



OKLAHOMA
Transportation

State Fiscal Year 2024 RETRO Projects





OKLAHOMA Transportation

2024 Rural Economic Transportation Reliability and Optimization Funds

The Oklahoma Department of Transportation (ODOT) is pleased to provide the proposed allocation of the 2024 Rural Economic Reliability and Optimization (RETRO) funds. ODOT included the additional \$200 million in RETRO funds into the latest effort to reprioritize and balance the 8 Year Construction Work Plan which was approved by the Oklahoma Transportation Commission on October 2, 2023. The additional RETRO funds helped program the largest 8 Year Construction Work Plan in ODOT's history. The 8 Year program is now expected to address 1,100 miles of rural 2 lane roadways with deficient shoulders, improve 3,789 lane miles of pavement and replace or rehabilitate 643 bridges on the highway system.

The need for targeted investment, like the RETRO fund, is key for Oklahoma's success. In Oklahoma, 34% of the state's population lives in a rural area with less than 5,000 population, but over 57% of the miles travelled in the state are on those rural roadways. Even with ODOT investing approximately 70% of the 8 Year Construction Work plan in rural areas, there is still a need for additional targeted investment to maintain a safe, economic and efficient roadway system for all Oklahomans.

In this proposal, ODOT identified projects and funding based on the criteria as set forth in HB 1025X that met the following criteria:

- In counties with population less than 75,000
- In areas with robust economic development
- RETRO funding will not be more than 50% of the total project

Pursuant to HB 1025X, ODOT has compiled the proposed projects in this report for review and approval for State Fiscal Year 2024 RETRO funds. These projects will expend \$99M in FFY 2024, \$91.5M in 2025 and \$9.5M in FFY 2026.

ODOT is grateful to the mindfulness and actions of the Oklahoma Legislature in approving these funds for SFY 2024. RETRO funding not only helped ensure necessary investments in Oklahoma's rural areas stayed on track in these unprecedented inflationary times, but also advanced and expanded projects to ensure Oklahoma's rural areas have the necessary infrastructure for increased economic growth.

Tim Gatz
Oklahoma Secretary of Transportation
Oklahoma Department of Transportation Executive Director

An Act

(1ST EXTRAORDINARY SESSION)
ENROLLED HOUSE
BILL NO. 1025

By: Wallace and Martinez of the
House

and

Thompson (Roger) and Hall
of the Senate

An Act relating to transportation; amending 69 O.S. 2021, Section 1913, which relates to the Rural Economic Transportation Reliability and Optimization Fund; modifying population limitation; and providing an effective date.

SUBJECT: Transportation

BE IT ENACTED BY THE PEOPLE OF THE STATE OF OKLAHOMA:

SECTION 1. AMENDATORY 69 O.S. 2021, Section 1913, is amended to read as follows:

Section 1913. There is hereby established a fund within the State Treasury to be known as the "Rural Economic Transportation Reliability and Optimization Fund" to be administered by the Oklahoma Department of Transportation. The fund shall be a continuing fund, not subject to fiscal year limitations, and shall consist of any general revenues as may be directly appropriated or otherwise provided by law.

Any monies appropriated to the Rural Economic Transportation Reliability and Optimization Fund shall not result in a decrease in historic and traditional total state transportation funding levels or be used to supplant or replace existing state funds used for transportation purposes.

In order to ensure that the funds from the Rural Economic Transportation Reliability and Optimization Fund are used to enhance

and not supplant state funding for the Department of Transportation, the State Board of Equalization shall examine and investigate the funding levels as described. At the meeting of the State Board of Equalization held within five (5) days after the monthly apportionment in February of each year, the State Board of Equalization shall issue a finding and report which shall state whether expenditures from the Rural Economic Transportation Reliability and Optimization Fund were used to enhance or supplant state funding for the Department of Transportation. If the State Board of Equalization finds that state funding for the Department of Transportation was supplanted by funds from the Rural Economic Transportation Reliability and Optimization Fund, the Board shall specify the amount by which such funding was supplanted. In this event, the Legislature shall not make any appropriations for the ensuing fiscal year until an appropriation in that amount is made to replenish state funding for the Department of Transportation.

All monies accruing to the credit of the Rural Economic Transportation Reliability and Optimization Fund are hereby appropriated and shall be used to assist the Department in the equitable prioritization of construction, repair and maintenance of state highways in rural areas where robust economic development has resulted in traffic safety and circulation difficulties attributed to significant and unanticipated increases in traffic volumes and as fully recorded and documented by the Department. "Robust economic development", as used in this act, shall mean those conditions of the highways of this state in counties with a population of less than ~~fifty thousand (50,000)~~ seventy-five thousand (75,000) where traffic volumes have increased to become so impaired or hazardous as to constitute a threat to the safety of persons or property traveling over or upon such highways.

When such traffic conditions as described may arise in rural areas, the Department of Transportation shall engage the Oklahoma Department of Commerce, the Oklahoma Tax Commission or other agencies or entities of the state, as necessary, to confirm the relationship of traffic conditions to robust economic development. Once said relationship is confirmed and documented, the Department of Transportation may utilize any proceeds from the Rural Economic Transportation Reliability and Optimization Fund in an amount not to exceed fifty percent (50%) of the total project costs to incentivize and leverage the acceleration and prioritization of improvement projects existing in or to be incorporated into the Department's Eight-Year Construction Work Plan.

SECTION 2. This act shall become effective November 1, 2023.

Passed the House of Representatives the 24th day of May, 2023.

Presiding Officer of the House
of Representatives

Passed the Senate the 26th day of May, 2023.

Presiding Officer of the Senate

OFFICE OF THE GOVERNOR

Received by the Office of the Governor this _____

day of _____, 20_____, at _____ o'clock _____ M.

By: _____

Approved by the Governor of the State of Oklahoma this _____

day of _____, 20_____, at _____ o'clock _____ M.

Governor of the State of Oklahoma

OFFICE OF THE SECRETARY OF STATE

Received by the Office of the Secretary of State this _____

day of _____, 20_____, at _____ o'clock _____ M.

By: _____

What are RETRO Funds?

The Rural Economic Transportation Reliability and Optimization (RETRO) funds were appropriated by the Oklahoma Legislature in 2023 under HB 1025X. The \$200 Million in RETRO fund is the largest single appropriation to the Oklahoma Department of Transportation (ODOT) in history. The funds focused on ensuring rural infrastructure supporting and promoting robust economic development addressed traffic safety and circulation difficulties attributed to significant and unanticipated increases in traffic volumes.

