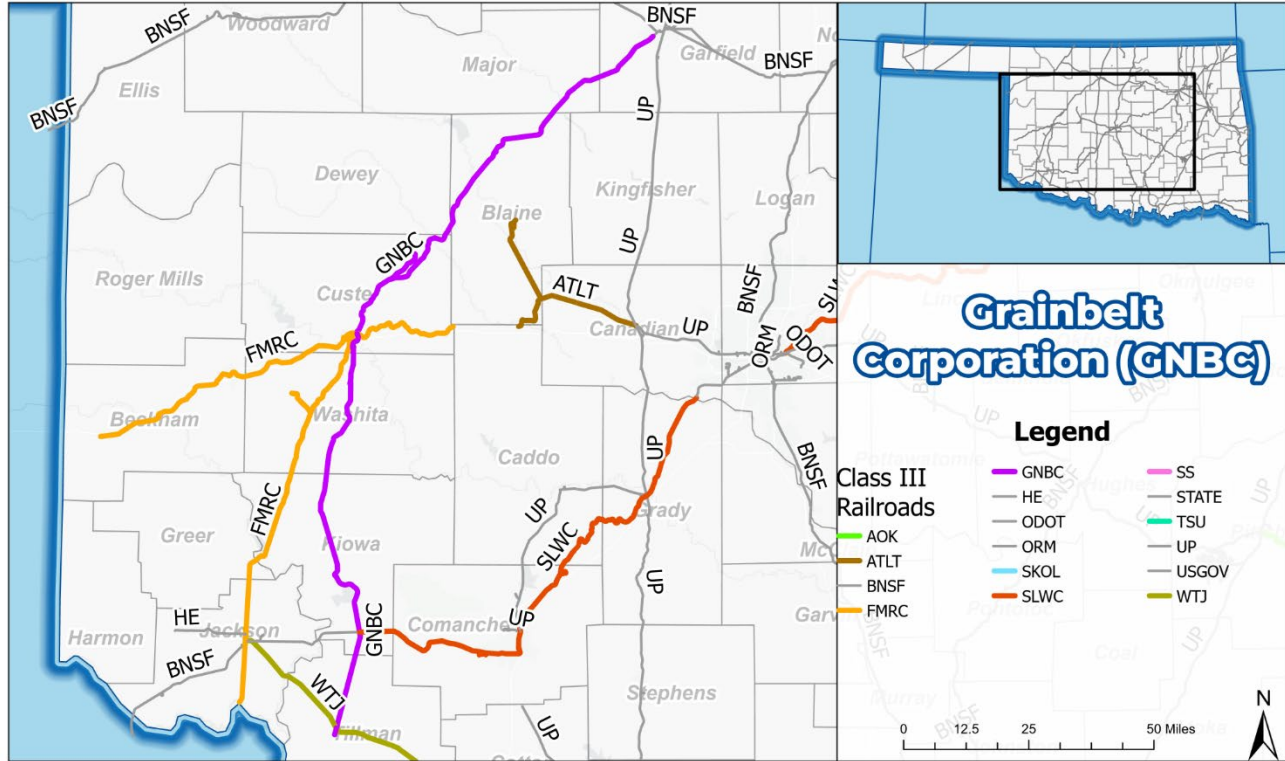


Table B-7. Grainbelt Corporation Datasheet

Railroad	Grainbelt Corporation	
Alpha Code	GNBC	
Operator	Grainbelt Corporation	
Parent Company	Farmrail System, Inc.	
Company Website	www.farmrail.com	
Service Area		
Counties in Oklahoma	Garfield, Major, Blaine, Dewey, Custer, Washita, Kiowa, Tillman	
Principal Stations in Oklahoma	Enid, Okeene, Southard, Thomas, Clinton, Snyder, Frederick	
Rail Traffic		
Principal Commodities	Frac sand, grain, aggregate, gypsum, oilfield products, feed	
Any additional commodities being added in the future?		



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
GNBC	204	204	0	204	0	59.8	6-7
Total	204	204	0	204	0	59.8	
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class	Class 2						
Operating Speed	25 mph						
Method of Operation	Track Warrant Control						
Line Density (2024)	Not Provided						
Weight Limits	286,000 lbs Enid to Frederick						
Vertical Clearance and Restrictions	16' 8" MP 663.2 Deer Creek Bridge						
Interchange Points							
Location				Railroad			
Enid				BNSF (and UP via BNSF)			
Clinton				FMRC			
Snyder				BNSF, SLWC			
Frederick				WTJR			
Altus				BNSF via trackage rights			
Facilities							
Type				Location			
Classification Yards				Southard, Thomas, Clinton, Hobart, Snyder, Frederick, Altus			
Transload Facility				Thomas (via FMRC)			
Intermodal Facility				None			
Mechanical Facility				Clinton			
Bridges							
Number of Bridges on Grainbelt in Oklahoma					105	Other Bridge Comments, if applicable:	
Number of Bridges in Need of Upgrade to Handle 286K Loads					0		
Number of Bridges in Need of Repair					41		



Present Capacity Constraints and Operational Bottlenecks	
Location	Description
Clinton	Operational Bottleneck at FMRC Jct. during high volume traffic
Foley Jct.	Operational Bottleneck and capacity issues during high volume traffic
Funded Capital Projects (Infrastructure and Other Improvements)	
Identification and Description	Estimated Costs, if known
Tie and Surface Gang from MP 691 Bessie to MP 758 Frederick	\$1.8 M
Future Planned Improvements (Infrastructure and Other Improvements)	
Identification and Description	Estimated Costs, if known
Tie and Surface Gang from MP 658 Thomas to MP 588.3 Enid	\$2 M
Railcar Storage	
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>



B.10 Kiamichi Railroad

Figure B-8. Kiamichi Railroad Map

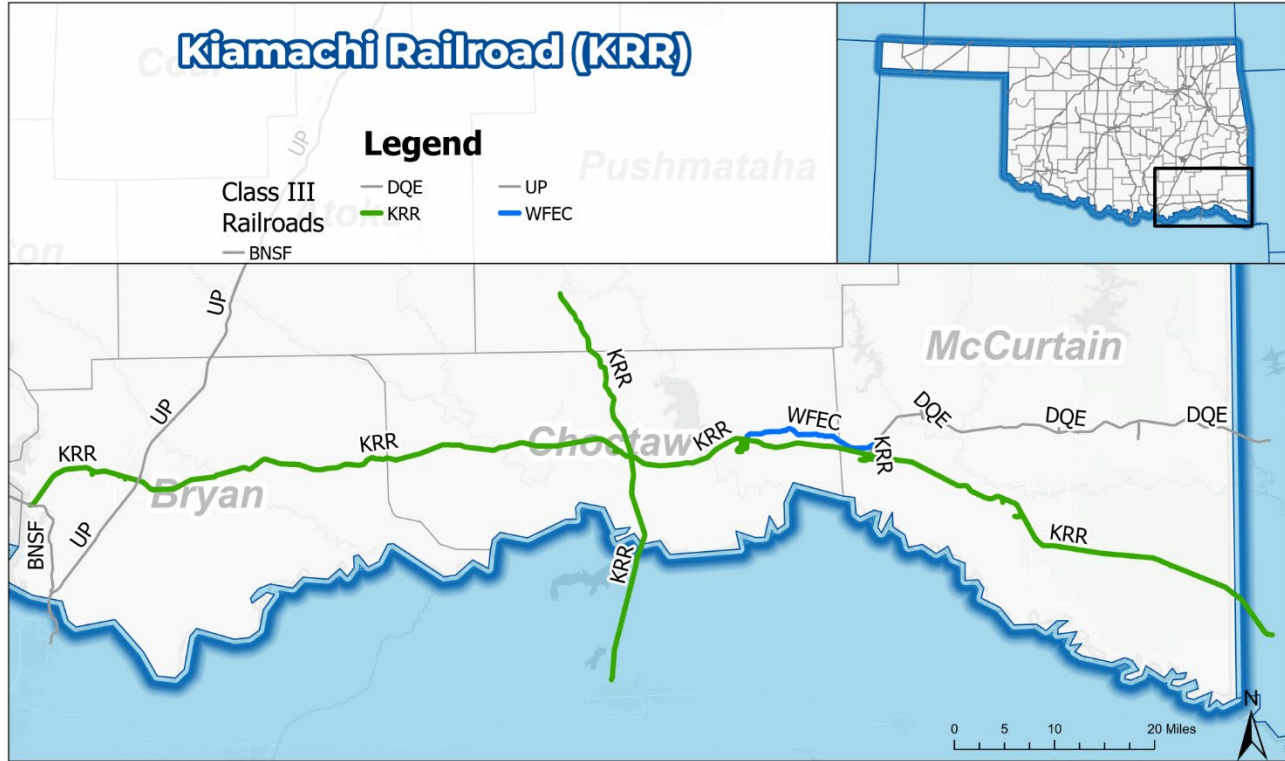


Table B-8. Kiamichi Railroad Datasheet

Railroad	Kiamichi Railroad	
Alpha Code	KRR	
Operator	Kiamichi Railroad Company L.L.C.	
Parent Company	Genesee & Wyoming Inc.	
Company Website	www.gwrr.com	
Service Area		
Counties in Oklahoma	Bryan, Choctaw, McCurtain, Pushmataha	
Principal Stations in Oklahoma	Madill, Lakeside, Durant, Hugo, Antlers, Valiant	
Rail Traffic		
Principal Commodities	Coal, clay, concrete, food, glass and stone, lumber, pulp and paper, minerals	
Any additional commodities being added in the future?	Same commodity mix	



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
Lake - Hugo	65	65	0	65	0	0	2-3
Hugo - Oklahoma/ Arkansas State Line	65	65	0	65	0	0	3
Hugo - Antlers	16	3	13	16	0	0	1
Hugo - Oklahoma/ Texas State Line (Paris Branch)	10	10	0	10	0	0	2
Total	156	143	0	156	0	0	
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class							
Operating Speed							
Method of Operation							
Line Density (2024)							
Weight Limits							
Vertical Clearance and Restrictions							
Interchange Points							
Location				Railroad			
Madill				BNSF			
Durant				UP			
Facilities							
Type				Location			
Classification Yards				Hugo			
Transload Facility				N/A			
Intermodal Facility				N/A			
Mechanical Facility				N/A			
Bridges							
Number of Bridges on KRR in Oklahoma					80	Other Bridge Comments, if applicable:	
Number of Bridges in Need of Upgrade to Handle 286K Loads					24		
Number of Bridges in Need of Repair							
Present Capacity Constraints and Operational Bottlenecks							



Location	Description	
Funded Capital Projects (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Ashdown, Hope, and Paris Subdivision Upgrade (CRISI FY 2023,2024)	\$74 Million	
KRR Kiamichi Tri-State Freight Rail Improvement Project	\$20 Million	
Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Various Tie, Signal, Rail, and Other Upgrade Projects (2026-2033)	\$42,471,373.28	
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>



B.11 Northwestern Oklahoma Railroad

Figure B-9. Northwestern Oklahoma Railroad Map

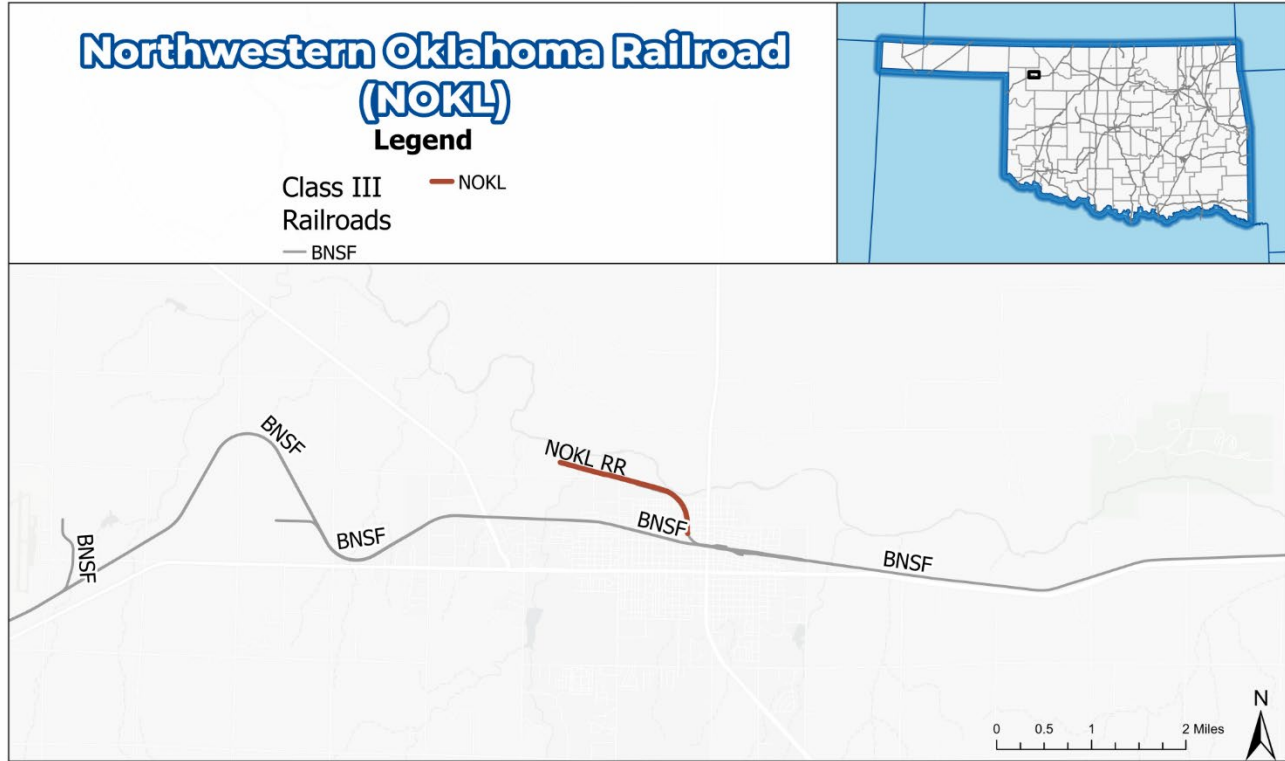


Table B-9. Northwestern Oklahoma Railroad Datasheet

Railroad	Northwestern Oklahoma Railroad	
Alpha Code	NOKL	
Operator	Northwestern Oklahoma Railroad	
Parent Company	NOKL	
Company Website	www.noklrailroad.com	
Service Area		
Counties in Oklahoma	Woodward	
Principal Stations in Oklahoma	Woodward	
Rail Traffic		
Principal Commodities	Oilfield Products	
Any additional commodities being added in the future?		



