

730:10-1-14. Selection of industrial access projects

(a) The purpose of the Industrial Access Road Program is to encourage and assist local efforts toward industrial development by providing funds for the construction or improvement of direct access facilities to specific industrial operations or to officially designated industrial areas wherein industrial operations are underway or have been committed on a specific time schedule.

(b) The definition of direct access is based on generally accepted functional classification criteria defining the limits of responsibility of the various governmental jurisdictions for the provision of road systems adequate to respond to their constituents' needs.

(c) The responsibility of the state highway system is to provide for the interstate and intrastate traffic movement between population centers and other major traffic generators throughout the state. The local road system has the responsibility for the movement of traffic between the state highway system and localized areas of attraction. This local responsibility includes providing adequate roads to serve workers living in the area where the industry is located.

(d) The "Industrial Access Road Program" is designed to provide assistance to local industrial development efforts by funding, within practical limitations, access facilities connecting a specific industry or industrial area directly to the state highway system or local road system. Existing general purpose roads serving areas where industry is located do not qualify as industrial access roads.

(e) In general, an industrial access road is one where the only justification for its construction or improvement is the existence of a viable industrial operation at either of its termini. Criteria to be considered are as follows:

(1) The project provides primary, immediate access between the local or state road systems and existing or committed industrial operations and/or areas.

(2) The project will provide circulation within an existing or committed industrial area or park, connecting several specific features or operations within the boundaries of the industrial area or industrial park.

(3) State participation requested in relation to other available funding sources (federal programs, other state agencies, local sources, etc.).

(4) Magnitude of the industrial operation, present and potential.

(5) Existing access serving the industrial area.

(6) Availability of local participation to match state highway funds (either money or services).

(7) The project must be exclusively on public right-of-way.

(8) Right-of-way and utility relocations to be furnished at no cost to the Department (including necessary utility adjustments).

(9) The project will not be used to enhance speculative development opportunities.

(10) Project is to be sponsored by trust, foundation or other public or corporate entity having legal authority to enter into a satisfactory agreement with the Department on such items as cost sharing, design of the proposed project, and to accept responsibility for satisfactory maintenance of the facility upon completion.

(11) If facility is not adequately maintained, no future industrial projects will be approved for the county, city or authority.

(12) The project will not be designated as a part of the state highway system.

(13) Minimum cost single project to maximize geographic distribution.

(14) Projects to be programmed on a statewide basis.

(15) Formal minimum design standards to be approved by Commission setting forth minimum right-of-way widths and other relevant geometric features.

(16) No project will be approved for any county or city that is in arrears in their payments to the Department for right-of-way or other underwriter responsibility unless satisfactory arrangements have been made to the discharge of the delinquency.

(17) Previously approved projects can be removed from construction program by approval of the Transportation Commission for reasons including county, city or authority having failed to execute a formal agreement to provide right-of-way and utility relocations, failure to maintain pervious projects, or failure to provide agreed local assistance.

[Source: Amended at 17 Ok Reg 1368, eff 5-11-00]

730:10-1-13. Selection of lake and recreation access projects

- (a) The purpose of the lake and recreation access program is to provide direct access to public user facilities located within the immediate vicinity of lakes and other recreation areas operated by a public agency of the State of Oklahoma, one of its political subdivisions, or by the federal government.
- (b) The definition of direct access is based on generally accepted functional criteria defining the limits of responsibility assigned to the various governmental jurisdictions. The state highway system can logically be expected to provide for the intrastate movement of traffic between the various areas of the state, delivering the users of the State's recreational facilities to the general area of the lake or other recreational feature. The local road system may be expected to provide intra county service, delivering the user to the local area of recreation interest.
- (c) Beyond the normal limits of state and local responsibility, the Lake and Recreation Access Program comes into consideration. This assignment of functional responsibility forms the basis for the expenditure of state transportation funds off the designated state highway system. It is a special purpose program to provide for direct user access and circulation within public facility areas built and maintained by a public agency.