The \$200M was included as part of ODOT's annual rebalancing of the major capital investment plan, the 2024-2031 8 Year Construction Work Plan. By combining the funds into this plan, ODOT was able to advance expected project timeframes or fund additional infrastructure investments than originally planned to better accommodate the needs of the system. The RETRO funds were partnered with formula Federal funds and Oklahoma State Rebuilding Oklahoma Access and Driver Safety (ROADS) funds to ensure that RETRO funds made up no more than 50% of the total project cost, as specified in HB 1025X.

How were Projects Selected?

In following the criteria of HB1025X, ODOT began by identifying projects located in counties with a population less than 75,000 and were trying to address the strains of robust economic development. From this list, project development was reviewed and correlated to the location in the current 8 Year Construction Work Plan to ensure the funds would be able to be utilized quickly to address the many needs on rural Oklahoma highways.

ODOT Field District Engineers then proposed the best projects that addressed the most pressing issues associated with robust economic development in their districts. These projects were all discussed with Executive Staff to ensure a statewide perspective along with the geographically relative perspective of the Field District Engineers.

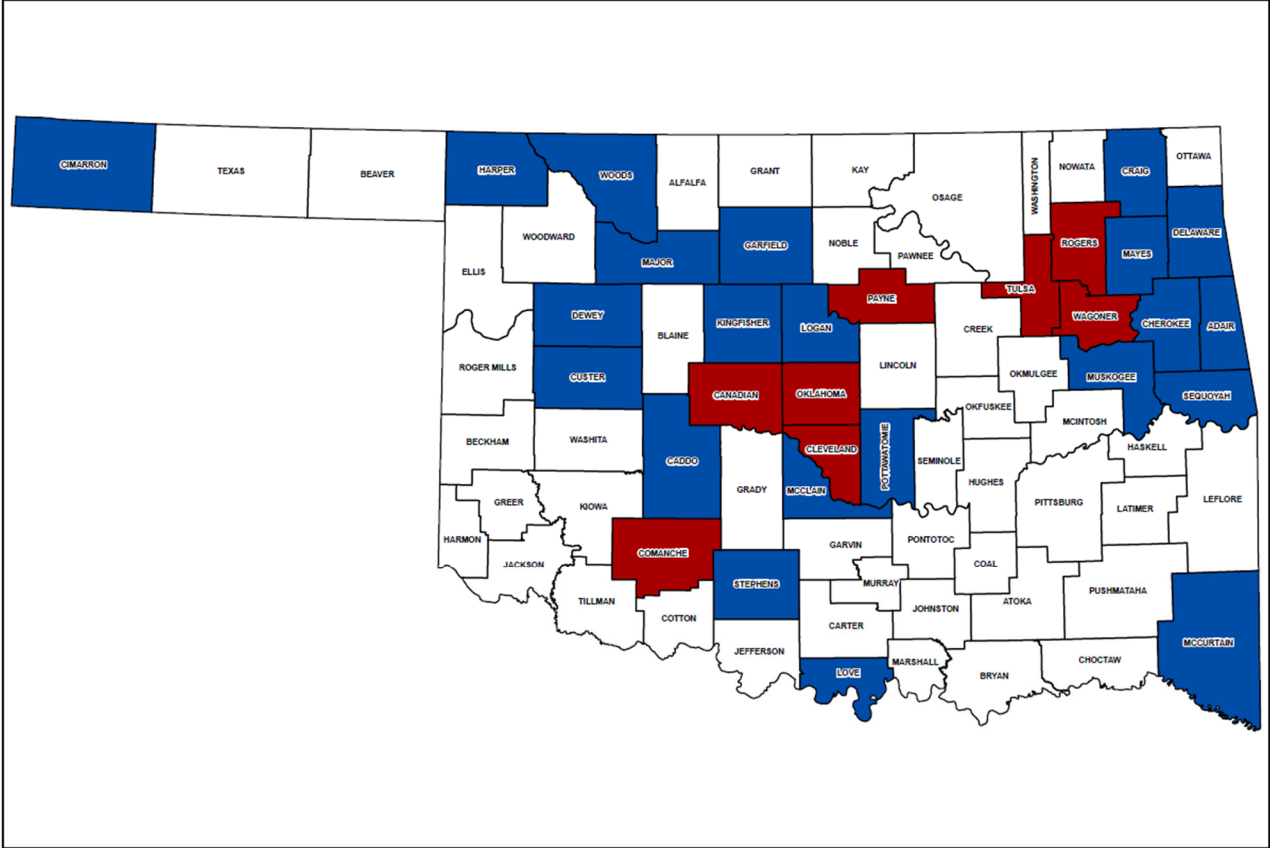
Lastly, once only the most appropriate projects were left, ODOT staff worked to ensure appropriate and proportionate distribution of RETRO funds onto the projects. Funds were distributed based on need for investments for those rural economic drivers and spanned the entire state, from Cimarron County to McCurtain County and everywhere in between.

Where are the funds going to?

RETRO funds were allocated to projects in 22 different counties in Oklahoma. These counties include Adair, Caddo, Cherokee, Cimarron, Craig, Custer, Delaware, Dewey, Garfield, Harper, Kingfisher, Logan, Love, Major, Mayes, McClain, McCurtain, Muskogee, Pottawatomie, Sequoyah, Stephens and Woods Counties.

In addition, 8 counties in Oklahoma were ineligible to receive RETRO funds due to population size. These counties were Canadian, Cleveland, Comanche, Oklahoma, Payne, Rogers, Tulsa and Wagoner Counties.

Of the 69 Counties eligible to receive RETRO funding, 31.8% of the counties have projects that are being funded with RETRO funding.



The map above shows the counties that in blue that will be receiving RETRO funds. The counties in red are counties with populations over 75,000 and were ineligible for RETRO funds.

What will the funds achieve?

In addition to helping advance infrastructure in areas of robust economic development, the RETRO funded projects are also addressing other ODOT targets including rural 2 lane highways with deficient shoulders, pavement condition and bridge condition. The chart shows the amount of each of these categories that the RETRO funds are helping to advance and address.



For rural 2 lane roadways with deficient shoulders, the need to address these facilities grows greater with the ever-increasing volumes of traffic using them. The lack of shoulders and the associated rumble strips don't allow for any room for error on these high-speed facilities. With rural 2 lane roadways making up the majority of miles in rural Oklahoma, it is often difficult for the travelling public to avoid using one with deficient shoulders. In Oklahoma, 34% of the population lives in a rural area, but 65% of the fatal crashes are in these rural areas.