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
All Tracks	5	5	0	5	0	0	0
Total	5	5	0	5	0	0	
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class	Excepted Track						
Operating Speed	10 mph						
Method of Operation	None						
Line Density (2024)							
Weight Limits	286,000 lbs.						
Vertical Clearance and Restrictions	None						
Interchange Points							
Location				Railroad			
Woodward				BNSF			
Facilities							
Type				Location			
Classification Yards							
Transload Facility							
Intermodal Facility							
Mechanical Facility							
Bridges							
Number of Bridges on NOKL in Oklahoma					2	Other Bridge Comments, if applicable:	
Number of Bridges in Need of Upgrade to Handle 286K Loads					1		
Number of Bridges in Need of Repair							
Present Capacity Constraints and Operational Bottlenecks							
Location				Description			
Funded Capital Projects (Infrastructure and Other Improvements)							
Identification and Description				Estimated Costs, if known			

Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input type="checkbox"/>	No <input type="checkbox"/>



B.12 Port of Catoosa Industrial Railroad

Figure B-10. Port of Catoosa Industrial Railroad Map

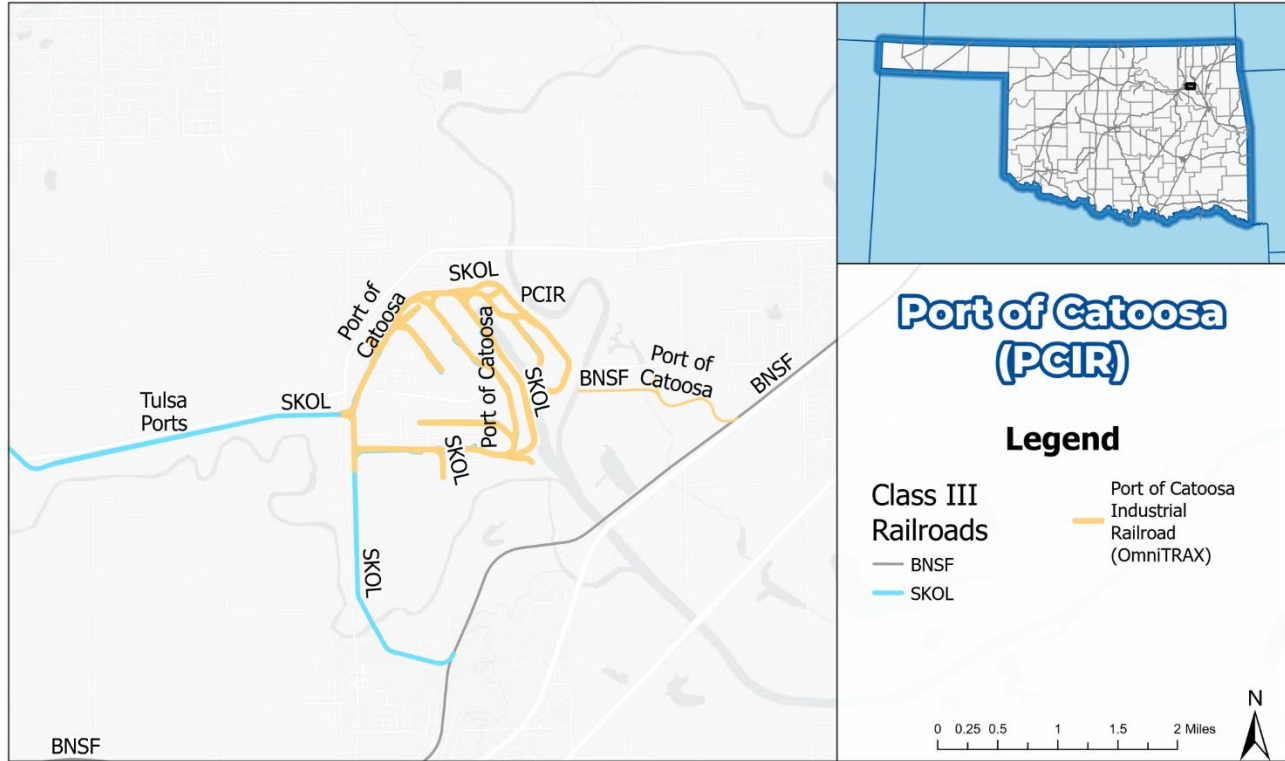


Table B-10. Port of Catoosa Industrial Railroad Datasheet

Railroad	Port of Catoosa Industrial Railroad	
Alpha Code	PCIR	
Operator	OmniTRAX	
Parent Company	Tulsa Port of Catoosa	
Company Website	https://omnitrax.com/port-of-catoosa/	
Service Area		
Counties in Oklahoma	Rogers	
Principal Stations in Oklahoma	Rogers	
Rail Traffic		
Principal Commodities	Everything besides Automotive and Premium Intermodal	
Any additional commodities being added in the future?		



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
All Tracks	25	25	0	25	0	0	0
Total	25	25	0	25	0	0	0
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class							
Operating Speed	10 mph						
Method of Operation	None						
Line Density (2024)							
Weight Limits	286,000 lbs.						
Vertical Clearance and Restrictions							
Interchange Points							
Location				Railroad			
Rogers				BNSF			
Rogers				SKOL			
Rogers				UP (via SKOL)			
Rogers				CPKC (via SKOL)			
Facilities							
Type				Location			
Classification Yards							
Transload Facility				Rogers			
Intermodal Facility				Rogers			
Mechanical Facility							
Bridges							
Number of Bridges on PCIR in Oklahoma					Other Bridge Comments, if applicable:		
Number of Bridges in Need of Upgrade to Handle 286K Loads							
Number of Bridges in Need of Repair							
Present Capacity Constraints and Operational Bottlenecks							
Location				Description			
Funded Capital Projects (Infrastructure and Other Improvements)							



Identification and Description	Estimated Costs, if known		
Unit Train Facility Project (UTFP) Phase 2 Port Connection Track	\$15 M		
Unit Train Facility Project (UTFP) Phase 3 Interchange Tracks	\$15 M		
Unit Train Facility Project (UTFP) Phase 4 BNSF Wye Track	\$6 M		
Unit Train Facility Project (UTFP) Phase 5B Conveyor System	\$2 M		
Future Planned Improvements (Infrastructure and Other Improvements)			
Identification and Description	Estimated Costs, if known		
SH-167/SH-266/Main Parkway crossings safety improvements			
SKOL Lead Track 'S' Curve Relocation	\$54 M		
Railcar Storage			
Has the railroad engaged in short-term or long-term railcar storage since 2020?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">Yes <input checked="" type="checkbox"/></td> <td style="text-align: center;">No <input type="checkbox"/></td> </tr> </table>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>		



B.13 Port Muskogee Railroad

Figure B-11. Port Muskogee Railroad Map

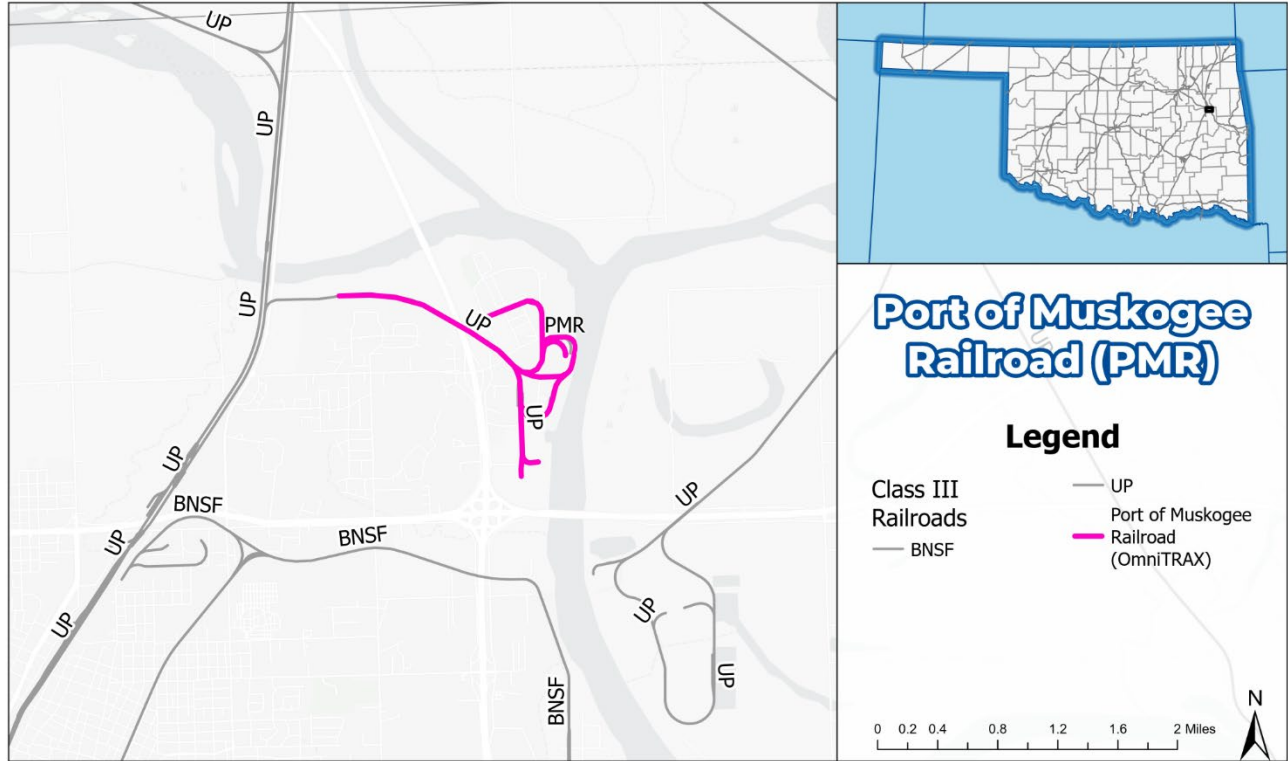


Table B-11. Port Muskogee Railroad Datasheet

Railroad	Port Muskogee Railroad	
Alpha Code	PMR	
Operator	OmniTrax	
Parent Company	Muskogee City-County Port Authority	
Company Website	https://omnitrax.com/our-managed-railroad-port-muskogee-railroad-llc/	
Service Area		
Counties in Oklahoma	Muskogee	
Principal Stations in Oklahoma	Muskogee	
Rail Traffic		
Principal Commodities		
Any additional commodities being added in the future?		



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
All Tracks	9	9	0	9	0	0	0
Total							
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class							
Operating Speed							
Method of Operation							
Line Density (2024)							
Weight Limits	286,000 lbs.						
Vertical Clearance and Restrictions							
Interchange Points							
Location				Railroad			
Muskogee				UP			
Facilities							
Type				Location			
Classification Yards							
Transload Facility				Muskogee			
Intermodal Facility							
Mechanical Facility							
Bridges							
Number of Bridges on PMR in Oklahoma							Other Bridge Comments, if applicable:
Number of Bridges in Need of Upgrade to Handle 286K Loads							
Number of Bridges in Need of Repair							
Present Capacity Constraints and Operational Bottlenecks							
Location				Description			
Funded Capital Projects (Infrastructure and Other Improvements)							
Identification and Description				Estimated Costs, if known			



Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Marshalling Yard		
Construct New Spur to Serve Tract A		
Extending Existing Spur to Serve Eastern Side of Tract G		
Construct New Spur to Serve P Yard		
New Track to Allow Transloading to Planned Multipurpose, Flexible Warehouse		
Construction, Realignment, and Extension of Spurs Serving Current and Future Port Tenants		
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>



B.14 Sand Springs Railway

Figure B-12. Sand Springs Railway Map

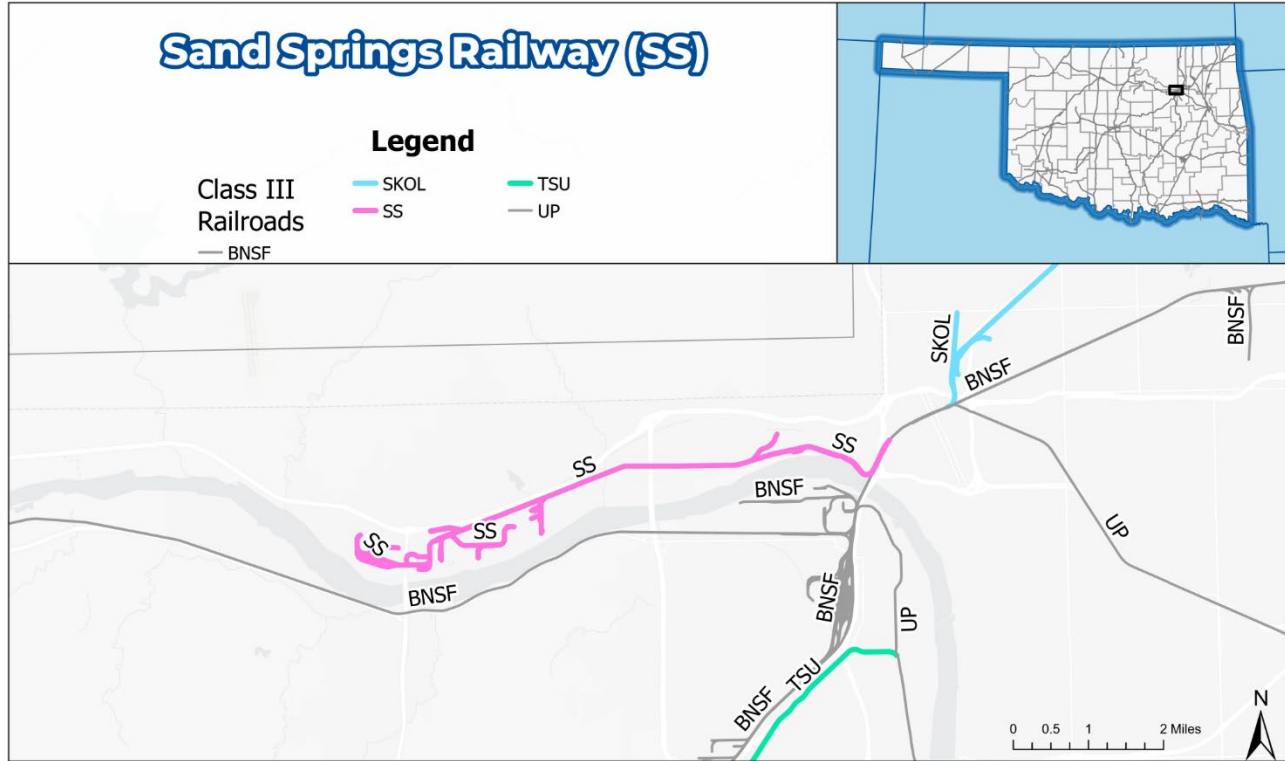


Table B-12. Sand Springs Railway Datasheet

Railroad	Sand Springs Railway	
Alpha Code	SS	
Operator	Sand Springs Railway	
Parent Company	OmniTRAX	
Company Website	www.omnitrax.com	
Service Area		
Counties in Oklahoma	Tulsa	
Principal Stations in Oklahoma	Tulsa, Sand Springs	
Rail Traffic		
Principal Commodities	Steel, plastic, lumber, petroleum products, scrap paper, scrap metal, coal, pet coke, chemicals	
Any additional commodities being added in the future?	Industrial sand	



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
Main Track	25	25	0	25	0	0	1-3
Total	25	25	0	25	0	0	1-3
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class	Class 1						
Operating Speed	10 mph						
Method of Operation	None						
Line Density (2024)	2948 GTM						
Weight Limits	286,000 lbs.						
Vertical Clearance and Restrictions	Plate F						
Interchange Points							
Location				Railroad			
Tulsa				BNSF, UP (via BNSF)			
Facilities							
Type				Location			
Classification Yards				Sand Springs and Tulsa			
Transload Facility				Sand Springs x 3			
Intermodal Facility				N/A			
Mechanical Facility				Locomotive Pit, Fueling, and MOEL Track and Work Area			
Bridges							
Number of Bridges on SS in Oklahoma					0	Other Bridge Comments, if applicable: Three overhead highway bridges (ODOT)	
Number of Bridges in Need of Upgrade to Handle 286K Loads					0		
Number of Bridges in Need of Repair					0		
Present Capacity Constraints and Operational Bottlenecks							
Location				Description			
Unit Train restrictions at various locations				Curvature, number of crossings, lack of marshalling areas			



Larger equipment restrictions at various locations	Various turnouts are less than #8 and some rail is less than 100 RE	
Funded Capital Projects (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Adams Street Upgrade - Upgrade track to support signals and new signal equipment (at-grade)	\$1.1 mm Funded, \$700k internal funding	
Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Rail, Ties, and Surface - Various Locations across Railroad	\$185k	
Steel Package and Rail Upgrade on Baker Lead	\$185k	
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>



B.15 Stillwater Central Railroad

Figure B-13. Stillwater Central Railroad Map

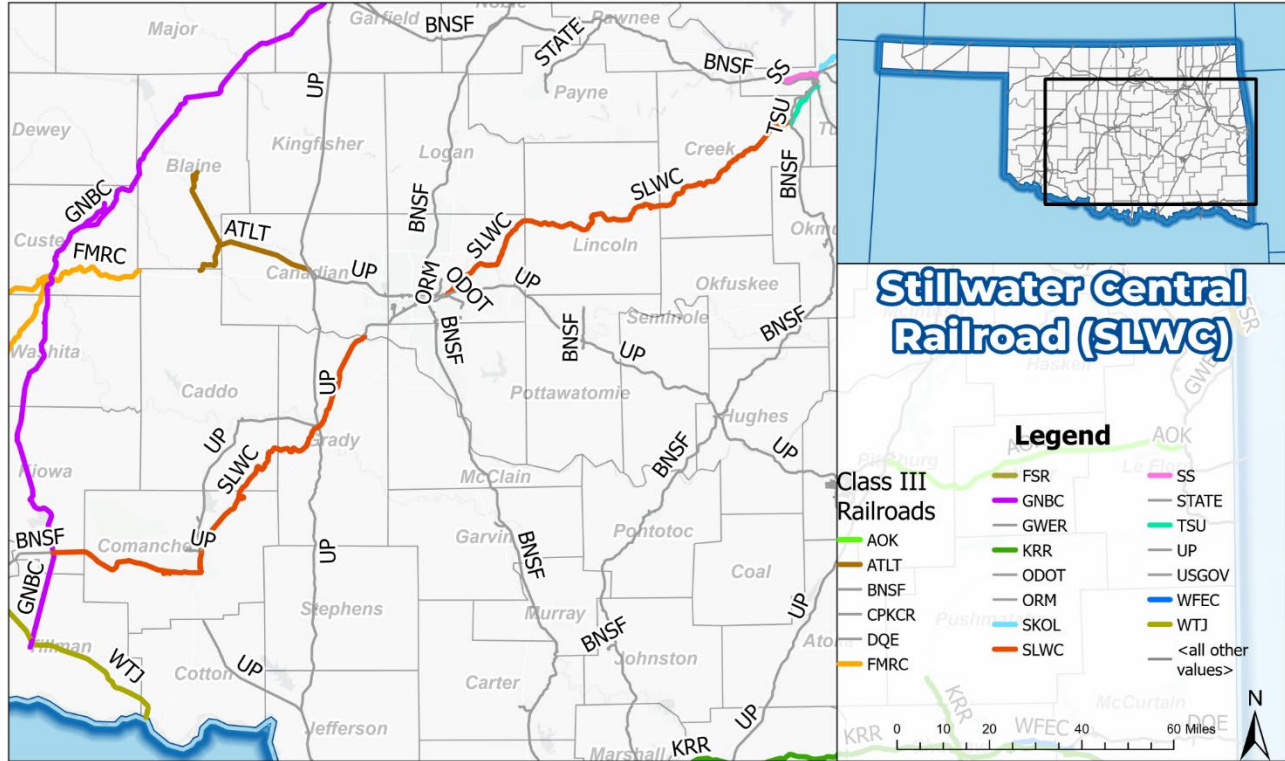


Table B-13. Stillwater Central Railroad Datasheet

Railroad	Stillwater Central Railroad
Alpha Code	SLWC
Operator	Stillwater Central Railroad
Parent Company	Watco
Company Website	www.watco.com
Service Area	
Counties in Oklahoma	Pawnee, Payne, Creek, Lincoln, Oklahoma, Canadian, Grady, Caddo, Comanche, Kiowa
Principal Stations in Oklahoma	Owasso, Oklahoma City, Lawton, Cyril, Chickasha