Criteria to be considered are as follows:

- (1) The project provides primary immediate access between the local or state road systems and existing public facilities operated as part of a lake, recreation area or historical site, and/or
- (2) Provides for circulation within and between the immediate public use areas associated with the facility.
- (3) Absence of other funding sources (federal programs, other state agency funds, etc.).
- (4) Size of the recreational facility to be served.
- (5) Existing access roads serving the same area.
- (6) Availability of local assistance in offsetting a portion of the cost of improvements (clearing, grading and roadbed preparation by local government or agency).
- (7) Right-of-way and utility relocations must be provided at no cost to the Department.
- (8) The program is not to be used to enhance private development opportunities.
- (9) Binding agreement to be entered into by appropriate local government unit or public agency for maintenance of road after completing by state. (If road is not adequately maintained, no other lake projects will be approved for county or area).
- (10) The road shall not be a part of designated state highway system.
- (11) Minimum cost single project to maximize geographic distribution.
- (12) Projects are to be programmed on a statewide basis.
- (13) Formal design standards shall be developed and approved by Commission setting forth minimum right-of-way or other relevant geometric features.
- (14) No project will be approved for any county or city that is in arrears in their payments to the Department for right-of-way or other underwriter responsibility unless satisfactory arrangements have been made for the discharge of the delinquency.
- (15) Previously approved lake access road projects can be removed from the

construction program by the Transportation Commission for reasons including, but not limited to, the county or city having failed to execute an agreement to provide right-of-way and utility relocation, failure to maintain previous projects, or failure to provide agreed local assistance.

INDUSTRIAL ACCESS ROAD PROGRAM

PURPOSE:

To encourage and assist local efforts toward industrial development by providing funds for the construction or improvement of direct access facilities to specific industrial operations or to officially designated industrial areas wherein industrial operations are underway and expanding or have been committed on a specific time schedule.

FUNCTION:

To provide assistance to local industrial development efforts by funding, within practical limitations, access facilities connecting a specific industry or industrial area directly to the state highway system or local road system. Existing general purpose roads serving areas where industry is located do not qualify.

CRITERIA REVIEWED IN THE SELECTION OF AN INDUSTRIAL ROAD:

1. Immediate access to the industrial facility.
2. Magnitude of the industrial operation, present and potential.
3. Existing access serving the industrial area.
4. Project must be exclusively on public right-of-way.
5. Right-of-way and utility relocations to be furnished at no cost to the Department.
6. Maintenance of project will be responsibility of the local government entity.
7. Projects are reviewed on a statewide basis.
8. Funding is limited.

APPLICATION:

1. An official request (Resolution) from the local unit of government having jurisdiction over the road. The local unit of government must have the authority to sign an agreement with the Department assuming maintenance of the road upon completion of the project.
2. Description of economic impact of the business or businesses the proposed road will serve. (Number of employees, payrolls, gross business, etc.).
3. Some indication of local participation in the project. Normally the local government entity will provide the grading and drainage and Industrial Access Funds will be used to provide for the surface.
4. A description of the limits of the project, beginning and ending points, length, industrial facility served.
5. A map showing the location of the proposed project.

Applications for proposed projects should be sent to:

Mr. Mitch Surrett
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105

If a project is considered viable and has been approved by the Transportation Commission, it will be managed by:

Mr. Roger Chambers
Oklahoma Department of Transportation
Local Government Division
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105

LAKE AND RECREATIONAL ACCESS ROAD PROGRAM

PURPOSE:

To provide direct access to public user facilities located within the immediate vicinity of lakes and other recreation areas operated by a public agency of the State of Oklahoma, one of its political subdivisions, or by the federal government.

FUNCTION:

Beyond the normal limits of state and local responsibility, the Lake and Recreation Access Program comes into consideration. This assignment of functional responsibility forms the basis for the expenditure of state transportation funds off the designated state highway system. It is a special purpose program to provide for direct user access and circulation within public facility areas built and maintained by a public agency.

CRITERIA REVIEWED IN THE SELECTION OF A LAKE AND RECREATIONAL ROAD:

1. Immediate access to the lake or recreational facility.
2. Size of recreational facility served.
3. Existing access serving the recreational area.
4. Project must be exclusively on public right-of-way.
5. Right-of-way and utility relocations to be furnished at no cost to the Department.
6. Maintenance of project will be responsibility of the local government entity.
7. Projects are reviewed on a statewide basis.
8. Funding is limited.

APPLICATION:

1. An official request (Resolution) from the local unit of government having jurisdiction over the road. The local unit of government must have the authority to sign an agreement with the Department assuming maintenance of the road upon completion of the project.
2. Some indication of local participation in the project. Normally the local government entity will provide the grading and drainage and Industrial Access Funds will be used to provide for the surface.
3. A description of the limits of the project, beginning and ending points, length, and name of lake or recreational area served.
4. A map showing the location of the proposed project.

Applications for proposed projects should be sent to:

Mr. Mitch Surrect
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, Oklahoma 73105

If a project is considered viable and has been approved by the Transportation Commission, it will be managed by:

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