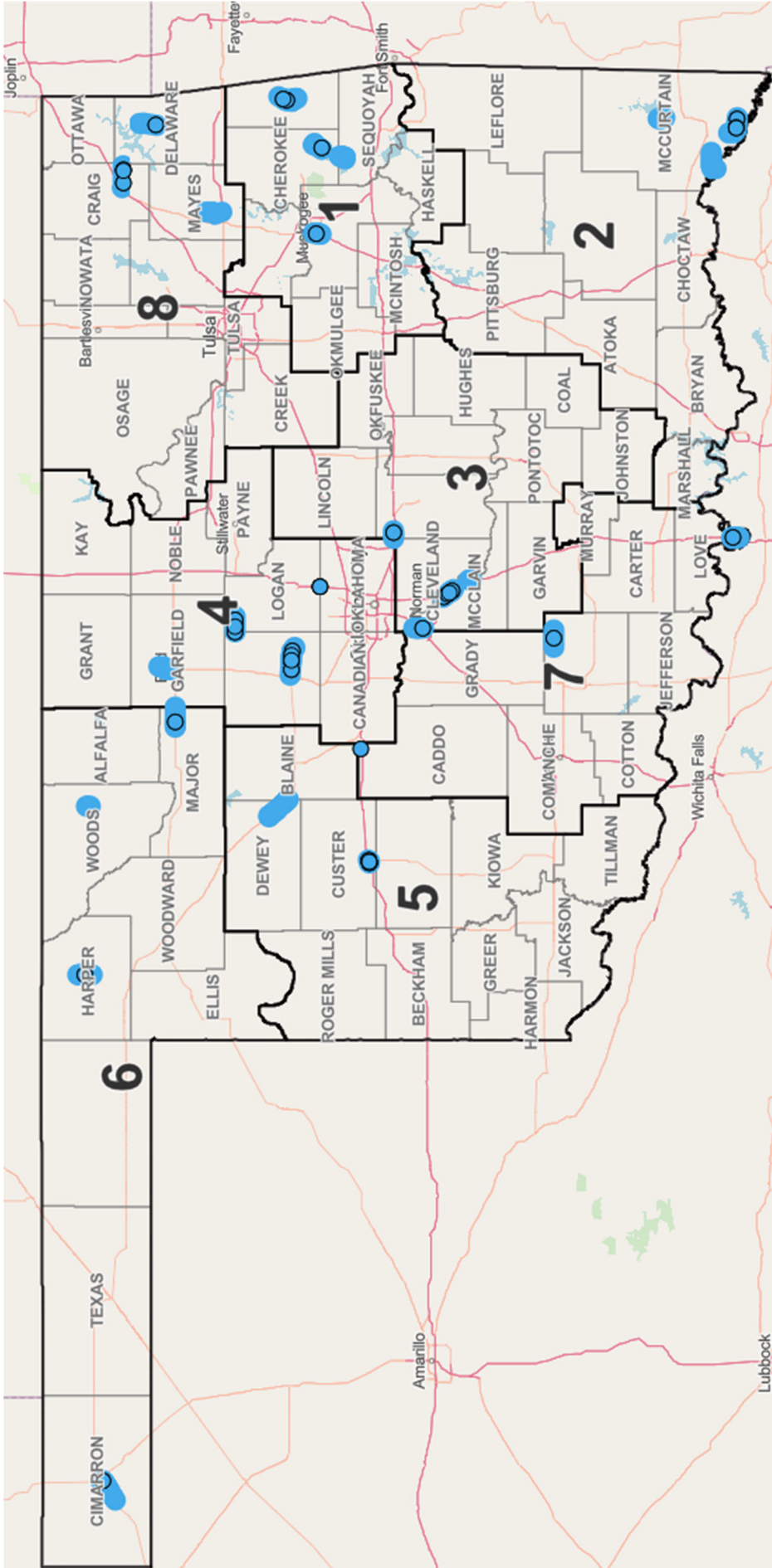
When will the funds be used?

ODOT's focus was to get the funds on the right projects as quickly as possible and make the investments in Oklahoma's infrastructure to support businesses throughout rural Oklahoma. With this goal, ODOT is expecting to expend \$99M (49.50% of the funds) in RETRO funds in Federal Fiscal Year 2024, an additional \$91.5M (45.75% of the funds) in RETRO funds in Federal Fiscal Year 2025 and \$9.5M (4.75% of the funds) in Federal Fiscal Year 2026.

ODOT expects all RETRO funds will be awarded to contractors by the end of Federal Fiscal Year 2026. A summary of the projects is on the next page and along with more detailed information in this packet.

2024 RETRO Projects

County	Description	RETRO Funds	Year	Page #
ADAIR	US-59: From SH-51, extend north 6.70 miles	\$ 7,000,000	2024	1
CADDO	US-281: Historic Route 66 Over Creek (Tower Bridge) 1.1 miles west of Canadian C/L	\$ 2,000,000	2024	2
CHEROKEE	SH-82: From Cookson, north 4 miles to the SH-100 junction	\$ 2,000,000	2024	3
SEQUOYAH	SH-82: From 0.5 miles south of the Cherokee County Line, extend south 2.5 miles	\$ 5,000,000	2024	3
CHEROKEE	SH-10 at Hanging Rock, halfway between Tahlequah and US-412	\$ 2,000,000	2026	4
CIMARRON	US-56: Begin 4.7 miles southwest of US-385 and extend 7.96 miles to 1st St in Boise City	\$ 7,000,000	2024	5
CRAIG	US-60: from SH-2 in Vinita, extend east 7.23 miles	\$ 7,500,000	2026	6
CUSTER	I-40: At Exit 65, I-40B on the west side of Clinton	\$ 9,000,000	2025	7
DELAWARE	US-59: From 1.55 miles north of SH-20 in Jay, extend north 8 miles to Grove	\$ 20,000,000	2025	8
DEWEY	US 270: Begin 8.4 miles southeast of the SH-51 south junction and extend southeast 5.0 miles	\$ 7,000,000	2024	9
DEWEY	US-270: Begin 6.35 miles northwest of the SH-58 junction and extend southeast 3.25 miles	\$ 4,000,000	2024	9
GARFIELD	US-60 From Chestnut Avenue in Enid, Extend North 4.4 miles to SH-45 Junction	\$ 3,000,000	2024	10
HARPER	US-183: Begin 12.9 miles north of the Woodward County Line, extend north 4.5 miles to Elm Street in Buffalo	\$ 3,000,000	2025	11
KINGFISHER	SH-33: From 0.56 miles east of the US-81 junction, extend east 4.44 miles	\$ 6,000,000	2025	12
KINGFISHER	SH-33: From 5.00 miles east of the US-81 junction, extend east 4.97 miles	\$ 3,000,000	2025	12
LOGAN	SH-51 From the Kingfisher County Line East 5 miles to SH-74 junction	\$ 8,000,000	2024	13
LOGAN	I-35 Over Waterloo Rd. at the Logan/Oklahoma County Line	\$ 13,000,000	2025	14
LOVE	I-35: SH-153 bridge over I-35 and reconstruction of interchange 5.3 miles north of the Texas state line	\$ 5,000,000	2024	15
LOVE	I-35: From mile marker 3 to mile marker 5	\$ 3,000,000	2024	15
MAJOR	US-60 Begin 6.2 Miles west of the Major/Garfield county line and extend 6.81 Miles east	\$ 6,000,000	2024	16
MAYES	System Improvements in and around MidAmerica Industrial Park including the extension of Patrol Road, Armin Road and Williams Street	\$ 8,000,000	2025	17
MCCLAIN	SH-76 Widening from SH-130 to SH-37	\$ 6,000,000	2024	18
MCCLAIN	New Interchange at I-35 and SH-74 (Grant St) in Purcell	\$ 5,000,000	2025	19
MCCLAIN	I-35 Widening between Norman and Purcell	\$ 5,000,000	2025	20
MCCURTAIN	SH-37: From 1 mile north of the Texas State Line, extend east 6.6 miles	\$ 5,500,000	2025	21
MCCURTAIN	US-259: Beginning 8 miles north of the Texas State Line, extend north 7.2 miles towards Idabel	\$ 10,000,000	2024	22
MCCURTAIN	US-259: From SH-259A north to SH-259A south in Hochatown	\$ 10,000,000	2024	23
MUSKOGEE	US-69: Begin 0.48 miles north of Peak Boulevard and extend north 2.5 miles	\$ 4,000,000	2025	24
POTTAWATOMIE	I-40 Widening between OKC and Shawnee	\$ 10,000,000	2025	25
STEPHENS	SH-29: From 11.48 miles east of US-81, extend east 5.44 miles	\$ 10,000,000	2024	26
WOODS	US-281: From US-64, extend south 1.5 miles in Alva	\$ 4,000,000	2024	27
		\$ 200,000,000		