Rail Traffic							
Principal Commodities			Granite, limestone, construction sand, frac sand, gypsum, cement, lumber, crude oil, wallboard, paperboard				
Any additional commodities being added in the future?							
Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
Main Track	289	289	0	260	29	37	12
Total	289	289	0	260	29	37	12/day
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class	Class 2, Excepted						
Operating Speed	25 mph, Restricted Speed						
Method of Operation	Track Warrant Control, Yard Limits						
Line Density (2024)	5.1 MGT						
Weight Limits	286,000 lbs. and 268,000 lbs.						
Vertical Clearance and Restrictions	Vertical clearance is 18' anything above requires permit						
Interchange Points							
Location			Railroad				
Oklahoma City			BNSF, UP				
Sapulpa			BNSF, SKOL				
Chickasha			UP				
Altus			BNSF				
Facilities							
Type			Location				
Classification Yards			Oklahoma City, Eagle Yard, Cyril				
Transload Facility			Watco Terminal and Port services / Transload and logistics / Rock and Rail				
Intermodal Facility			None				
Mechanical Facility			Oklahoma City				



Bridges		
Number of Bridges on SLWC in Oklahoma	239	Other Bridge Comments, if applicable:
Number of Bridges in Need of Upgrade to Handle 286K Loads	10	
Number of Bridges in Need of Repair		
Present Capacity Constraints and Operational Bottlenecks		
Location	Description	
Funded Capital Projects (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input type="checkbox"/>	No <input type="checkbox"/>



B.16 Texas, Oklahoma, & Eastern Railroad

Figure B-14. Texas, Oklahoma, & Eastern Railroad Map

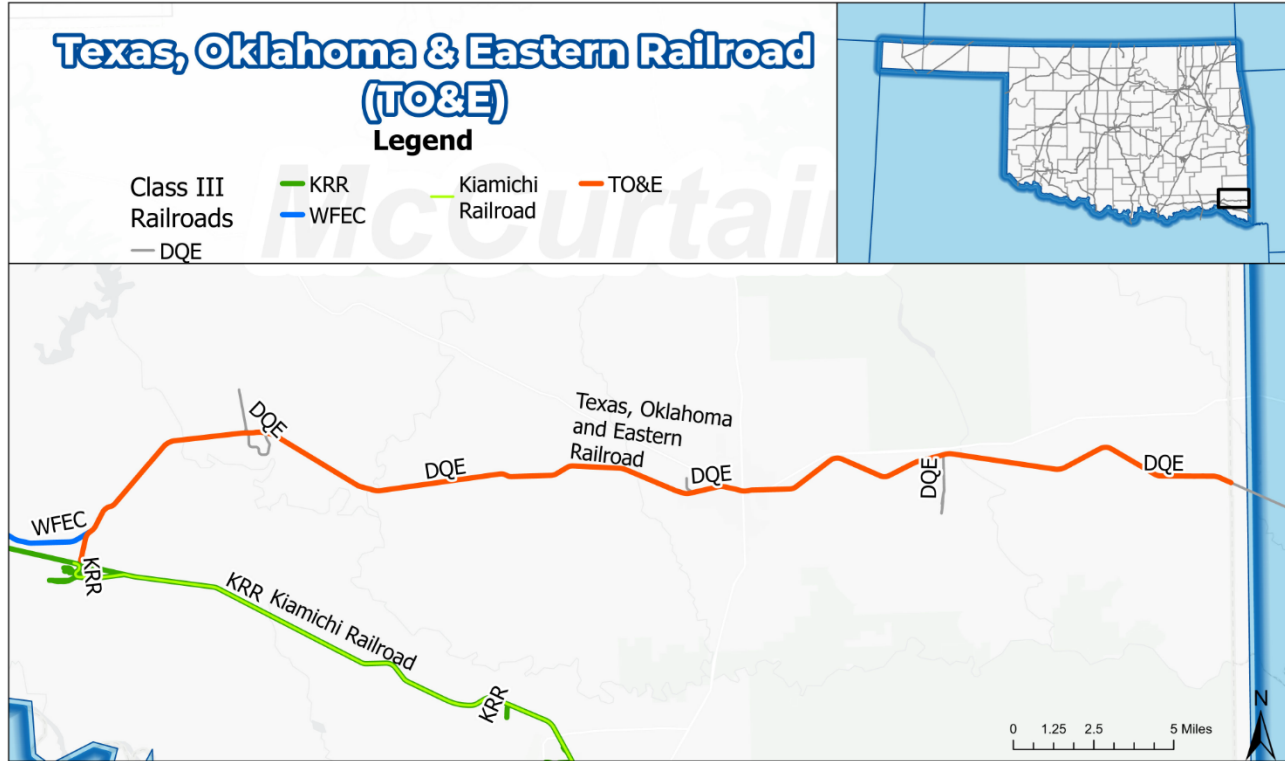


Table B-14. Texas, Oklahoma, & Eastern Railroad Datasheet

Railroad	Texas, Oklahoma, & Eastern Railroad	
Alpha Code	TOE	
Operator	DQE (De Queen & Eastern Railroad)	
Parent Company	Patriot Rail Company	
Company Website	www.patriotrail.com	
Service Area		
Counties in Oklahoma	McCurtain	
Principal Stations in Oklahoma	Broken Bow, Wright City, Valliant	
Rail Traffic		
Principal Commodities	Corn, Paper, Pulp Board, Wood Chips	
Any additional commodities being added in the future?		



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
Valiant to Arkansas Border	81	81	0	64	17	0	2
Total	81	81	0	64	17	0	2
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class	Class 2						
Operating Speed	25 mph						
Method of Operation	Block Register						
Line Density (2024)	537 CTM						
Weight Limits	286,000 lbs.						
Vertical Clearance and Restrictions	None in Oklahoma						
Interchange Points							
Location				Railroad			
Valliant, Oklahoma				KRR			
De Queen, Arkansas				CPKC			
Perkins, Arkansas				UPRR			
Facilities							
Type				Location			
Classification Yards				None			
Transload Facility				None			
Intermodal Facility				None			
Mechanical Facility				Valliant, Oklahoma and De Queen, Arkansas			
Bridges							
Number of Bridges on TO&E in Oklahoma					30	Other Bridge Comments, if applicable:	
Number of Bridges in Need of Upgrade to Handle 286K Loads					None		
Number of Bridges in Need of Repair							
Present Capacity Constraints and Operational Bottlenecks							
Location				Description			
Funded Capital Projects (Infrastructure and Other Improvements)							

Identification and Description	Estimated Costs, if known	
DeQueen & Eastern Railroad Resilient Infrastructure & Safety Enhancement (RISE) Project	\$16,900,000	
Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>



B.17 Verdigris Southern Railroad

Figure B-15. Verdigris Southern Railroad Map

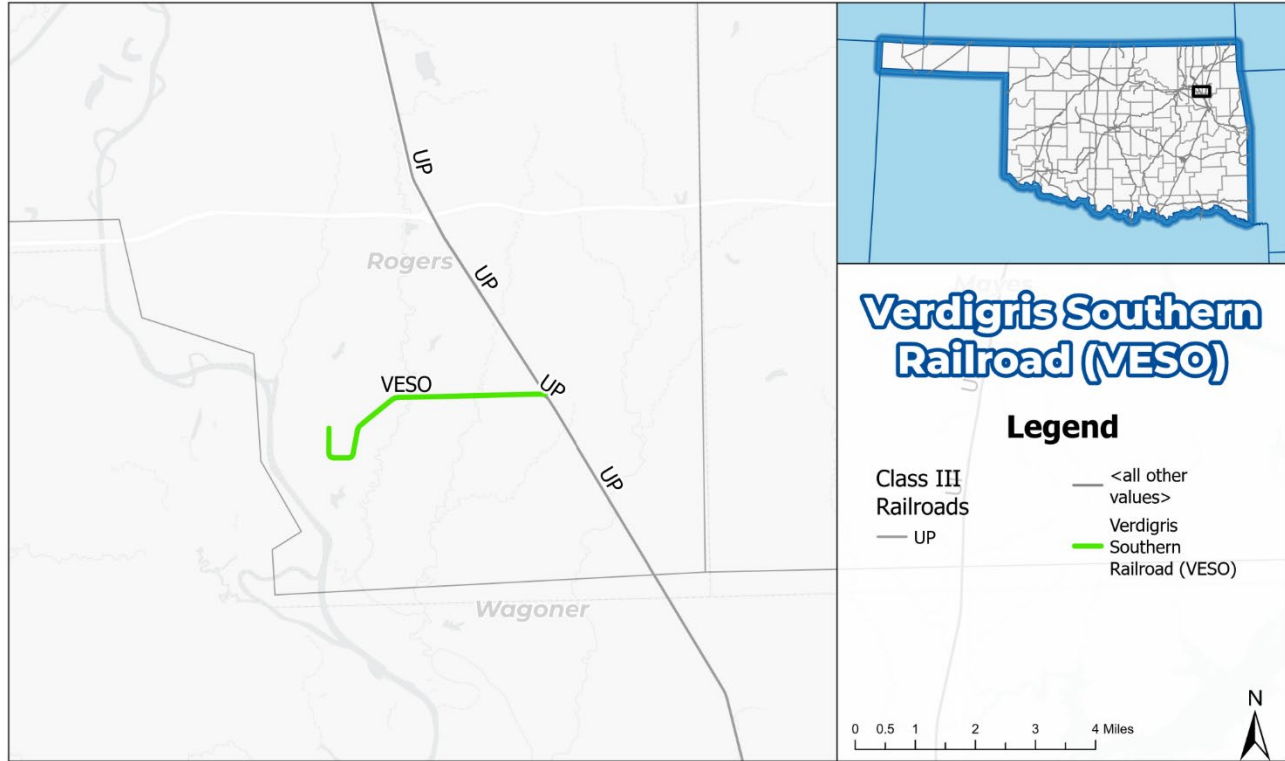


Table B-15. Verdigris Southern Railroad Datasheet

Railroad	Verdigris Southern Railroad	
Alpha Code	VESO	
Operator	Watco	
Parent Company	Tulsa Port of Inola	
Company Website	https://www.watco.com/service/rail/verdigris-southern-railroad-veso/	
Service Area		
Counties in Oklahoma	Rogers	
Principal Stations in Oklahoma	Rogers	
Rail Traffic		
Principal Commodities	Raw pulp	
Any additional commodities being added in the future?		



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
All Track	5.8	5.8	0	5.8	0	0	0
Total	5.8	5.8	0	5.8	0	0	
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class							
Operating Speed							
Method of Operation	None						
Line Density (2024)							
Weight Limits	286,000 lbs.						
Vertical Clearance and Restrictions							
Interchange Points							
Location				Railroad			
Rogers				UP			
Facilities							
Type				Location			
Classification Yards							
Transload Facility							
Intermodal Facility							
Mechanical Facility							
Bridges							
Number of Bridges on VESO in Oklahoma							Other Bridge Comments, if applicable:
Number of Bridges in Need of Upgrade to Handle 286K Loads							
Number of Bridges in Need of Repair							
Present Capacity Constraints and Operational Bottlenecks							
Location				Description			
Rogers				Shortage of storage capacity and capabilities to receive and quick-turn unit trains to support expanding current tenants who receive rail service and potential tenants interested in utilization of both barge and rail traffic to import raw goods and ship out finished products			
Funded Capital Projects (Infrastructure and Other Improvements)							

Identification and Description	Estimated Costs, if known	
Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Inola Rail Access Enhancement Project		
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input type="checkbox"/>	No <input type="checkbox"/>



B.18 Western Farmers Electric Corporation

Figure B-16. Western Farmers Electric Corporation Map

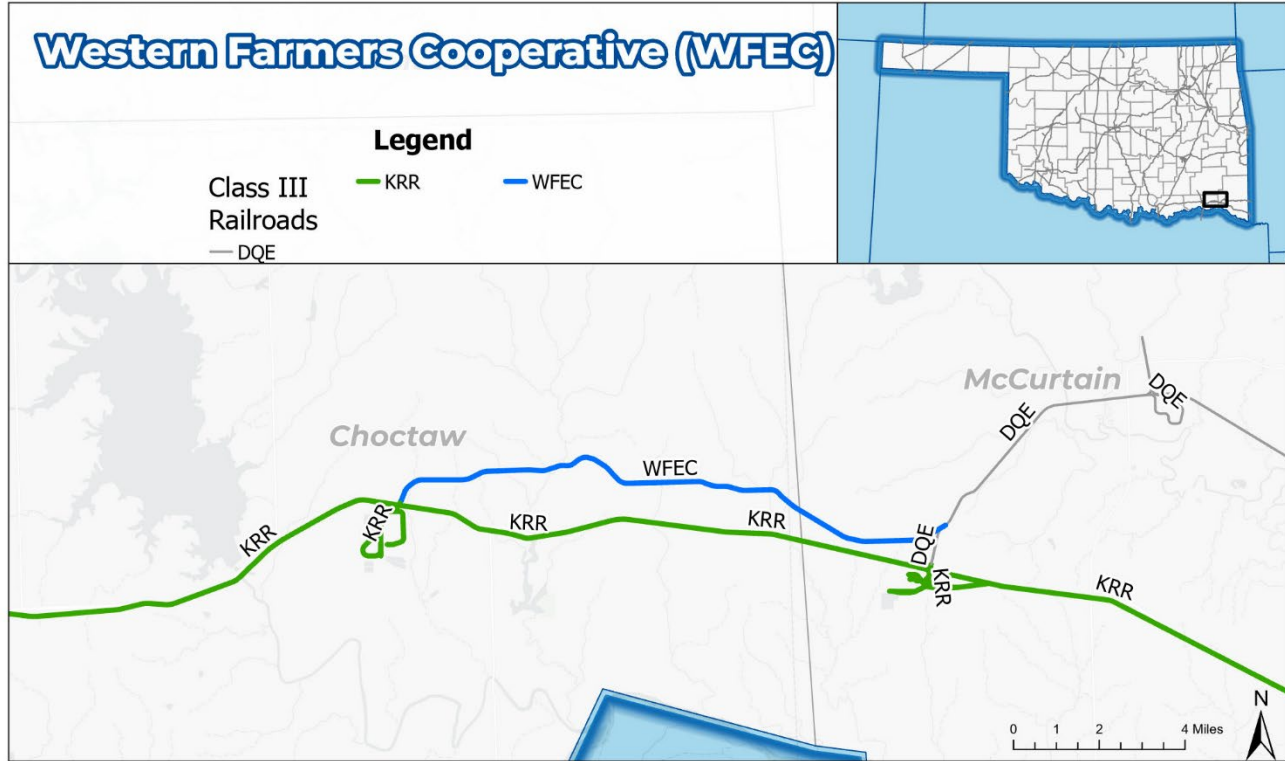


Table B-16. Western Farmers Electric Corporation Datasheet

Railroad	Western Farmers Electric Corporation	
Alpha Code	WFEC	
Operator	Kiamichi Railroad (KRR)	
Parent Company	Western Farmers Electric Cooperative	
Company Website	www.WFEC.com	
Service Area		
Counties in Oklahoma	McCurtain, Choctaw	
Principal Stations in Oklahoma		
Rail Traffic		
Principal Commodities	Coal	
Any additional commodities being added in the future?	None	



Oklahoma Route Miles							
Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
Mainline	14.1	14.1	0	14.1	0	0	N/A
Total	14.1	14.1	0	14.1	0	0	
Track Characteristics (As Necessary by Line Segment)							
FRA Track Class	Class 2						
Operating Speed	Unknown						
Method of Operation	N/A						
Line Density (2024)	0 GTM						
Weight Limits	286,000 lbs.						
Vertical Clearance and Restrictions							
Interchange Points							
Location				Railroad			
				KRR			
				DQE			
Facilities							
Type				Location			
Classification Yards				None			
Transload Facility				None			
Intermodal Facility				None			
Mechanical Facility				None			
Bridges							
Number of Bridges on WFE in Oklahoma					5	Other Bridge Comments, if applicable:	
Number of Bridges in Need of Upgrade to Handle 286K Loads					0		
Number of Bridges in Need of Repair					0		
Present Capacity Constraints and Operational Bottlenecks							
Location				Description			
Funded Capital Projects (Infrastructure and Other Improvements)							

Identification and Description	Estimated Costs, if known	
Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
Tie replacements and other general maintenance		
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>



B.19 Wichita, Tillman, & Jackson Railway

Figure B-17. Wichita, Tillman, & Jackson Railway Map

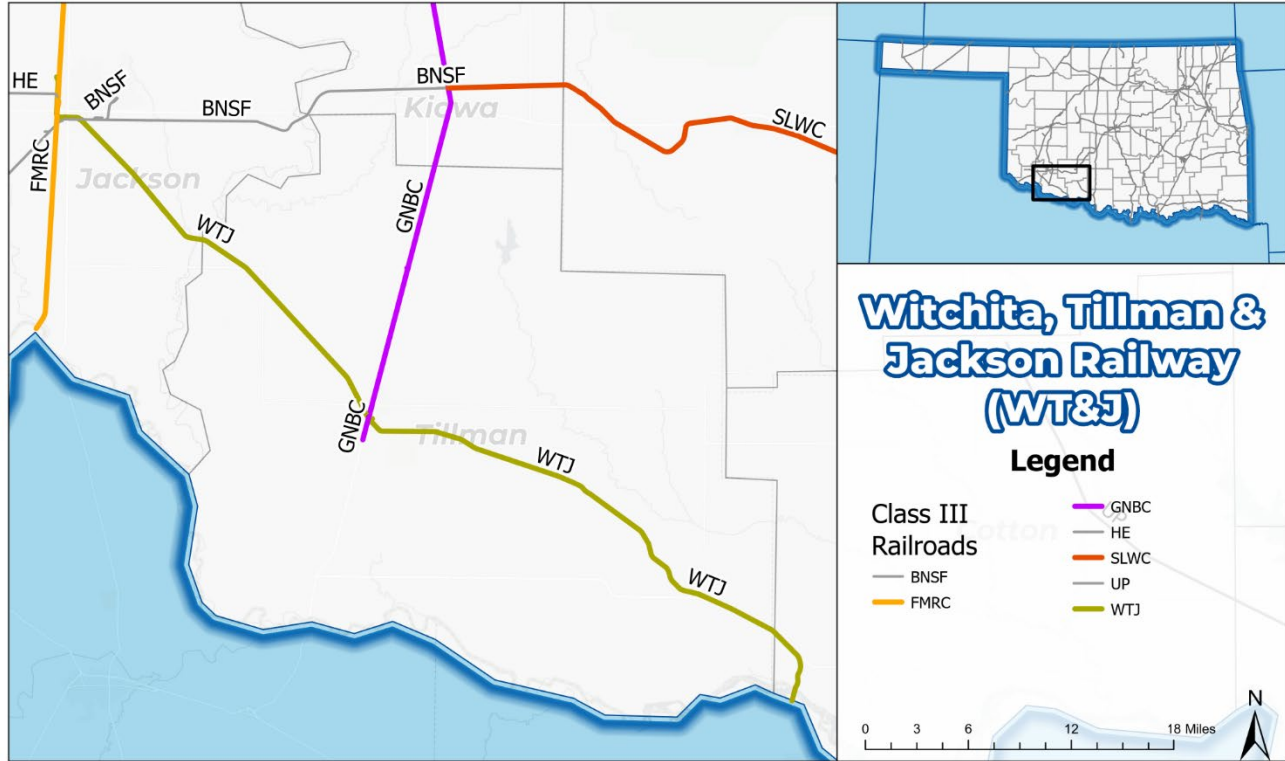


Table B-17. Wichita, Tillman, & Jackson Railway Datasheet

Railroad	Wichita, Tillman, & Jackson Railway	
Alpha Code	WT&J	
Operator	Wichita, Tillman, & Jackson Railway	
Parent Company	Rio Grande Pacific Corp.	
Company Website	http://rgpc.com/railroads/wichita-tillman-and-jackson-railway-company/	
Service Area		
Counties in Oklahoma	Jackson, Tillman, Cotton	
Principal Stations in Oklahoma	Altus, Fredrick, Grandfield	
Rail Traffic		
Principal Commodities	Wheat, cotton seed, scrap metal, fertilizer, urea, animal feed, grain meal.	
Any additional commodities being added in the future?		



Note that information on carloads will not be published by individual railroads in the 2026 Oklahoma State Rail Plan. Rather, data will be aggregated across railroads.

Annual carloads handled in Oklahoma in 2024	440
Annual carloads handled in Oklahoma in 2023	221
Annual carloads handled in Oklahoma in 2022	375
Annual carloads handled in Oklahoma in 2021	
Annual carloads handled in Oklahoma in 2020	276

Oklahoma Route Miles

Subdivision or Segment and Limits	Length	Operated	Out of Service	Owned	Leased	Trackage Rights	Average Number of Trains per Day
Mainline	69	69	0	69	0	0	0-2
Total	69	69	0	69	0	0	0-2

Track Characteristics (As Necessary by Line Segment)

FRA Track Class	Class 1
Operating Speed	10 mph
Method of Operation	Restricted Limits
Line Density (2024)	2.5 MGT
Weight Limits	286,000 lbs.
Vertical Clearance and Restrictions	19 feet above top of rail

Interchange Points

Location	Railroad
Altus	BNSF, FMRC, SLWC
Frederick	GNBC

Facilities

Type	Location
Classification Yards	Altus
Transload Facility	N/A
Intermodal Facility	N/A
Mechanical Facility	N/A

Bridges

Number of Bridges on WT&J in Oklahoma	21	Other Bridge Comments, if applicable:
Number of Bridges in Need of Upgrade to Handle 286K Loads	0	
Number of Bridges in Need of Repair	0	

Present Capacity Constraints and Operational Bottlenecks



Location	Description	
None		
Funded Capital Projects (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
None		
Future Planned Improvements (Infrastructure and Other Improvements)		
Identification and Description	Estimated Costs, if known	
None		
Railcar Storage		
Has the railroad engaged in short-term or long-term railcar storage since 2020?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>



APPENDIX

C

Rail Freight Facilities



APPENDIX C. RAIL FREIGHT FACILITIES

C.1 Major Railroad Yards and Facilities in Oklahoma

Definitions:

Yard/Terminal: Locations with yards where railcars are switched, classified, and stored and where trains are built and staged. Oklahoma’s principal rail yards are located throughout the state.

Intermodal Facility: Location where the transfer of trailers and containers between road and rail modes occurs.

Transload Facility: Location where bulk freight is transferred between two modes of transportation. There are several bulk transload facilities on the Oklahoma rail network. Commonly transloaded commodities include crude oil, hydraulic fracturing material, finished and unfinished goods, lumber, building materials, and other bulk commodities. Transloading enables shippers without direct access to the rail network to access rail via a secondary mode.

Freight Car Repair Facilities: Locations where railcars used for freight transportation may be repaired in Oklahoma.

Locomotive Repair and Servicing Facilities: Locations where railroad locomotives may be repaired and/or serviced (which may include fueling) in Oklahoma.

C.1.1 Class I Railroads

Major freight rail yards and facilities of Class I railroads in Oklahoma, to the extent known through coordination with the state’s railroads, are shown in Table C-1.

Table C-1. Oklahoma Class I Railroads Major Freight Rail Yards and Facilities in Oklahoma

Railroad	Yard/Terminal	Mechanical Facility	Automotive Facility	Unit Grain Loading Facility	Aggregate Loading Facility	Transload Facility
BNSF Railway (BNSF)	Ardmore; Enid; OKC; Tulsa/Catoosa	OKC; Tulsa	Oklahoma City	El Dorado; Headrick; Enid; Shattuck	Avard; Enid; Mill Creek; Snyder	Ardmore; Enid; Muskogee; OKC; Sand Springs; Shattuck; Tulsa/Catoosa
CPKC Railway (CPKC)	Heavener	Heavener				OKC



Railroad	Yard/Terminal	Mechanical Facility	Automotive Facility	Unit Grain Loading Facility	Aggregate Loading Facility	Transload Facility
Union Pacific Railroad (UP)	Chickasha; El Reno; Enid; Muskogee; OKC		OKC	Enid; Kingfisher; Medford; Optima	Enid; El Reno; Kingfisher; Yukon; Duncan; Pocasset; Pond Creek; Stringtown	OKC/El Reno; Muskogee; Tulsa

Source: BNSF, CPKC, UP, ODOT

C.1.2 Class III Railroads

Major freight rail yards and facilities of Class III railroads in Oklahoma, to the extent known through coordination with the state’s railroads, are shown Table C-2.

Table C-2. Oklahoma Class III Railroads Major Freight Rail Yards and Facilities in Oklahoma

Railroad	Yard/Terminal	Mechanical Facility	Automotive Facility	Unit Grain Loading Facility	Aggregate Loading Facility	Transload Facility
Arkansas-Oklahoma Railroad (AOK)	Shawnee; McAlester; OKC	Wilburton	Oklahoma City			Shawnee; McAlester; Howe
Arkansas Southern Railroad (ARS)	Heavener	Waldron, AR				
Austin, Todd & Ladd Railroad (AT&L)				Watonga		
Blackwell Northern Gateway Railroad (BNGR)	Blackwell	Blackwell				Blackwell
Cimarron Valley Railroad (CVR)						
Farmrail Corporation (FMRC)	Altus; Clinton	Clinton; Elk City			Elk City; Weatherford; Thomas	Westhom; Elk City
Grainbelt Corporation (GNBC)	Clinton; Hobart; Snyder; Southard; Thomas;	Clinton			Okeene; Roosevelt; Thomas	Thomas (via FMRC)
Kiamichi Railroad (KRR)	Hugo	Hugo				



Railroad	Yard/ Terminal	Mechanical Facility	Automotive Facility	Unit Grain Loading Facility	Aggregate Loading Facility	Transload Facility
Northwestern Oklahoma Railroad (NOKL)						
Sand Springs Railway (SS)	Sand Springs; Tulsa	Sand Springs				Sand Springs
South Kansas & Oklahoma Railroad (SKOL)	Owasso; Tulsa					Tulsa
Stillwater Central Railroad (SLWC)	OKC	OKC				Del City; Midwest City; OKC; Wellston; Stroud
Texas, Oklahoma & Eastern Railroad (TO&E)	Valiant	Valliant; De Queen, AR				
Tulsa Sapulpa Union Railway (TSU)						
Western Farmers Electric Corp. (WFEC)						
Wichita, Tillman & Jackson Railway (WT&J)	Altus					

Source: Class III railroad outreach, ODOT



C.2 Transload Facilities in Oklahoma

Table C-3. Transload Facilities in Oklahoma



Table C-4. Transload Facilities in Oklahoma

Railroad	Transload Facility	City	Facility Type	Principle Commodities
BNSF	Global Transportation & Industrial Park / Watco Terminal & Port Services	Ardmore	Warehouse, Outdoor Transload	Barley/Oats/Rye; Corn; Soybeans; Dry Bulk Food Grade; Liquid Bulk Food Grade; Grocery Products; Consumer Goods; Paper; Plastics, Machinery; Metals; Building Materials; Minerals; Manufactured Products
BNSF	Cgb Enterprises/ Consolidated Terminals and Logistics (CTLC)	Shattuck	Outdoor Transload	Barley/Oats/Rye; Corn; Soybeans; Dry Bulk Food Grade; Feeds; Steel; Lumber; Petroleum Products; Manufactured Products; Industrial Chemicals
BNSF	Transportation Partners And Logistics LLC	Enid	Outdoor Transload	Panel Products; Lumber; Manufactured Products; Steel Products; Government & Machinery



Railroad	Transload Facility	City	Facility Type	Principle Commodities
BNSF	Cgb Enterprises/ Consolidated Terminals and Logistics (CTLG)	Enid	Warehouse	Feeds; Minerals; Building Materials; Manufactured Products; Aggregates; Barley/Oats/Rye; Soybeans; Dry Bulk Foods; Petroleum Products; Paper; Government & Machinery; Metal; Steel; Panel Products
BNSF	Tulsa Rail Transload	Tulsa	Outdoor Transload	Panel Products; Manufactured Products; Steel; Fertilizers; Petroleum Products; Minerals; Aggregates; Bulk Foods; Feed; Barley/Oats/Rye; Corn; Oils
BNSF, UP, SS	Sand Springs Railway (Omnitrax)	Sand Springs	Team Track	Corn Syrup; Feed/Molasses; Wheat Flour; Soybean Oil; Lumber; Paper; Industrial Coal; Steel; Metal; Petroleum Products; Plastics
BNSF	USLR/ Tulsa Base Railroad	Tulsa	Outdoor Transload	Bulk Foods; Flour/Mill Products, Oils, Lumber; Paper; Industrial Coal
BNSF, SKOL	Tulsa Port of Catoosa Marine Terminal	Tulsa/Catoosa	Warehouse, Outdoor Transload	Steel Products; Government & Machinery; Lumber; Manufactured Products
BNSF, CPKC, UP via SLWC	Oklahoma City Transload Terminal/ Watco Terminal & Port Services	Oklahoma City	Warehouse, Outdoor Transload	Oils; Soybeans; Fertilizers; Petroleum Products; Plastics; Clays; Feedstocks; Manufactured Products; Flour/Mill Products; Minerals; Bulk Foods; Industrial Chemicals; Panel Products; Lumber; Barley/Oats/Rye; Steel; Aluminum & Non-Ferrous; Government & Machinery; Household Products
BNSF	Transload & Logistics Llc	Oklahoma City	Outdoor Transload	Feedstocks; Panel Products; Manufactured Products; Steel; Aluminum & Non Ferrous; Government & Machinery; Paper; Beverages; Household Products; Fertilizers; Industrial Chemicals; Petroleum Products; Plastics; Clays; Minerals; Aggregates; Bulk Foods; Barley/Oats/Rye; Corn; Soybeans; Flour/Mill Products; Oils
BNSF	USLR/ Tulsa Base Railroad	Oklahoma City	Outdoor Transload	Feedstocks; Panel Products, Manufactured Products; Steel; Household Products, Fertilizers; Plastics; Clays; Minerals, Feeds; Barley/Oats/Rye; Corn, Specialty Grains; Soybeans; Oil



Railroad	Transload Facility	City	Facility Type	Principle Commodities
BNSF	Asphalt Express	Ardmore	Outdoor Transload	Dry and Liquid Bulk; Paper; Foods; Beverages; Household Products; Fertilizers; Industrial Chemicals; Petroleum Products; Ethanol; Plastics; Clays; Minerals; Aggregates; Manufactured Products; Feedstocks; Bulk Foods, Barley/Oats/Rye; Corn, Specialty Grains; Soybeans; Flour/Mill Products; Oil; Steel; Aluminum & Non-Ferrous; Government & Machinery
BNSF, UP	Oakley's Terminal Muskogee/ Port Muskogee (Omnitrax)	Muskogee	Outdoor Transload, Warehouse	Bulk Commodities; Steel Pipe,; Coil; Plate; Beam; Sand; Salt; Coal; Fertilizer; Grain; Paper; Scrap, Glass; Ore Clays
Union Pacific (UP)	Oklahoma Central Rail Park (Jaguar Transport)	El Reno/OKC	Team Track	Barley/Oats/Rye; Corn; Bulk Food; Petroleum Products; Lumber
Arkansas-Oklahoma Railroad (AOK)	UP Interchange Point	McAlester		Aggregate; Decorative Stone; Wheat; Corn; Oats; Feed; Automobiles; Plastic; Drilling Fluid; Propane; Lumber
Arkansas-Oklahoma Railroad (AOK)	BNSF Interchange Point	Shawne		Aggregate; Decorative Stone; Wheat; Corn; Oats; Feed; Automobiles; Plastic; Drilling Fluid; Propane; Lumber
Arkansas-Oklahoma Railroad (AOK)	CPKC Interchange Point	Howe		Aggregate; Decorative Stone; Wheat; Corn; Oats; Feed; Automobiles; Plastic; Drilling Fluid; Propane; Lumber
Blackwell Northern Gateway Railroad (BNGR), operated by Land Rush Rail Corporation (LRRC)	Blackwell	Blackwell		Mineral Oil Polypropylene Pellets
Farmrail Corporation (FMRC)	Farmrail-Elk City	Elk City		Frac Sand; Aggregate; Oilfield Products; Feed
Farmrail Corporation (FMRC)	Farmrail-Westhom	Westhom		Frac Sand; Aggregate; Oilfield Products; Feed
Grainbelt Corporation (GNBC)	FMRC-Thomas	Thomas (via FMRC)		Frac Sand; Aggregate; Oilfield Products; Feed