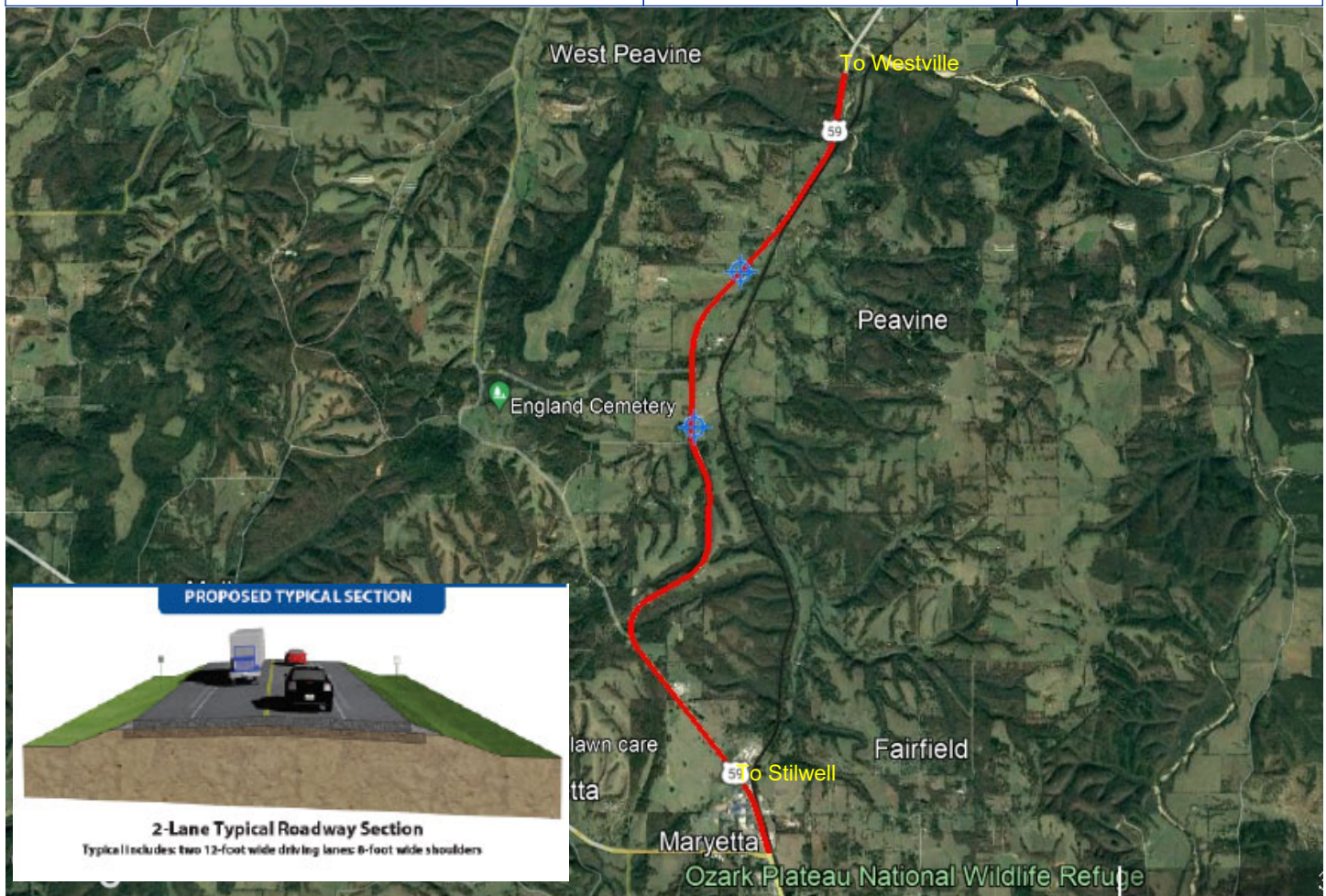


OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 1 / Adair County
US-59: From SH-51, extend north 6.70 miles

Project and Economic Benefits	Project Location	Project Cost Estimate
<ul style="list-style-type: none"> The US-59 roadway project includes adding eight foot shoulders with alternating passing lanes from SH-51 north 6.7 miles to Baron Fork Creek. The existing facility is a two lane roadway with deficient shoulders The project will increase safety and freight movement to Tyson and Schwan's Foods Companies, improve access to local school and facilitate movement to the Waters of Oklahoma and Arkansas (WOKA) waterpark The existing US-59 roadway is a two lane with no shoulders that moves traffic between I-40 and US-412. 	<p>Adair County 19,576 population</p> <p>Benefitting Communities Peavine Stilwell Maryetta</p> <p>Traffic AADT: 6,800</p>	<p>Federal \$ 15,000,000 <u>RETRO \$ 7,000,000</u> Total \$ 22,000,000</p> <p>Anticipated Construction Letting Fall 2024</p>





OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 7 / Caddo County
 US-281: Historic Route 66 Over Creek (Tower Bridge)
 1.1 miles west of Canadian C/L

<p style="text-align: center;">Project and Economic Benefits</p> <ul style="list-style-type: none"> ◆ New bridge replaces an existing structurally deficient and load posted bridge located on Historic Route 66. The new bridge will be constructed to keep the same feel of the existing bridge and will be reconstructed in time for the upcoming Route 66 Centennial Celebration in 2026. ◆ This bridge is on the US-281/Route 66 corridor, which provides a connection that supports traffic and commerce from southwest Oklahoma; including Lawton, Anadarko, Binger & Hinton, to points north of I-40 & north of the Canadian River, to northcentral & northwest Oklahoma. ◆ This new bridge will provide access for agriculture and oil & gas activities in the region, including the STACK oil fields. 	<p style="text-align: center;">Project Location</p> <p>Caddo County 26,945 population</p> <p style="text-align: center;">Benefiting Communities</p> <p>Hinton Geary Bridgeport</p> <p style="text-align: center;">Traffic</p> <p>AADT: 1,800</p>	<p style="text-align: center;">Project Cost Estimate</p> <table border="0"> <tr> <td>State</td> <td>\$3,724,923</td> </tr> <tr> <td>RETRO</td> <td>\$2,000,000</td> </tr> <tr> <td>Total</td> <td>\$5,724,923</td> </tr> </table> <p style="text-align: center;">Anticipated Construction Letting</p> <p>Spring 2024</p>	State	\$3,724,923	RETRO	\$2,000,000	Total	\$5,724,923
State	\$3,724,923							
RETRO	\$2,000,000							
Total	\$5,724,923							



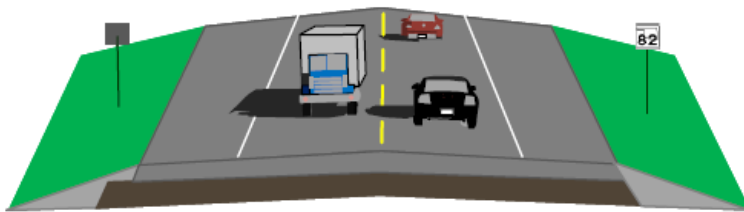


OKLAHOMA Transportation

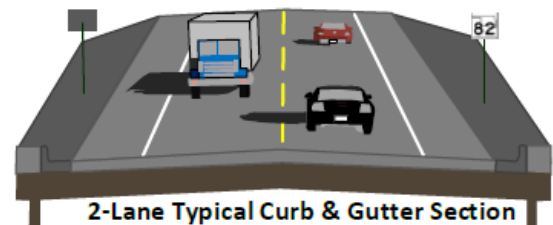
SFY 2024 RETRO PROJECTS

District 1 / Cherokee & Sequoyah County
 SH-82: From Cookson, north 4 miles to the SH-100 junction &
 From 0.5 miles south of the Cherokee County Line, extend south
 2.5 miles into Sequoyah County

Project and Economic Benefits	Project Location	Project Cost Estimate
<ul style="list-style-type: none"> ◆ This project will add shoulders and improve pavement on SH-82, which is a two lane highway with deficient shoulder that connects I-40 and US-412. ◆ These projects are the latest in a series of safety improvement projects on this corridor. ◆ Additionally this project will enhance access for residential and large recreational vehicle traffic to and from Lake Tenkiller and surrounding communities and improved economic access to southern Cherokee County. 	<p>Cherokee County 47,078 population</p> <p>Sequoyah County 39,281 population</p> <p>Benefitting Communities Cookson Blackgum Lake Tenkiller</p> <p>Traffic AADT: 3,400</p>	<p>Federal \$ 3,010,857 State \$ 5,989,143 <u>RETRO \$ 7,000,000</u> Total \$16,000,000</p> <p>Anticipated Construction Letting Fall 2024</p>



2-Lane Typical Open Section
 Typical includes: two 12-foot wide driving lanes; 8-foot wide shoulders



2-Lane Typical Curb & Gutter Section
 Typical includes: "in-town" segment with two 12-foot wide driving lanes; 8-foot wide shoulders





OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 1 / Cherokee County
SH-10 at Hanging Rock, halfway between Tahlequah and US-412

Project and Economic Benefits	Project Location	Project Cost Estimate
<ul style="list-style-type: none"> ◆ The Hanging Rock section of SH-10 is a rock outcropping extending over the highway halfway between Tahlequah and US-412. ◆ The safety improvement project will remove the overhanging rock area preventing material from landing on the highway. ◆ The benefits of the safety project are protecting highway users and float trip operators who are the primary economic source in the area. 	<p>Cherokee County Population 48,098</p> <p>Benefitting Communities Illinois River Recreation Area</p> <p>Traffic AADT: 1,900</p>	<p>Federal \$ 2,000,000 <u>RETRO \$ 2,000,000</u> Total \$ 4,000,000</p> <p>Anticipated Construction Letting 2026</p>





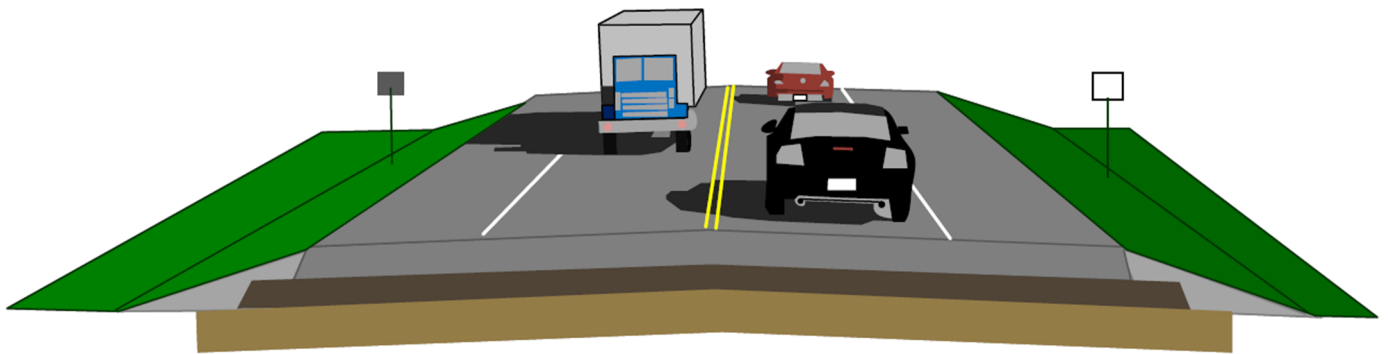
OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 6 / Cimarron County
 US-56: Begin 4.7 miles southwest of US-385 and
 extend 7.96 miles to 1st St in Boise City