Railroad	Transload Facility	City	Facility Type	Principle Commodities
South Kansas & Oklahoma Railroad (SKOL)	SKOL Railyard-Tulsa	Tulsa		
Stillwater Central Railroad (SLWC)	SLWC-Del City	Del City		
Stillwater Central Railroad (SLWC)	SLWC-OKC	OKC		
Stillwater Central Railroad (SLWC)	SLWC-Midwest City	Midwest City		
Stillwater Central Railroad (SLWC)	SLWC-Wellston	Wellston		
Stillwater Central Railroad (SLWC)	SLWC-Stroud	Stroud		

Source: BNSF, CPKC, UP, Class III railroad outreach, ODOT, WATCO



APPENDIX

D

Highway-Rail Grade Crossings by County



APPENDIX D. HIGHWAY RAIL CROSSINGS BY COUNTY

County	Total	Four Quad (full barrier) Gates	All other Gates	Flashing lights	Highway signals, bells	Special Active Warning Devices	Stop signs	Crossbucks	No signs or signals	Quiet Zone
Adair	27		19					8		
Alfalfa	40		13	3			6	18		
Atoka	11		10						1	
Beckham	47		8	4				31	4	
Blaine	85		4	3				77	1	
Bryan	62		26	4			1	31		
Caddo	50		23	1			6	20		
Canadian	67		29	2			10	26		
Carter	36		20	6				8	2	
Choctaw	78		14	2			1	61		
Cimarron	53		2	1				49	1	
Cleveland	24		24							16
Comanche	69		22	2			5	40		
Cotton	25			1			2	17	5	
Craig	54		34	2			15	1	2	
Creek	83		34	12		3	5	29		
Custer	85		8	9				68		
Dewey	6		1					5		
Ellis	29		17					12		
Garfield	149		69	5			8	66	1	1
Garvin	19		14	2				3		
Grady	95		37	2			10	46		
Grant	34		7	2			21	4		
Greer	6		1	1				3	1	
Hughes	29		15	6				8		
Jackson	139		11	8				113	7	

HIGHWAY RAIL CROSSINGS BY COUNTY



County	Total	Four Quad (full barrier) Gates	All other Gates	Flashing lights	Highway signals, bells	Special Active Warning Devices	Stop signs	Crossbucks	No signs or signals	Quiet Zone
Jefferson	29		7	2			5	14	1	
Johnston	14		9					5		
Kay	78		31	3				44		1
Kingfisher	34		16	1			16	1		
Kiowa	85		6	3			2	71	3	
Latimer	34		2	2			1	28	1	
Le Flore	76		29	2				44	1	
Lincoln	37		12				9	16		
Logan	56		22	5				29		
Love	14		14							
Major	13			1				12		
Marshall	19		9				2	8		
Mayes	48		23	2			7	16		
Mcclain	6		6							
Mccurtain	88		15	8			3	61	1	
Mcintosh	18		14	1				3		
Murray	13		9	1				3		
Muskogee	87		39	9			2	37		
Noble	75		37	12				26		
Nowata	52		23	4			1	23	1	
Okfuskee	7		1	1				5		
Oklahoma	181		85	32			3	60	1	17
Okmulgee	56		25	8			5	18		
Osage	2			1				1		
Ottawa	58		29	9			1	18	1	
Pawnee	34		18	4				12		
Payne	22		12	2				8		
Pittsburg	53		16	10			1	25	1	

HIGHWAY RAIL CROSSINGS BY COUNTY



County	Total	Four Quad (full barrier) Gates	All other Gates	Flashing lights	Highway signals, bells	Special Active Warning Devices	Stop signs	Crossbucks	No signs or signals	Quiet Zone
Pontotoc	35		20	7				7	1	
Pottawatomie	37		11	6	1		2	16	1	
Pushmataha	4							4		
Rogers	102		69	6			7	19	1	
Seminole	7		1					6		
Sequoyah	62		44	1			2	15		
Stephens	28		26					1	1	
Texas	63		46	1			5	11		
Tillman	106		9	2			1	89	5	
Tulsa	193	5	86	22	1	1	3	71	4	5
Wagoner	72	1	44	2			2	23		
Washington	71		6	14				49	2	
Washita	85		5	4		1	1	74		
Woods	50		33	1			1	13	2	
Woodward	33		27					5	1	6

Source: FRA Crossing Inventory Warning Device Equipment Summary (8.10)



APPENDIX

E

Heartland Flyer
Stations



APPENDIX E. PASSENGER RAIL STATIONS

Table E-1. Heartland Flyer Station Overview

Features	Oklahoma City, OK (OKC)	Norman, OK (NOR)	Purcell, OK (PUR)	Pauls Valley, OK (PVL)	Ardmore, OK (ADM)	Gainesville, TX (GLE)	Fort Worth, TX (FTW)
Owner	City of Oklahoma City	City of Norman	City of Purcell	City of Pauls Valley	City of Ardmore	City of Gainesville	Fort Worth Transportation Authority
Address	100 South E.K. Boulevard, Oklahoma City, OK 73102	200 S Jones Ave, Norman, OK 73069	East Main Street and North Santa Fe Avenue, Purcell, OK 73080	South Santa Fe Street and East Paul Avenue, Pauls Valley, OK 73075	251 East Main Street, Ardmore, OK 73401-7016	605 East California Street, Gainesville, TX 76240	1001 Jones Street, Fort Worth, TX 76102
Staff	Unstaffed	Unstaffed	Unstaffed	Unstaffed	Unstaffed	Unstaffed	Staffed
Shelter	Station building with waiting room	Platform only	Station building with waiting room	Station building with waiting room	Platform only	Station building with waiting room	Station building with waiting room
Americans with Disability Act	Accessible platform, restrooms, waiting room, water fountain, and wheelchair lift available	Accessible platform, and wheelchair lift available	Accessible platform, and wheelchair lift available	Accessible platform, restrooms, waiting room, and wheelchair lift available	Accessible platform and wheelchair lift available	Accessible platform, waiting room, water fountain, and wheelchair lift available	Accessible platform, restrooms, ticket office, waiting room, and water fountain
Depot Hours	6:30 a.m. to 8:30 a.m. and 8:30 p.m. to 10:30 p.m. daily	8:50 a.m. to 9:11 p.m.	9:09 a.m. to 8:51 p.m.	9:34 a.m. to 8:26 p.m.	N/A	11:14 a.m. to 6:45 p.m.	9:00 a.m. to 7:00 p.m.

PASSENGER RAIL STATIONS



Features	Oklahoma City, OK (OKC)	Norman, OK (NOR)	Purcell, OK (PUR)	Pauls Valley, OK (PVL)	Ardmore, OK (ADM)	Gainesville, TX (GLE)	Fort Worth, TX (FTW)
Baggage service	No baggage services	No baggage services	No baggage services	No baggage services	No baggage services	No baggage services	Checked baggage and baggage storage available, assistance provided only for mobility impaired customers
Restrooms	Yes	No	No	No	No	No	Yes
Parking	Same-day and overnight for a fee	Same-day and overnight	Same-day and overnight	Same-day and overnight	Same-day and overnight	Same-day and overnight	Station parking is not available, but nearby public parking is
Wifi	No	No	No	No	No	No	No
Connections	Oklahoma City Streetcar	None	None	None	None	None	Amtrak (Texas Eagle), Greyhound Bus Lines, and Trinity Metro (1, 2, 5, 6, 11, 12, 46, 61X, 63X, 65X, 89, Blue line, and Orange line)
Other	No payphones, ATM, or vending machines	No payphones, ATM, or vending machines	No payphones, ATM, or vending machines	Payphones available, but no ATM or vending machines	No payphones, ATM, or vending machines	Payphones available, but no ATM or vending machines	Payphones, ATM, and vending machines available

Source: Amtrak



APPENDIX

F

Proposed Projects

APPENDIX F. PROPOSED PROJECTS

F.1 Project List

Table F-1. Project List

Source Document	Project Category	Project Title	County	Affected Railroad(s)	Description	Project Source (organization)	Benefits	Time Period	Cost	Project Status	Funding Sources
OK Cotton Council	286K upgrade	BNSF Red River Bridge 286K Upgrade	Love	BNSF	Upgrade bridge between Quinta and El Dorado for 286K	OK Cotton Council	Service Improvement and 286k weight rating	Long Term		Conceptual Project	BUILD, CRISI, ODOT
FMRC - SL Survey (Farmrail)	286K upgrade	Clinton - Weatherford 286K and Class II	Jackson, Greer, Kiowa, Washita	FMRC		FMRC	Service Improvement and 286k weight rating	Long Term	\$3,000,000	Defined Project	BUILD, CRISI, ODOT
LRRC - SL Survey (Farmrail)	286K upgrade	Main Line Rehabilitation for 286K weight	Kay	LRRC	upgrade to 286K	LRRC	Service Improvement and 286k weight rating	Long Term	\$8,000,000	Defined Project	BUILD, CRISI, ODOT
AOK -SL Survey	286K upgrade	Bridge Capacity Upgrades	LeFlore, Latimer, Pittsburg	AOK	130 bridges need to be upgraded to accommodated 286K. 40 are in need of repair	AOK	Service Improvement and 286k weight rating	Long Term	\$56,000,000	Defined Project	INFRA, MEGA
286K Capacity	286K upgrade program	Upgrade UP Lawton Sub to 286K	Caddo, Grady, Comanche	UP			Service Improvement and 286k weight rating	Long Term		Identified Need	BUILD, CRISI, ODOT
286K Capacity	286K upgrade program	Upgrade HE to 286K	Jackson	HE			Service Improvement and 286k weight rating	Long Term		Identified Need	BUILD, CRISI, ODOT
286K Capacity	286K upgrade program	Upgrade ARS to 286K	LeFlore	ARS			Service Improvement and 286k weight rating	Long Term		Identified Need	BUILD, CRISI, ODOT
286K Capacity	286K upgrade program	Upgrade GWER to 286K	LeFlore	GWER			Service Improvement and 286k weight rating	Long Term		Identified Need	BUILD, CRISI, ODOT
286K Capacity	286K upgrade program	Upgrade UP Oklahoma City sub to 286K	Oklahoma, Canadian	UP			Service Improvement and 286k weight rating	Long Term		Identified Need	BUILD, CRISI, ODOT
286K Capacity	286K upgrade program	Upgrade SLWC Pawnee - Stillwater line to 286K	Pawnee, Payne	SLWC			Service Improvement and 286k weight rating	Long Term		Identified Need	BUILD, CRISI, ODOT
286K Capacity	286K upgrade program	Upgrade WTJR to 286K	Tillman, Oklahoma, Jackson	WTJR			Service Improvement and 286k weight rating	Long Term		Identified Need	BUILD, CRISI, ODOT
286K Capacity	286K upgrade program	Upgrade UP line to Jenks to 286K	Tulsa	UP			Service Improvement and 286k weight rating	Long Term		Identified Need	BUILD, CRISI, ODOT

PROPOSED PROJECTS



Source Document	Project Category	Project Title	County	Affected Railroad(s)	Description	Project Source (organization)	Benefits	Time Period	Cost	Project Status	Funding Sources
286K Capacity	286K upgrade program	Upgrade UP Tulsa Sub to 286K	Tulsa, Wagoner, Cherokee	UP			Service Improvement and 286k weight rating	Long Term		Identified Need	BUILD, CRISI, ODOT
FMRC - SL Survey (Farmrail)	Capacity	BNSF / FMRC Interchange Track Capacity	Jackson	FMRC	Current tracks cannot handle volume	FMRC	Service improvement and reliability	Long Term		Conceptual Project	BUILD, CRISI
GNBC - SL Survey (Farmrail)	Capacity	Clinton Capacity	Washita	GNBC	FMRC Junction Capacity	GNBC	Capacity, reliability, service, and safety	Long Term		Conceptual Project	BUILD, CRISI
GNBC - SL Survey (Farmrail)	Capacity	Foley Junction Capacity	Custer	GNBC	Junction capacity	GNBC	Capacity, reliability, service, and safety	Long Term		Conceptual Project	BUILD, CRISI
AOK -SL Survey	Capacity	2,000' Sidings (System Wide)	Oklahoma, Pottawatomie,	AOK	Siding construction	AOK	Increase Storage Capacity	Long Term	\$15,000,000	Defined Project	BUILD, CRISI, ODOT
Mid America Industrial Park	Capacity	MAIP and Smith Yard Capacity Enhancement	Mayes	UPRR	Add capacity to alleviate congestion in UP Smith Yard	MAIP	Service improvement and reliability	Long Term	\$45,000,000	Defined Project	BUILD, CRISI, ODOT
SS - SL Survey (Sand Springs Railway, OmniTrax)	Capacity	BNSF Interchange Capacity	Tulsa	SS		SS	Increased Inbound and Outbound capacity, fluidity and safety with BNSF and SS crews, larger equipment	Short Term	\$2,500,000	Defined Project	BUILD, CRISI, ODOT
MPO / RTPO Rail Projects	Industrial access	Ardmore Industrial Park Spur	Carter	BNSF	Spur to Ardmore Industrial Park	SERTPO	Direct rail industrial access	Long Term		Conceptual Project	EDA, ODOT
LRRC - SL Survey (Farmrail)	Industrial access	Industrial Park Expansion and crossing signals highway 11	Kay	LRRC	Expand to serve growing industrial park; cross highway 11	LRRC	Direct rail industrial access	Long Term		Conceptual Project	EDA, ODOT
MPO / RTPO Rail Projects	Industrial access	City of Poteau Industrial Park	LeFlore	CPKC	Rail Service Restoration	SERTPO	Direct rail industrial access	Long Term		Conceptual Project	EDA, ODOT
Kiamichi Economic Development District (KEDDO)	Industrial access	Steven Taylor Industrial Park Capacity Expansion	Pittsburg	UPRR / CPKC / AOK	Expand rail existing rail capacity to ST Ind. Park	KEDDO	Direct rail industrial access	Long Term		Conceptual Project	EDA, ODOT
MPO / RTPO Rail Projects	Industrial access	City of McAlester Spur to AOK RR	Pittsburg	UPRR, CN, AOK	Access to Steven Taylor Industrial Park	SERTPO	Direct rail industrial access	Long Term		Conceptual Project	EDA, ODOT
MPO / RTPO Rail Projects	Industrial access	Duncan Municipal Airport Rail Spur and Access	Stephens	UP	Expand regional freight connectivity	SORTPO	Service improvement; direct rail access; capacity and reliability	Long Term		Conceptual Project	EDA, ODOT

PROPOSED PROJECTS



Source Document	Project Category	Project Title	County	Affected Railroad(s)	Description	Project Source (organization)	Benefits	Time Period	Cost	Project Status	Funding Sources
MPO / RTPO Rail Projects	Industrial access	Kimberly Clark @ Jenks Access	Tulsa	UPRR	Corridor Preservation to Kimberly Clark plant in Jenks.	Indian Nations COG (INCOG)	Direct rail industrial access	Long Term		Conceptual Project	EDA, ODOT
LRRC - SL Survey (Farmrail)	Industrial access	Industrial Spur Reconnection	Kay	LRRC	Reconnect existing spur	LRRC	Direct rail industrial access	Short Term		Conceptual Project	EDA, ODOT
LRRC - SL Survey (Farmrail)	Industrial access	Industrial Spur (new)	Kay	LRRC	Add new spur	LRRC	Direct rail industrial access	Short Term		Conceptual Project	EDA, ODOT
MidAmerica Industrial Park	Industrial Access	Rail & Tie Rehab	Mayes	UPRR	Rehab rail and ties within the park	MAIP	SOGR	Short Term		Conceptual Project	EDA, ODOT
TOE - SL Survey (Patriot Rail)	Industrial access	Tie Replacement	McCurta in	TOE		TOE	SOGR, reliability, service, and safety	Short Term		Conceptual Project	BUILD, CRISI, ODOT
Port of Muskogee Presentation	Industrial access	Warehouse Improvements	Muskogee	BNSF, UP, PMR	Rail-Served Warehouse Improvements	Port of Muskogee	Direct rail industrial access	Short Term		Conceptual Project	EDA, Local Funding
GNBC - SL Survey (Farmrail)	Industrial access	Clinton Industrial Spur Tracks	Washita	GNBC		GNBC	Upgrade Track Condition and Drainage	Short Term		Conceptual Project	EDA, ODOT
GNBC - SL Survey (Farmrail)	Industrial access	Clinton Customer Switch Replacement	Washita	GNBC	Reconnect existing spur	GNBC	Reconnect Customer facility to lead	Short Term		Conceptual Project	EDA, ODOT
Port of Muskogee Presentation	Industrial access	Land / Warehouse Purchase	Muskogee	BNSF, UP, PMR	Purchase to establish new rail connection to Port Muskogee South	Port of Muskogee	Direct rail industrial access	Short Term	\$1,400,000	Defined Project	EDA, Local Funding
Port of Muskogee Presentation	Industrial access	Perpetual Rail easement and At-Grade Closures	Muskogee	BNSF, UP, PMR	Easements at Port Muskogee South	Port of Muskogee	Direct rail industrial access; safety	Short Term	\$25,000,000	Defined Project	RCE, EDA, Local Funding, ODOT
FMRC - SL Survey (Farmrail)	Industrial access	Burns Flat Industrial Spur and Wye	Washita	FMRC		FMRC	Direct rail industrial access	Short Term	\$1,500,000	Defined Project	EDA, ODOT
MPO / RTPO Rail Projects	Modernization	Jensen Tunnel Doublestack Clearances	LeFlore	CPKC	Tunnel clearance for doublestack trains	Frontier MPO/SERTPO	Service improvement and reliability	Long Term		Conceptual Project	BUILD, CRISI
KRR - SL Survey (GWRR)	Modernization	Siding Expansions	McCurta in, Choctaw, Bryan	KRR	System (multiple locations)	KRR	Add capacity to railroad, allow for meet/pass locations	Long Term		Conceptual Project	BUILD, CRISI
KRR - SL Survey (GWRR)	Modernization	Ashdown, Hope, Paris Subdivision Upgrade	McCurta in, Choctaw, Bryan	KRR		KRR	SOGR, reliability, service, and safety	Short Term	\$74,000,000	Defined Project	INFRA, MEGA
KRR - SL Survey (GWRR)	Modernization	Kiamichi Tri State Freight Improvement Project	McCurta in, Choctaw, Bryan	KRR		KRR	SOGR, reliability, service, and safety	Short Term	\$20,000,000	Defined Project	BUILD, CRISI, ODOT