Project and Economic Benefits	Project Location	Project Cost Estimate								
<ul style="list-style-type: none"> ◆ This section of road will service an area with a large agriculture and dairy industry in and around Boise City. ◆ Widening shoulders and resurfacing roadway way will make travel much safer for the added truck traffic. ◆ This route is a major throughfare through Oklahoma into Kansas, New Mexico, and Texas. ◆ This roadway carries 16% truck traffic and shares designation with US-412 which stretches across Oklahoma 	<p>Cimarron County 2,296 population</p> <p>Benefitting Communities Boise City</p> <p>Traffic AADT: 1400</p>	<table border="1"> <tr> <td>Federal</td> <td>\$ 7,200,000</td> </tr> <tr> <td>State</td> <td>\$ 2,800,000</td> </tr> <tr> <td>RETRO</td> <td>\$ 7,000,000</td> </tr> <tr> <td>Total</td> <td>\$17,000,000</td> </tr> </table> <p>Anticipated Construction Letting Spring 2024</p>	Federal	\$ 7,200,000	State	\$ 2,800,000	RETRO	\$ 7,000,000	Total	\$17,000,000
Federal	\$ 7,200,000									
State	\$ 2,800,000									
RETRO	\$ 7,000,000									
Total	\$17,000,000									

Project Typical Section



2-Lane Typical Roadway Section



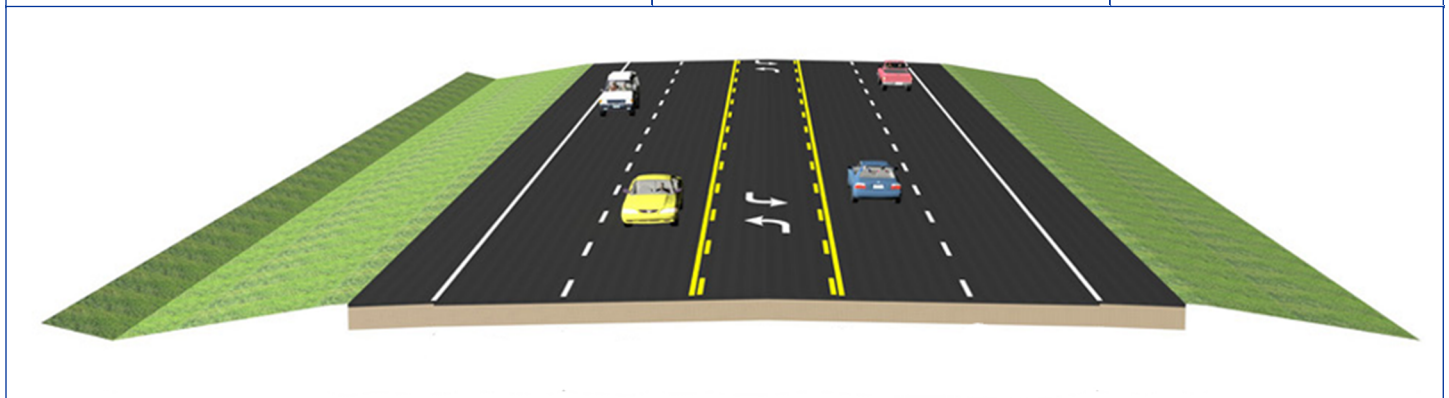


OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 8/ Craig County
US-60: from SH-2 in Vinita, extend east 7.23 miles

<p>Project and Economic Benefits</p> <ul style="list-style-type: none"> ◆ Project is to widen US-60 from the Will Rogers Turnpike through the project extents utilizing a 5 lane typical section. This is replacing an existing rural 2 lane roadway with deficient shoulders ◆ American Heartland is a \$2 billion theme park and resort planned development in northeast Oklahoma on US-60. The 1,000 acre resort destination is expected to attract more than 4.9 million guest per year. ◆ This roadway is part of the historic Route 66 corridor 	<p>Project Location Craig County 14,107 population</p> <p>Benefitting Communities Vinita American Heartland</p> <p>Traffic AADT: 7,300</p>	<p>Project Cost Estimate</p> <table> <tr><td>Federal</td><td>\$18,020,000</td></tr> <tr><td>State</td><td>\$ 450,000</td></tr> <tr><td>RETRO</td><td>\$ 7,500,000</td></tr> <tr><td>Total</td><td>\$25,970,000</td></tr> </table> <p>Anticipated Construction Letting Fall 2026</p>	Federal	\$18,020,000	State	\$ 450,000	RETRO	\$ 7,500,000	Total	\$25,970,000
Federal	\$18,020,000									
State	\$ 450,000									
RETRO	\$ 7,500,000									
Total	\$25,970,000									