PROPOSED PROJECTS

Source Document	Project Category	Project Title	County	Affected Railroad(s)	Description	Project Source (organization)	Benefits	Time Period	Cost	Project Status	Funding Sources
KRR - SL Survey (GWRR)	Modernization	Tie / Signal / SOGR Upgrades	McCurtain, Choctaw, Bryan	KRR	System	KRR	SOGR, reliability, service, and safety	Short Term	\$42,471,373	Defined Project	INFRA, MECA
SS - SL Survey (Sand Springs Railway, OmniTrax)	Modernization	Rail ReAlignment Charles Page Corridor	Tulsa	SS		SS	Increased public safety, reduces vehicle congestion by allowing more space between Charles Page and Lead, removes 100 RE rail and replaces with 115 RE, improves traffic flow	Short Term	\$7,500,000	Defined Project	BUILD, CRISI, ODOT
SS - SL Survey (Sand Springs Railway, OmniTrax)	Modernization	Baker Lead upgrade	Tulsa	SS	Steel Package and Rail Upgrade	SS	SOGR, reliability, service, and safety	Short Term	\$185,000	Defined Project	ODOT
KRR - SL Survey (GWRR)	Multimodal	Transload facility construction	McCurtain, Choctaw, Bryan	KRR		KRR	Create access point to freight rail system for undeserved or nonserved rail customers	Long Term		Conceptual Project	BUILD, CRISI
Tulsa Ports Information Response	Multimodal	Inola Rail Access Enhancement Project	Rogers	UP, VESO	Port track infrastructure that can accommodate unit train rail service and increased storage capacity capable of serving multiple tenants.	Port of Tulsa	Service improvement; direct rail access; capacity and reliability	Short Term		Conceptual Project	BUILD, CRISI
Port of Muskogee Presentation	Multimodal	Transload Facility	Muskogee	BNSF, UP, PMR	Transload facility at Port Muskogee South	Port of Muskogee	Indirect rail access via transload; service enhancement	Short Term	\$7,985,038	Defined Project	BUILD, CRISI, ODOT
Tulsa Ports Information Response	Multimodal	Unit Train Facility Project (UTFP) Phase 2 Port Connection Track	Rogers	BNSF	Capacity expansion for unit train. Second alternate connection between Phase 1 inbound and outbound tracks and the interior of the Port, providing more efficient access to unit train customers located within the terminal area (barge accessible).	Port of Tulsa	Service improvement; direct rail access; capacity and reliability	Short Term	\$15,000,000	Defined Project	BUILD, CRISI, ODOT
Tulsa Ports Information Response	Multimodal	Unit Train Facility Project (UTFP) Phase 3 Interchange Tracks	Rogers	SKOL, PCIR	Unit train capabilities to the SKOL Line opening new opportunities for the Port's short line railroad partner to grow existing volumes and attract new businesses and commodities to the Port and Waterway.	Port of Tulsa	Service improvement; direct rail access; capacity and reliability	Short Term	\$15,000,000	Defined Project	BUILD, CRISI, ODOT

PROPOSED PROJECTS

Source Document	Project Category	Project Title	County	Affected Railroad(s)	Description	Project Source (organization)	Benefits	Time Period	Cost	Project Status	Funding Sources
Tulsa Ports Information Response	Multimodal	Unit Train Facility Project (UTFP) Phase 4 BNSF Wye Track	Rogers	BNSF	Establish the south/west leg of the wye connection with the BNSF mainline railroad that will enhance safety at the road crossings by reducing wait times and allow for two-way service to the Port from the existing rail line.	Port of Tulsa	Service improvement; direct rail access; capacity and reliability	Short Term	\$6,000,000	Defined Project	BUILD, CRISI, ODOT
Tulsa Ports Information Response	Multimodal	SKOL Lead Track 'S' Curve Relocation	Rogers	SKOL, PCIR	Increase throughput of rail car capacity from the SKOL mainline and remove train movement restrictions.	Port of Tulsa	Service improvement; direct rail access; capacity and reliability	Short Term	\$54,000,000	Defined Project	INFRA, MEGA
Tulsa Ports Information Response	Multimodal	Unit Train Facility Project (UTFP) Phase 5B Conveyor System	Rogers	SKOL, PCIR	Enhance connectivity between rail and barge by replacing long-abandoned infrastructure, and upgrading to modern, energy-efficient motors and higher-speed-capable belt systems. The modern equipment will enhance safety for Port workers performing transload operations.	Port of Tulsa	Service improvement; direct rail access; capacity and reliability; safety	Short Term	\$2,000,000	Defined Project	BUILD, CRISI, ODOT
SS - SL Survey (Sand Springs Railway, OmniTrax)	Multimodal	Sheffield Yard and Transload	Tulsa	SS		SS	Increased public and private safety, train crews increase fluidity over SH 97, builds true class tracks, improves roadways in park (better ingress / egress), added space for additional commodities and handling	Short Term	\$9,500,000	Defined Project	BUILD, CRISI, ODOT
Kiamichi Economic Development District (KEDDO)	Multimodal study	Port of Kiota Rail Access study	Haskell	KRR	Examine opportunities for excursion service on KRR	KEDDO	Capital planning for service enhancement	Short Term		Identified Need	BUILD, CRISI, local study
2021 SRP	Multimodal study	OK Intermodal Facility Study	Multiple	BNSF, UP, or CPKC	Study to develop an intermodal terminal in OK, likely OK city	2021 SRP	Capital planning for intermodal service improvements	Short Term		Identified Need	BUILD, CRISI
Kiamichi Economic Development District (KEDDO)	Passenger	Kiamichi Railroad Historic Stations Restoration	Bryan, Choctaw, McClurtain	KRR	Station rehabilitation for historic structures on KRR	KEDDO	Station restoration, excursion service enhancement	Long Term		Conceptual Project	EDA, Local Funding
2021 SRP	Passenger	2nd Main between Emond and BNSF Flynn Yard	Oklahoma	BNSF		Passenger Rail Interests	Improves Heartland Flyer Reliability	Long Term		Conceptual Project	BUILD, FSP, CRISI, Corridor ID

PROPOSED PROJECTS



Source Document	Project Category	Project Title	County	Affected Railroad(s)	Description	Project Source (organization)	Benefits	Time Period	Cost	Project Status	Funding Sources
MPO / RTPO Rail Projects	Passenger	Heartland Flyer Kansas City Extension / Ponca City Station	Kay			NORTPO	Service expansion and enhancement	Short Term		Conceptual Project	Corridor ID
2021 SRP	Passenger	Red Rock Sub Double Tracking (study)	Noble	BNSF		BNSF / passenger rail interests	Indirect rail access via transload; service enhancement	Short Term		Identified Need	BUILD, FSP, CRISI
OK SRP MPO Meeting	Passenger	Winstar Casino Station Study	Love	BNSF	Add station on Heartland Flyer to serve WinStar Casino	OK MPO Meeting	Capital planning for service enhancement	Short Term		Identified Need	BUILD, FSP
Kiamichi Economic Development District (KEDDO)	Passenger	Kiamichi Railroad Excursion Service Study	Bryan, Choctaw, McCurtain	KRR	Examine opportunities for excursion service on KRR	KEDDO	Capital planning for excursion service enhancement	Short Term		Identified Need	EDA, Local Funding
MPO / RTPO Rail Projects	Passenger	North South Corridor Study	Multiple	BNSF		Association of Central OK Governments (ACOG)	Capital planning for corridor expansion	Short Term		Identified Need	BUILD
2026 SRP	Passenger	Heartland Flyer Funding and Governance Study	Multiple	BNSF			Governance planning for corridor management and expansion	Short Term		Identified Need	Corridor ID
2021 SRP	Passenger	Tulsa - Oklahoma City Corridor Study	Multiple	UP, SLWC, BNSF			Capital planning for corridor expansion	Short Term		Identified Need	BUILD, FSP
MPO / RTPO Rail Projects	Passenger	Excursion Rail Line (Antlers - Hugo) Study	Pushmataha, Choctaw	KRR		SERTPO	Capital planning for excursion service enhancement	Short Term		Identified Need	EDA, Local Funding
OK SRP MPO Meeting	Passenger	Tulsa Commuter Rail Study	Tulsa	Multiple		2021 SRP	Capital and service planning for commuter operation	Short Term		Identified Need	BUILD
Kiamichi Economic Development District (KEDDO)	Reactivation	Haywood to Shawnee Rail Line Reactivation	Multiple	UP		KEDDO	SOGR, reliability, service, and safety; service reactivation	Long Term		Conceptual Project	BUILD, CRISI
FMRC - SL Survey (Farmrail)	Reactivation	Weatherford - Bridgeport Restoration	Multiple	FMRC	Restoration and Rehab of OOS between Weatherford and Bridgeport	FMRC	Additional routing and interchange options for customers. OKC metro access. Expand to customers wanting additional service for Grain and Oilfield shipments.	Long Term	\$150,000,000	Defined Project	INFRA, MEGA



PROPOSED PROJECTS



Source Document	Project Category	Project Title	County	Affected Railroad(s)	Description	Project Source (organization)	Benefits	Time Period	Cost	Project Status	Funding Sources
Kiamichi Economic Development District (KEDDO)	Reactivation	McAlester - Haywood Reactivation	Pittsburg	UPRR / AOK	Provide alternate access to McAlester Munitions plant	KEDDO	Direct rail industrial access; line reactivation; military readiness	Long Term	\$9,750,000	Defined Project	BUILD, CRISI, ODOT
LRRC - SL Survey (Farmrail)	State of good repair	Yard Rehabilitation Program at Blackwell, OK	Kay	LRRC	Needs capacity for switching and storage	LRRC	SOGR, reliability, service, and safety	Long Term		Conceptual Project	BUILD, CRISI
FMRC - SL Survey (Farmrail)	State of good repair	System Tie Rehab and Bridges on Orient Division to Class II	Multiple	FMRC	between MP 401 at Clinton and MP 420 at Dill City to 286K and Class II track standards	FMRC	Upgrade to 286k weight capacity and remove heat and speed restrictions.	Long Term	\$35,000,000	Defined Project	INFRA, MEGA
AOK -SL Survey	State of good repair	Tie Installation Program	Pittsburg, Latimer, LeFlore	AOK	System	AOK	SOGR, reliability, service, and safety	Long Term	\$4,000,000	Defined Project	BUILD, CRISI, ODOT
GNBC - SL Survey (Farmrail)	State of good repair	Tie and Surface Thomas to Enid	Garfield, Major, Blaine, Dewey, Custer	GNBC	MP 658 Thomas to MP 588.3 Enid	GNBC	SOGR, reliability, service, and safety	Short Term	\$2,000,000	Defined Project	BUILD, CRISI, ODOT
LRRC - SL Survey (Farmrail)	State of good repair	Line rehabilitation	Kay	LRRC	Correct previous operator deficiencies	LRRC	SOGR, reliability, service, and safety	Short Term	\$2,500,000	Defined Project	BUILD, CRISI, ODOT
FMRC - SL Survey (Farmrail)	State of good repair	Tie and Surface between Bird Mountain MP 451 and Dill City MP 420	Washita	FMRC	T&S program	FMRC	SOGR, reliability, service, and safety	Short Term	\$1,004,000	Defined Project	ODOT
FMRC - SL Survey (Farmrail)	State of good repair	Tie and Surface between Clinton MP 581 and Elk City MP 608	Custer, Washita, Beckham	FMRC	T&S program	FMRC	SOGR, reliability, service, and safety	Short Term	\$750,000	Defined Project	ODOT
AOK -SL Survey	State of good repair	AOK Clearing / Grubbing Red River and Shawnee Subdivision	Pittsburg, Latimer, LeFlore	AOK	Clearing and grubbing	AOK	Increased Utilization of full RR Right of Way	Short Term	\$650,000	Defined Project	ODOT
GNBC - SL Survey (Farmrail)	State of good repair	Tie and Surface Bessie to Federick	Tillman, Kiowa, Washita	GNBC	MP 691 Bessie to MP 758 Frederick	GNBC	SOGR, reliability, service, and safety	Short Term	\$1,800,000	Defined Project	BUILD, CRISI, ODOT
SS - SL Survey (Sand Springs Railway, OmniTrax)	State of good repair	Rail, Ties, Surface	Tulsa	SS	System	SS	SOGR, reliability, service, and safety	Short Term	\$185,000	Defined Project	ODOT

F.2 Crossing and Safety

Table F-2. Crossing and Safety

Source Document	Project Category	Project Title	County	Affected Railroad(s)	Description	Project Source (organization)	Benefits	Time Period	Cost	Project Status	Funding Sources
MPO / RTPO Rail Projects	Crossings and safety	Garfield County Grade Separation(s)	Garfield	BNSF, UPRR	Grade Separations, various crossings improvements in Garfield County including Route 412 / Garriot Road	Chisolm Trail MPO / Garfield County RTPO	improve reliability and safety; reduce noise	Long Term		Conceptual Project	RCE, BUILD
BNSF Interview	Crossings and safety	Highway 64 / Us Highway 412 Grade Separation	Garfield	BNSF	Grade separation / mitigation	BNSF	improve reliability and safety	Long Term		Conceptual Project	RCE
2021 SRP	Crossings and safety	Siding Extension BNSF Cherokee Subdivision	Tulsa	BNSF	Examine opportunities to optimize siding length and location in OK to reduce bottlenecks and grade crossing congestion	BNSF	improve reliability and safety	Long Term		Conceptual Project	Sec 130, RCE
AOK -SL Survey	Crossings and safety	Grade Crossing Enhancement Program	LeFlore, Latimer, Pittsburg	AOK	Improve signals, surface, upgrades to grade crossings	AOK	improve reliability and safety	Long Term		Conceptual Project	Sec 130, BUILD
MPO / RTPO Rail Projects	Crossings and safety	Poteau OK Pedestrian Crossing Improvements	LeFlore	CPKC, GWER	Pedestrian Crossing	Frontier MPO	Pedestrian Safety	Short Term		Conceptual Project	Sec 130
MPO / RTPO Rail Projects	Crossings and safety	City of Vinita Rail Crossing Improvements	Craig	BNSF, UP	Synchronize signals, safety upgrades	NEORTPO	improve reliability and safety	Short Term		Conceptual Project	Sec 130, RCE
MPO / RTPO Rail Projects	Crossings and safety	Marble City Grade Crossing Improvements	Sequoyah	CPKC	Reduce vehicle delays; sees emergency blockages of 20 minutes or more	NEORTPO	improve reliability and safety	Short Term		Conceptual Project	Sec 130, RCE
MPO / RTPO Rail Projects	Crossings and safety	Claremore Grade Crossing Improvements	Rogers	BNSF, UP	Reduce vehicle delays	NEORTPO	improve reliability and safety	Short Term		Conceptual Project	RCE, BUILD
MPO / RTPO Rail Projects	Crossings and safety	Vinita Grade Crossing Improvements	Craig	BNSF, UP	Reduce vehicle delays	NEORTPO	improve reliability and safety	Short Term		Conceptual Project	RCE
MPO / RTPO Rail Projects	Crossings and safety	City of Madill Overpass	Marshall	BNSF	Grade separation	SERTPO	improve reliability and safety	Short Term		Conceptual Project	RCE
MPO / RTPO Rail Projects	Crossings and safety	City of Ravia Overpass	Johnston	BNSF	Grade separation	SERTPO	improve reliability and safety	Short Term		Conceptual Project	RCE
BNSF Interview	Crossings and safety	US 64 Grade Separation	Pawnee	BNSF	Grade Separation	BNSF	improve reliability and safety	Short Term		Conceptual Project	RCE
Kiamichi Economic Development District (KEDDO)	Crossings and safety	Kiamichi Railroad Crossing Enhancements Study	McCurra in, Choctaw, Bryan	KRR	Improve crossing devices / safety on KRR, including Hugo / blocked crossings	KEDDO	improve reliability and safety	Short Term		Conceptual Project	Sec 130, RCE
TOE - SL Survey (Patriot Rail)	Crossings and safety	Signal Equipment Replacement - County Road N4580 - Golden, OK	McCurra in	TOE		TOE	improve reliability and safety	Short Term		Conceptual Project	Sec 130

PROPOSED PROJECTS



Source Document	Project Category	Project Title	County	Affected Railroad(s)	Description	Project Source (organization)	Benefits	Time Period	Cost	Project Status	Funding Sources
TOE - SL Survey (Patriot Rail)	Crossings and safety	Signal Equipment Replacement - Hwy 98 - Wright City, OK	McCurta in	TOE		TOE	improve reliability and safety	Short Term		Conceptual Project	Sec 130
TOE - SL Survey (Patriot Rail)	Crossings and safety	Signal Equipment Replacement - Main Street - Broken Bow, OK	McCurta in	TOE		TOE	improve reliability and safety	Short Term		Conceptual Project	Sec 130
MPO / RTPO Rail Projects	Crossings and safety	Grant County Crossing Upgrades	Grant	UP	Crossing device upgrades in Grant County	NORTPO	improve reliability and safety	Short Term		Conceptual Project	Sec 130
Hwy 69 Grade Separation	Crossings and Safety	Highway 69 Grade Separation	Mayes	UP	Grade separate Hwy 69 and UP rail line	MAIP	Improve reliability and safety	Short Term	\$38,000,000	Defined Project	RCE
SS - SL Survey (Sand Springs Railway, OmniTrax)	Crossings and safety	Adams Street Upgrade	Tulsa	SS	Signals	SS	improve reliability and safety	Short Term	\$1,100,000	Defined Project	Sec 130, ODOT Tax Credit programs
TOE - SL Survey (Patriot Rail)	Crossings and safety	DeQueen and Eastern RR Resilience and Safety	McCurta in	TOE		TOE	improve reliability and safety	Short Term	\$16,900,000	Defined Project	BUILD
TOE - SL Survey (Patriot Rail)	Crossings and safety	Crossing Rehab Pine Creek Road - MP 1.79 (DOT 845153N)	McCurta in	TOE		TOE	improve reliability and safety	Short Term	\$216,000	Defined Project	Sec 130
TOE - SL Survey (Patriot Rail)	Crossings and safety	Crossing Rehab Old Hwy 98 - MP 4.67 (DOT 845150T)	McCurta in	TOE		TOE	improve reliability and safety	Short Term	\$179,000	Defined Project	Sec 130
TOE - SL Survey (Patriot Rail)	Crossings and safety	Crossing Rehab Main Street - MP 7.51 (DOT 845168D)	McCurta in	TOE		TOE	improve reliability and safety	Short Term	\$189,000	Defined Project	Sec 130
BNSF Interview	Crossings and safety study	Grade Crossing Mitigation Study (IOK)	Multiple	BNSF	System (state of OK) grade crossing evaluation for mitigation	BNSF	Develop plan for safety and reliability improvements	Short Term		Identified Need	Sec 130, RCE
Public Survey	Crossings and safety study	Heffner Road Crossing Options Study	Oklahoma	BNSF	Study to investigate alternatives for frequently blocked crossing		Develop plan for safety and reliability improvements	Short Term		Identified Need	Local study, RCE
Public Survey	Crossings and safety study	W Wilshire Blvd Crossing Options Study	Oklahoma	BNSF	Study to investigate alternatives for frequently blocked crossing		Develop plan for safety and reliability improvements	Short Term		Identified Need	Local study, RCE
Public Survey	Crossings and safety study	Madill Train Yard Overpass Study	Marshall	BNSF	Study to investigate alternatives for roadway crossings of yard in Madill		Develop plan for safety and reliability improvements	Short Term		Identified Need	Local study, RCE
MPO / RTPO Rail Projects	Quiet zones	Ponca City Grade Quiet Zones	Kay	BNSF	Quiet zones for all grade crossings in Ponca City	NORTPO	improve reliability and safety; reduce noise	Long Term		Conceptual Project	Sec 130, Local funding



APPENDIX

G

Public Survey Results



APPENDIX G. PUBLIC SURVEY RESULTS

G.1 Multi-Question Survey Summary

Four hundred eighty-eight (488) contributors completed the 22-question survey 516 times. That's 1.05 surveys completed per contributor. The survey included 5 multiple-choice questions, 14 questions in which respondents were asked to provide ratings, and 3 questions in which respondents were asked to write answers. Results from each question are listed below.

- **Question 1:** Have you traveled using the Heartland Flyer Amtrak service, which operates daily between Oklahoma City and Fort Worth?
 - » 44 percent of respondents have traveled using the Heartland Flyer Amtrak service.
- **Question 2:** About how often?
 - » Of those who have traveled on the Heartland Flyer, 73.2 percent said once a year, while 23.2 percent said several times a year.
- **Question 3:** Which of the following reasons describes why you have used the Heartland Flyer service?
 - » An average of 70.4 percent said that they use the Heartland Flyer because:
 - It was affordable (74.4 percent)
 - It was a fun experience (86.5 percent)
 - It was convenient (63.6 percent)
 - It was environmentally friendly (59.3 percent)
- **Question 4:** What changes or improvements would make you more likely to use the Heartland Flyer in the future?
 - » More frequent service (55.4 percent)
 - » Faster service that competes better with drive times (45.1 percent)
 - » More convenient arrival and departure times (28.2 percent)
 - » Better local transportation connections to/from Amtrak stations (48.3 percent)
 - » Service extended to new locations (71.7 percent)
- **Question 5:** How far would you be willing to travel to reach an Amtrak station?
 - » 77.2 percent of respondents would be willing to travel up to 25 miles.
- **Question 6:** Expand rail capacity to meet future freight and passenger demand.
 - » 77.3 percent of respondents rated this as the most important.





- **Question 7:** Use new technology to improve rail safety.
 - » On a scale of 1 to 5, where 5 means “most important,” respondents ranked using new technology to improve rail safety as a 4.16.
- **Question 8:** Expand Oklahoma's passenger rail service to better connect to the national rail network.
 - » 93.5 percent of respondents stated that expanding Oklahoma’s passenger rail service to the national rail network is most important.
- **Question 9:** Make it easier for passengers to connect between local transit and intercity rail.
 - » The majority of respondents stated that multimodal connections are most important.
- **Question 10:** Preserve the existing freight rail network.
 - » The responses to this statement are a mixed bag. One-third of respondents stated that preserving the existing freight network is most important, while another third ranked it in the middle.
- **Question 11:** Secure stable, long-term funding for passenger and freight rail projects.
 - » 403 of the 508 respondents to this question agree that stable, long-term funding for passenger and freight rail projects is most important.
- **Question 12:** Secure additional money for improvements at high-priority rail grade crossings.
 - » More than 90 percent of respondents stated that securing additional money for improvements at high-priority rail grade crossings was important.
- **Question 13:** Educate leaders and the business community on the benefits of rail.
 - » 75.7 percent of respondents stated that educating leaders and the business community on rail’s benefits is most important.
- **Question 14:** Other
 - » There was no additional data from respondents.
- **Question 15:** Please rank these common challenges of highway/rail grade crossings in your community in order of most important to you, to least important to you.
 - » Questions regarding crossings appear to be unpopular because this is the second question regarding crossings where more than 150 respondents skipped it. Those who answered ranked all as important.
- **Question 16:** Other
 - » There was no additional data from respondents.





- **Question 17:** Poor condition of railroad bridges
 - » Surprisingly, 30 percent of respondents, the top ranking, stated that poor conditions of railroad bridges are a medium level of importance.
- **Question 18:** Loud train horns in residential areas
 - » One-third of respondents ranked loud train horns in residential areas as not at all important.
- **Question 19:** Hazardous cargo shipments moving through my community
 - » Respondents ranked this statement fairly evenly in level of importance.
- **Question 20:** Traffic delays caused by trains stopping or blocking the road
 - » Unsurprisingly, 35 percent of respondents, the top answer, ranked traffic delays as most important.
- **Question 21:** Safety concerns near tracks
 - » Respondents ranked this statement fairly evenly in level of importance.
- **Question 22:** Other
 - » There was no additional data from respondents.





G.2 Interactive Map Summary

The interactive map allowed respondents to drop virtual pins with comments on a virtual map of Oklahoma regarding the following categories:

- 1) Freight Access or Multimodal Improvements,
- 2) New Passenger Rail Service or Station,
- 3) Rail Infrastructure Improvements, and
- 4) Safety Improvements.

Within these four categories, respondents were directed to provide further subcategories of the issue they were commenting on. The following pages provide more details on the subcategories. Table G-1 provides the breakdown of responses, where 70.6 percent – of the virtual pins related to new passenger rail service or stations, followed by safety improvements with 13.3 percent, rail infrastructure improvement with 12.1 percent, and freight access or multimodal improvement with 3.9 percent. Figure G-1 shows the location of the pins.

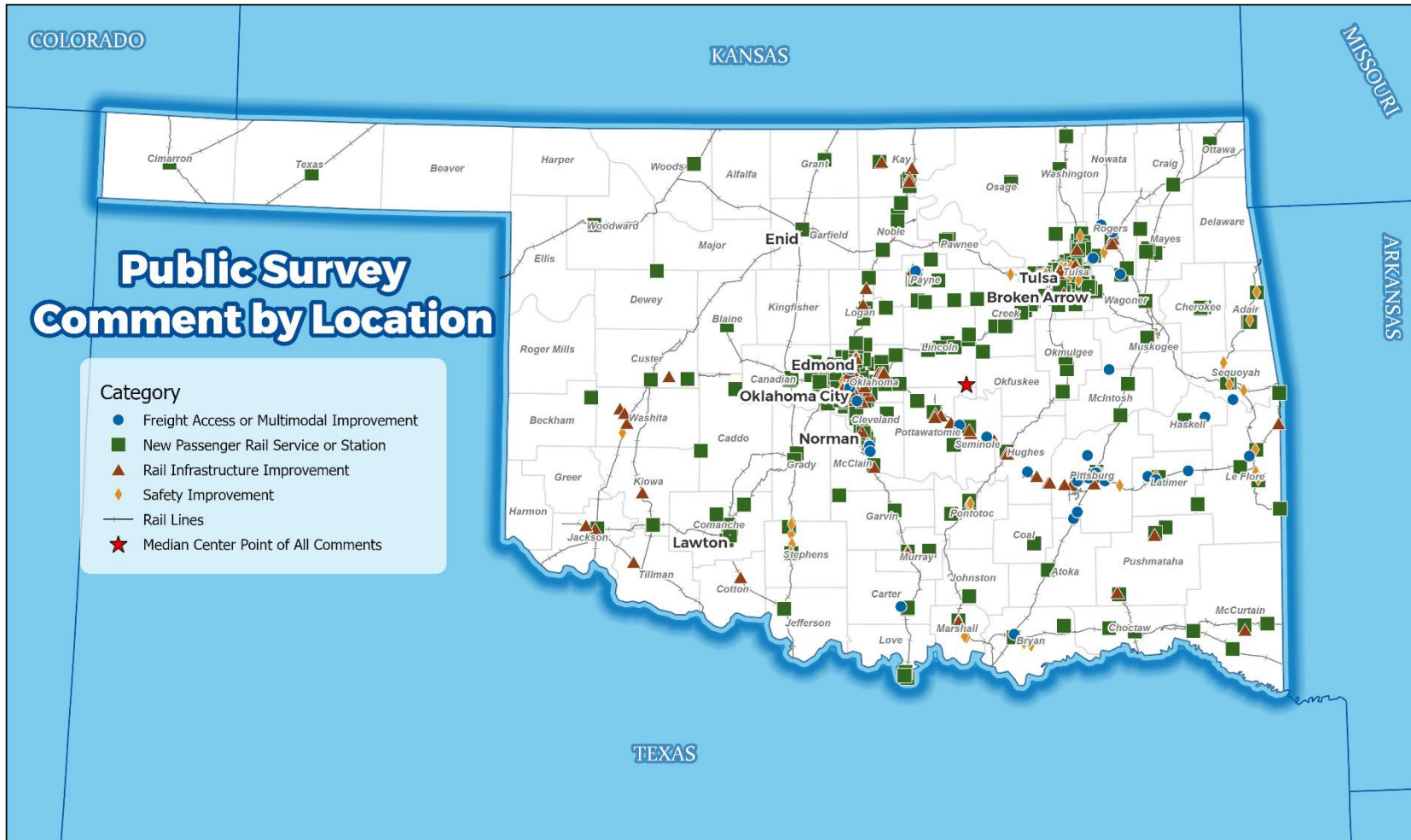
Table G-1. Survey Contributions by Category

Category	Number of Comments	Share of Total
New Passenger Rail Service or Station	592	70.6%
Safety Improvement	112	13.3%
Rail Infrastructure Improvement	101	12.1%
Freight Access or Multimodal Improvement	33	3.9%
Total	838	100%

Passenger rail comments tended to cluster around major cities. Freight and multimodal comments were geographically concentrated in the southern and eastern parts of the state. Safety and rail infrastructure comments were more evenly distributed across the state.



Figure G-1. Interactive Map Comments





G.2.1 Freight Access or Multimodal Improvement

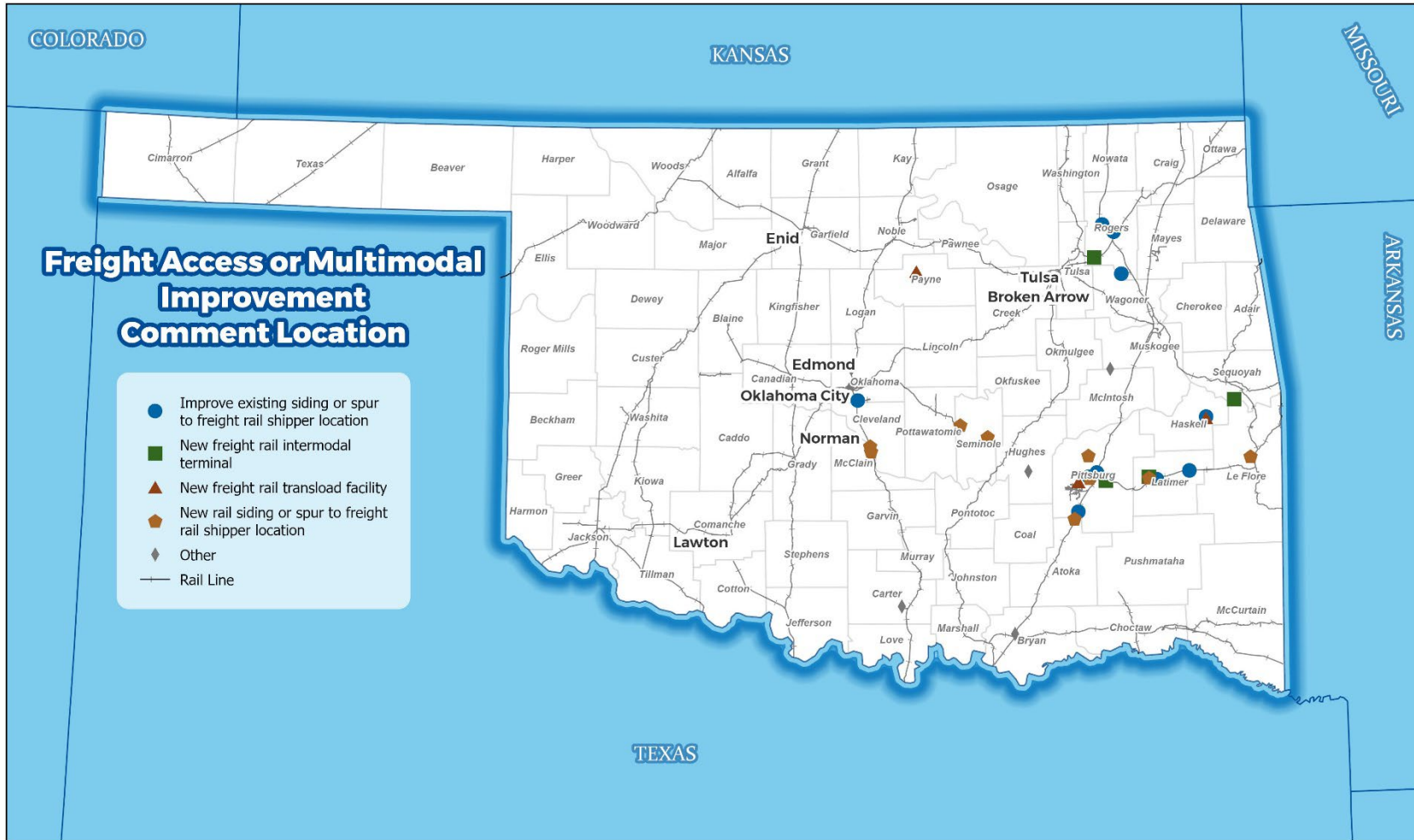
The freight access or multimodal improvement category accounted for only 3.9 percent of total pins dropped on the virtual map. Table G-2 shows the pins by subcategory. Thirty percent were to improve existing siding or spur to freight rail shipper location, followed by new rail siding or spur to freight rail shipper location at 27 percent. An “Other” category, allowed respondents to recommend projects beyond the subcategories included in the survey. Most responses related to reactivation of rail lines. Figure G-2 shows the locations within the state. A lot of the responses related the proposed reactivation of the UP rail line between Haywood and Pawnee.