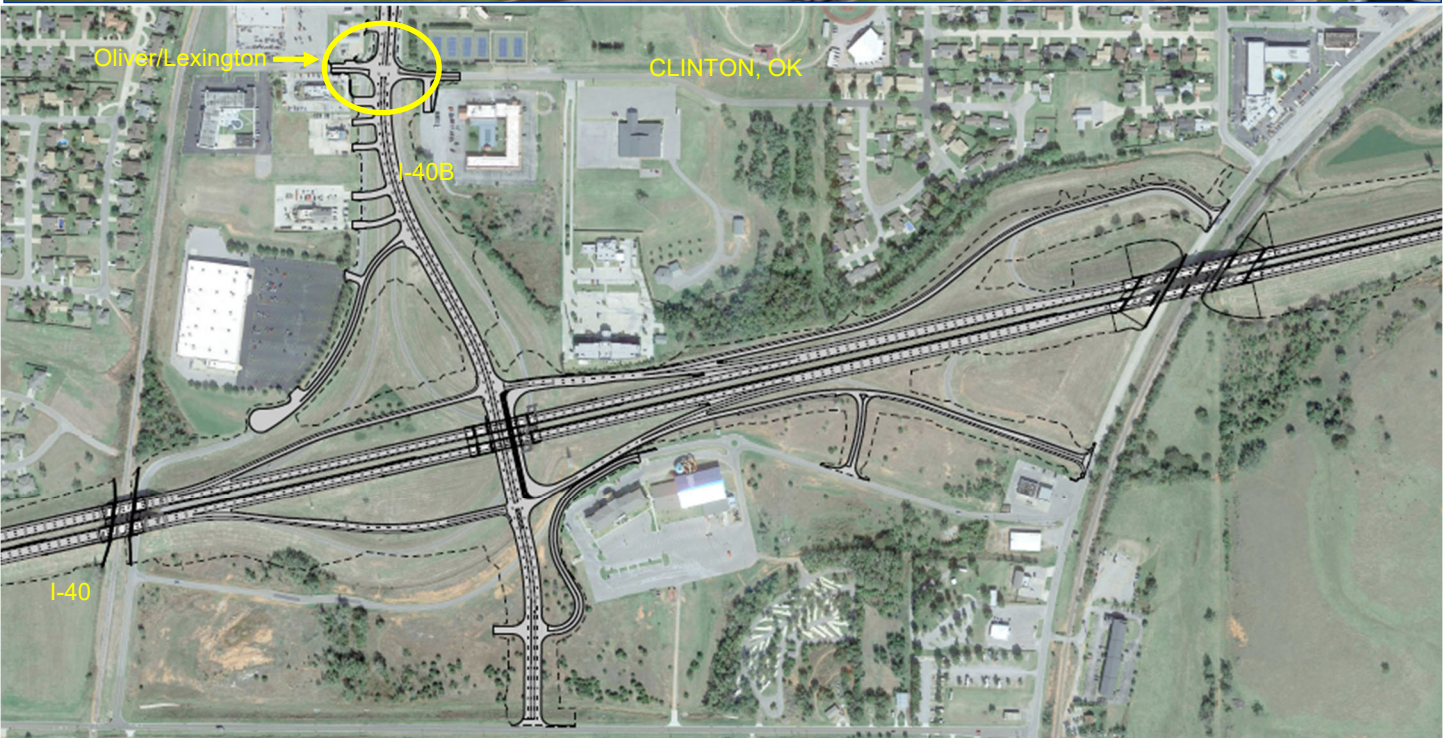


OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 5 / Custer County
I-40: At Exit 65, I-40B on the west side of Clinton

Project and Economic Benefits	Project Location	Project Cost Estimate										
<ul style="list-style-type: none"> ◆ The new I-40 interchange will provide better access to the numerous businesses in that area. ◆ This addition will allow more businesses to move in and improve traffic flow on I-40 and on local roads greatly improving the safety in the area. ◆ This project will address four bridges at-risk of becoming structurally deficient. ◆ The redesign at the I-40B/Lexington/Oliver intersection to a standard 4-direction intersection will remove conflict points and improve the safety and flow of traffic in the area. 	<p>Custer County 28,513 population</p> <p>Benefitting Communities Clinton Arapaho</p> <p>Traffic AADT: 28,200</p>	<table border="0"> <tr> <td>Federal</td> <td>\$25,493,640</td> </tr> <tr> <td>State</td> <td>\$18,617,160</td> </tr> <tr> <td>Clinton</td> <td>\$ 5,901,200</td> </tr> <tr> <td>RETRO</td> <td>\$ 9,000,000</td> </tr> <tr> <td>Total</td> <td>\$59,012,000</td> </tr> </table> <p>Anticipated Construction Letting Fall 2024</p>	Federal	\$25,493,640	State	\$18,617,160	Clinton	\$ 5,901,200	RETRO	\$ 9,000,000	Total	\$59,012,000
Federal	\$25,493,640											
State	\$18,617,160											
Clinton	\$ 5,901,200											
RETRO	\$ 9,000,000											
Total	\$59,012,000											





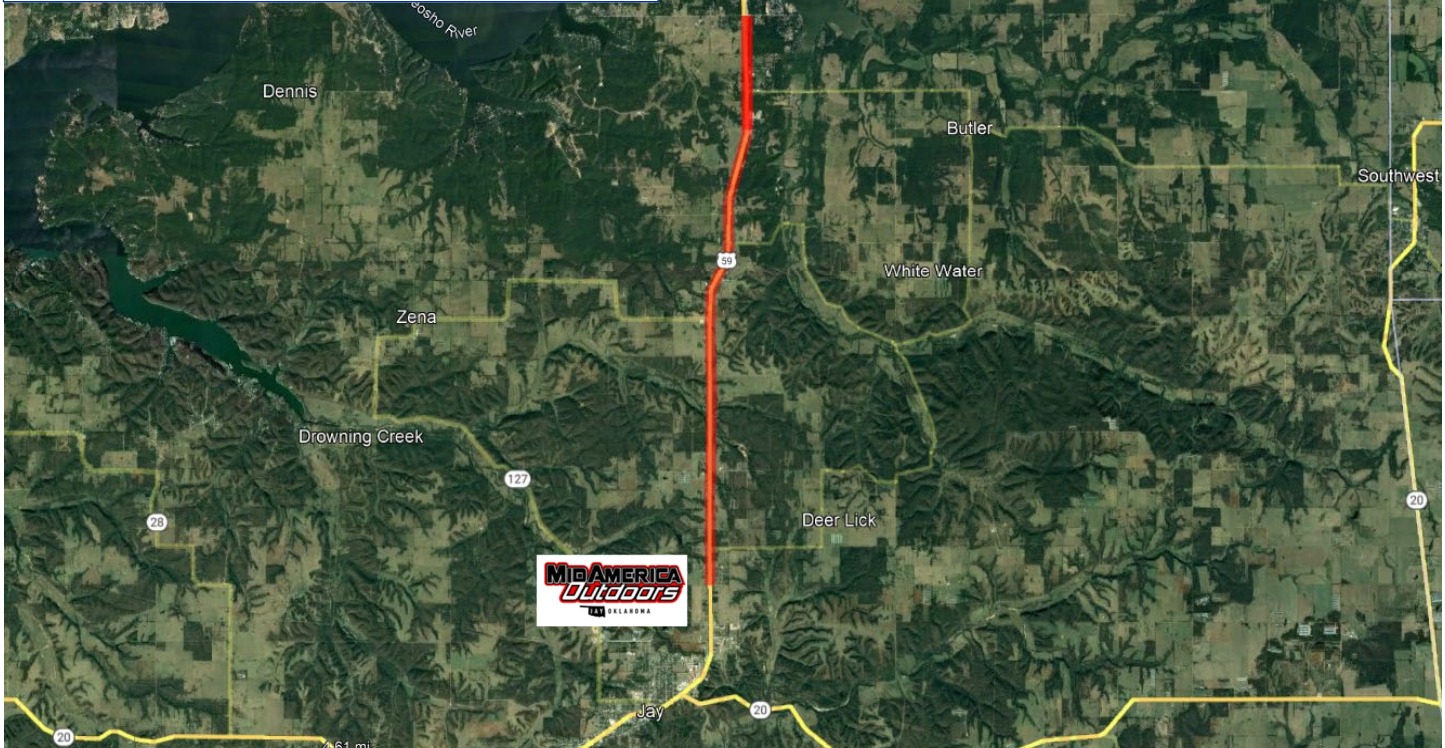
OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 8 / Delaware County