Table G-2. Freight Access or Multimodal Improvement Submissions

Comment Category	Count	Percent of Share
Improve existing siding or spur to freight rail shipper location	10	30.3%
New rail siding or spur to freight rail shipper location	9	27.3%
New freight rail intermodal terminal	4	18.2%
New freight rail transload facility	4	12.1%
Other	6	12.1%
Total	33	100%



Figure G-2. Freight Access or Multimodal Improvement Comment Locations





G.2.2 New Passenger Rail Service or Station

The vast majority of pins proposed new passenger rail service or stations, totaling 589 (70.6 percent of the total). As shown in Table G-3 most responses recommended new city-to-city passenger rail routes, accounting for 57 percent of the total. New commuter rail route destinations were the second most frequent, accounting for 31 percent, of pins dropped on the virtual map. As shown in Figure G-3 most responses identified locations around the Oklahoma City (OKC) and Tulsa metro areas. Figure G-4 provides a close-up view of the responses for the two metro areas.

Table G-3. New Passenger Rail Service or Station Submissions

Submission Category	Count	Percent of Share
New city-to-city passenger rail route	338	57.1%
New commuter rail route destination (include origin, in notes if possible)	184	31.1%
New Amtrak station	46	7.8%
Improvement to existing passenger rail route	10	1.7%
Other	10	1.7%
Improve access to passenger station	3	0.5%
Improve or replace passenger station	1	0.2%
Total	589	100.0%

Comments recommended connections between Oklahoma City and Edmond and between Oklahoma City and Norman. Additional comment recommended connections between Yukon and Midwest City, as well as El Reno and Shawnee. For the Tulsa metro area, connections were recommended for: Broken Arrow, Jenks, Owasso, Bixby, Sapulpa, Sand Springs, and Claremore. Respondents suggested that rail services could be used for commuting to work, school, and medical facilities. Respondents recommended connections between City Centers and airports for both Oklahoma City and Tulsa.



Figure G-3. New passenger Rail Service or Station Comment Locations

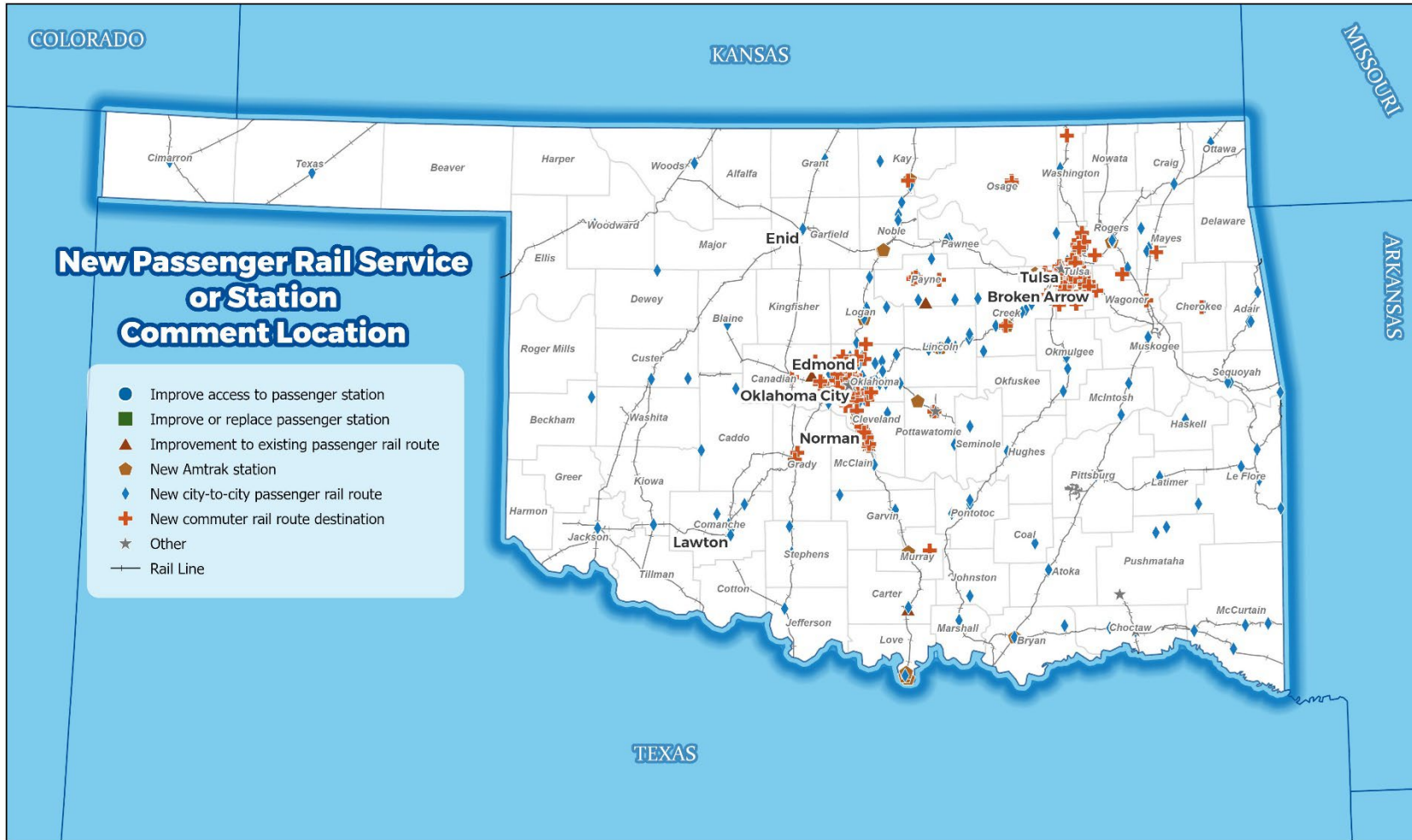
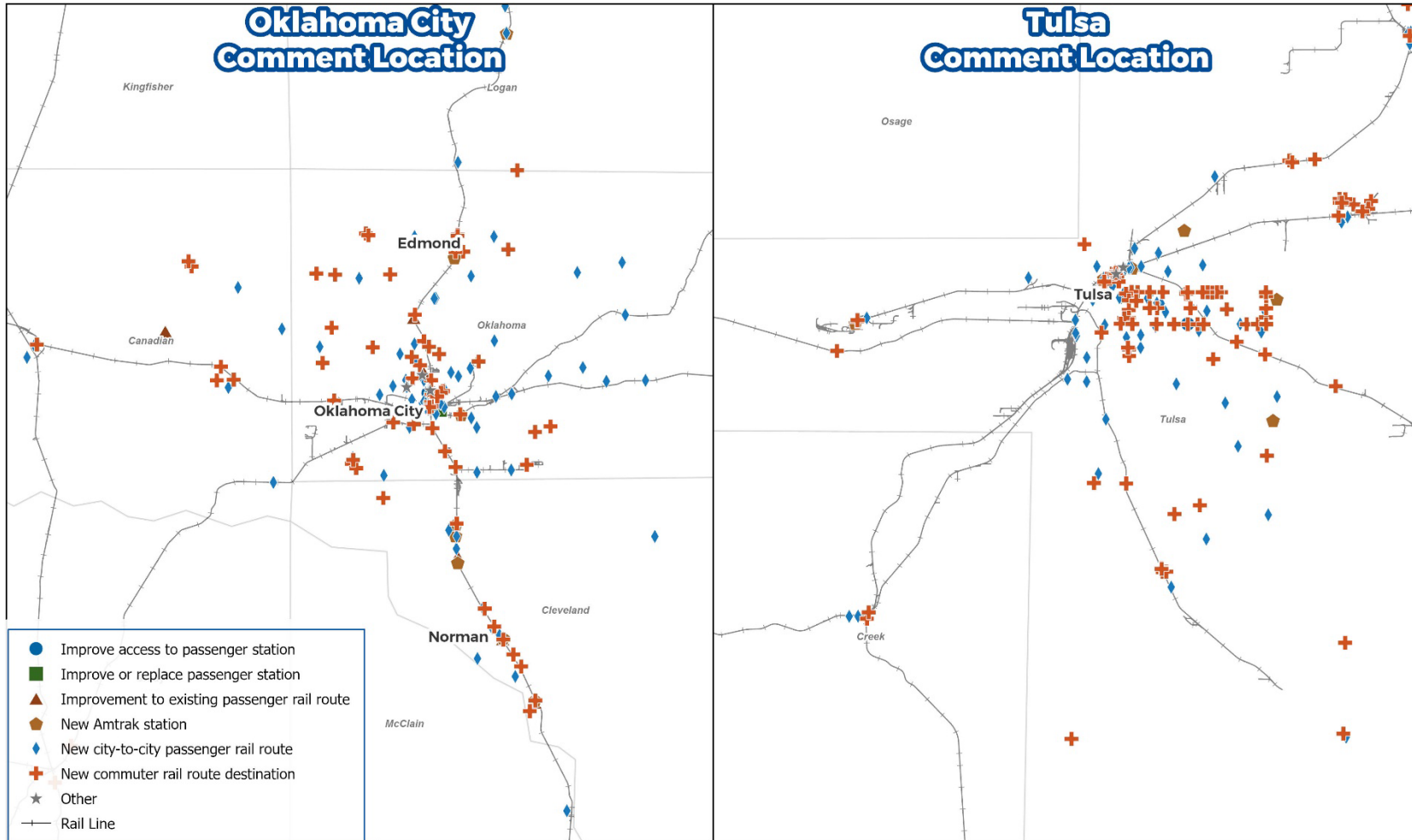




Figure G-4. New Passenger Rail Service or Station Comment Locations, Oklahoma City and Tulsa Area





G.2.3 Rail Infrastructure Improvement

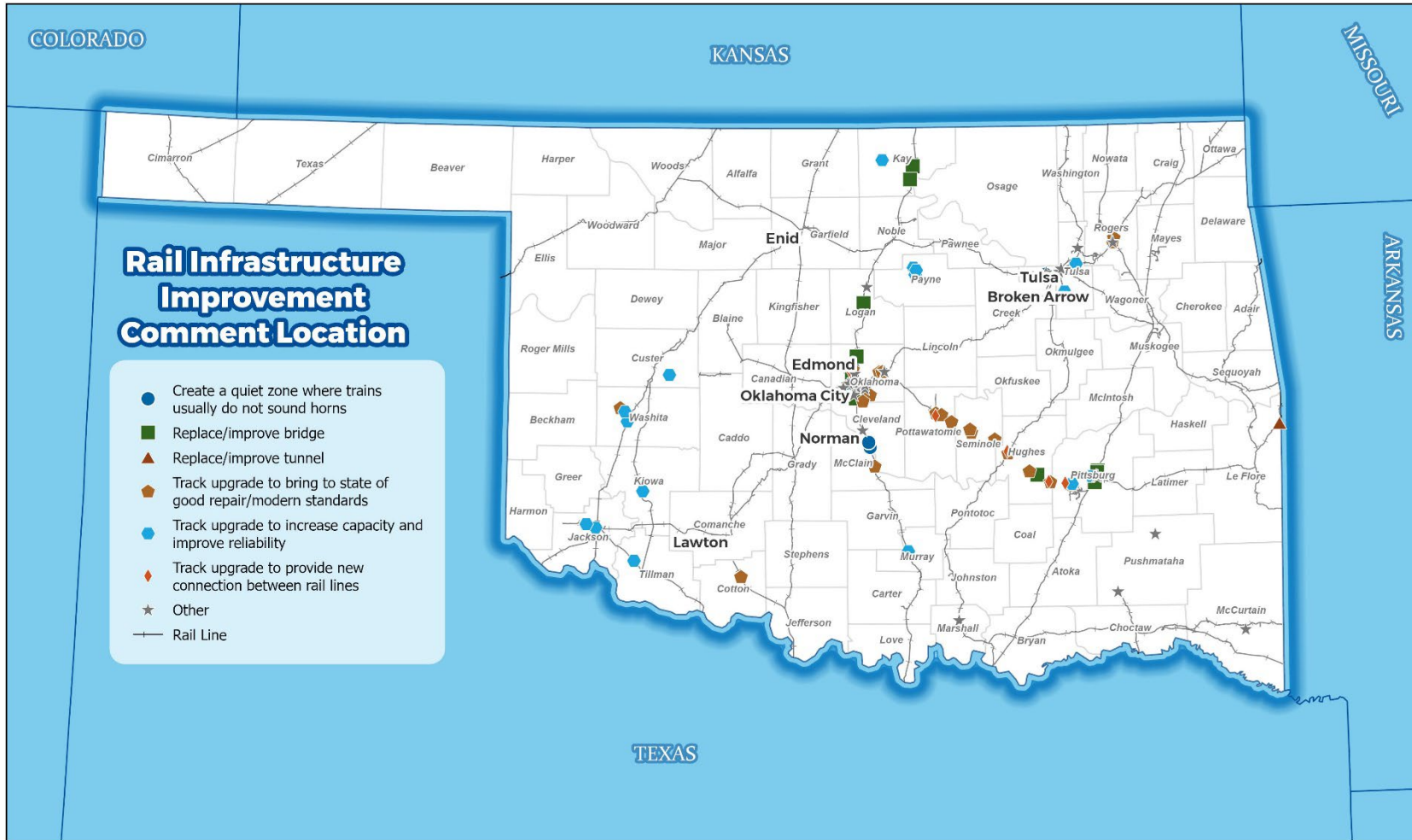
The survey provided respondents the opportunity to drop pins on a map to recommend rail infrastructure improvements. A total of 101 pins of the rail infrastructure improvement category were dropped (12.1 percent of all pins). As shown in **Table G-4** most respondents chose “other” rather than the proposed subcategories. Many of the responses that selected “Other” related to active transportation and the usage of railroad rights-of-way for trails or issues related to recreational trail networks interacting with rail lines. The second most submissions were about track upgrades or state of good repair/modern standards, accounting for 20.8 percent. The third most submissions was on track upgrades to increase capacity and improve reliability. **Figure G-5** shows the location of the submissions received. A large number of submissions were located in the southern half of the state, as well as Oklahoma City.

Table G-4. Rail Infrastructure Improvement Responses

Comment Category	Count	Percent of Share
Other	28	27.7%
Track upgrade to bring to state of good repair/modern standards	21	20.8%
Track upgrade to increase capacity and improve reliability	18	17.8%
Replace/improve bridge	15	14.9%
Create a quiet zone where trains usually do not sound horns	11	10.9%
Track upgrade to provide new connection between rail lines	7	6.9%
Replace/improve tunnel	1	1.0%
Total	101	100.0%



Figure G-5. Rail Infrastructure Improvement Comment Location





G.2.4 Safety Improvement

The safety improvement category received 112 submissions (13.3 percent of total submissions). **Table G-5** shows the submissions by subcategory. The most submissions were under the “create an over or underpass so that road and rail no longer cross at same grade” subcategory, accounting for 37.7 percent of the total. The second most subcategory was “other” accounting for 25.5 percent of the total. The “other” subcategory comments varied, but many recommended restoring crossings to a state of good repair, and improving crossings for cyclists and pedestrians. The majority of the comments for the safety improvement category were located in the Oklahoma City and Tulsa metro areas as shown in **Figure G-6**.

Table G-5. Safety Improvement Submissions

Comment Category	Count	Percent of Share
Create an over or underpass so that road and rail no longer cross at same grade	41	37.3%
Other	28	25.5%
Improve warning devices at crossing, adding lights, gates, better signs or pavement marks	24	21.8%
Pedestrian/bicycle bridge	9	8.2%
Enhanced warning system (blind spot, trees in the way, no warning beacon, no arm)	4	3.6%
Add fencing or other barrier between rail and surrounding land use	4	3.6%
Total	110	100.0%



Figure G-6. Safety Improvement Comment Location