US-59: From 1.55 miles north of SH-20 in Jay, extend north 8 miles to Grove

<p>Project and Economic Benefits</p> <ul style="list-style-type: none"> ◆ This project will be adding additional capacity and operational improvements along US-59 between Jay and Grove ◆ Traffic volumes continue to rise in this corridor, especially with the added attraction of the Mid America Offroad Park near Jay. ◆ Adding capacity to US-59 will improve recreational access to the nearby Grand Lake area ◆ The project will include at least 4 lanes on the roadway and 5 lanes as needed to allow for safe travel and better access for the communities. 	<p>Project Location Delaware County 40,397 population</p> <p>Benefitting Communities Jay Grove Grand Lake</p> <p>Traffic AADT: 8,000</p>	<p>Project Cost Estimate</p> <table border="0"> <tr> <td>Federal</td> <td>\$22,000,000</td> </tr> <tr> <td>State</td> <td>\$ 1,260,000</td> </tr> <tr> <td>RETRO</td> <td>\$20,000,000</td> </tr> <tr> <td>Total</td> <td>\$43,260,000</td> </tr> </table> <p>Anticipated Construction Letting Spring 2025</p>	Federal	\$22,000,000	State	\$ 1,260,000	RETRO	\$20,000,000	Total	\$43,260,000
Federal	\$22,000,000									
State	\$ 1,260,000									
RETRO	\$20,000,000									
Total	\$43,260,000									





OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 5 / Dewey County
 US-270: Begin 8.5 Miles northwest of the SH-58
 junction and extend southeast 8.25 miles

<p>Project and Economic Benefits</p> <ul style="list-style-type: none"> ◆ This project is on the George Nigh Northwest Passage and one of the few remaining sections 2 lane sections between Woodward and Oklahoma City. ◆ US-270 is a major hub for transportation in this area for the cattle, oil, and, wind industries. ◆ This project will add 2 additional lanes of travel and overlay the existing roadway. 	<p>Project Location Dewey County 4,484 population</p> <p>Benefitting Communities Oakwood Woodward Seiling Watonga Canton Lake</p> <p>Traffic AADT: 4,900</p>	<p>Project Cost Estimate</p> <table border="0"> <tr> <td>Federal</td> <td>\$22,648,000</td> </tr> <tr> <td>State</td> <td>\$13,212,000</td> </tr> <tr> <td>RETRO</td> <td>\$11,000,000</td> </tr> <tr> <td>Total</td> <td>\$46,860,000</td> </tr> </table> <p>Anticipated Construction Letting Spring 2024</p>	Federal	\$22,648,000	State	\$13,212,000	RETRO	\$11,000,000	Total	\$46,860,000
Federal	\$22,648,000									
State	\$13,212,000									
RETRO	\$11,000,000									
Total	\$46,860,000									





OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 4 / Garfield County

US-60: From Chestnut Avenue in Enid, Extend North 4.4 miles to SH-45 Junction

<p>Project and Economic Benefits</p> <ul style="list-style-type: none"> ◆ The City of Enid is the largest city in Garfield County and provides surrounding towns a place for shopping and entertainment. ◆ US-60 serves as the main route through town that connects motorists to the industrial businesses to the North and the ongoing economic developments in Enid. ◆ This project rehabilitates existing pavement and concrete panels from Chestnut Avenue extending North to the Junction of SH-45. ◆ This project will complete the US-60 corridor improvement from the BNSF Railroad project to the Grant CL. 	<p>Project Location Garfield County 62,846 population</p> <p>Benefitting Communities Enid North Enid</p> <p>Traffic AADT: 5,500</p>	<p>Project Cost Estimate</p> <table> <tr> <td>Federal</td> <td>\$4,800,000</td> </tr> <tr> <td>State</td> <td>\$1,200,000</td> </tr> <tr> <td>RETRO</td> <td>\$3,000,000</td> </tr> <tr> <td>Total:</td> <td>\$9,000,000</td> </tr> </table> <p>Anticipated Construction Letting Winter 2024</p>	Federal	\$4,800,000	State	\$1,200,000	RETRO	\$3,000,000	Total:	\$9,000,000
Federal	\$4,800,000									
State	\$1,200,000									
RETRO	\$3,000,000									
Total:	\$9,000,000									





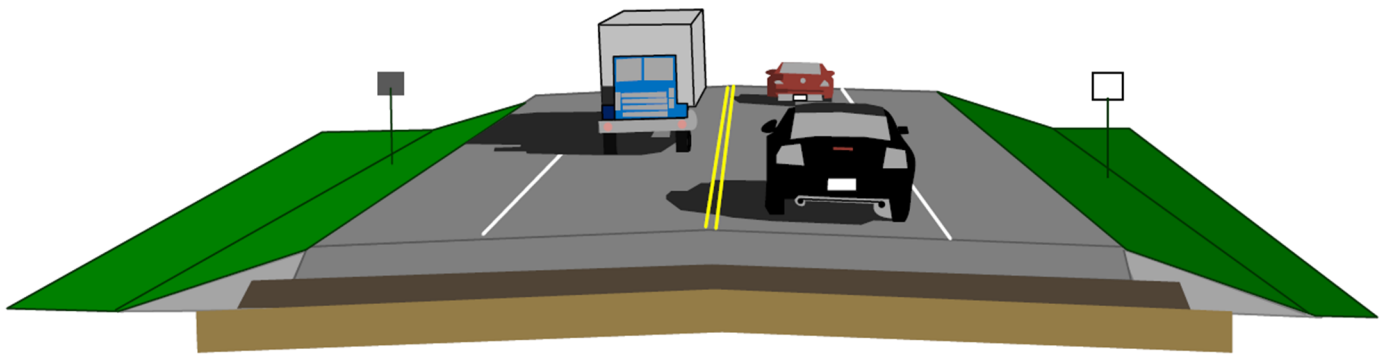
OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 6 / Harper County
 US-183: Begin 12.9 miles north of the Woodward County Line,
 extend north 4.5 miles to Elm Street in Buffalo

<p>Project and Economic Benefits</p> <ul style="list-style-type: none"> ◆ This road is a major route for citizens to the north of Woodward. Many citizens travel to Woodward for commerce. ◆ Numerous cattle feed lots north of Buffalo use this road daily for business. ◆ Widening shoulders and resurfacing roadway way will make travel much safer for the added traffic. ◆ This roadway has 16% truck traffic and is one of the main arterial roads coming off of the Northwest Passage. 	<p>Project Location Harper County 3,272 population</p> <p>Benefitting Communities Buffalo Woodward</p> <p>Traffic AADT: 1,400</p>	<p>Project Cost Estimate</p> <table> <tr> <td>Federal</td> <td>\$ 5,500,000</td> </tr> <tr> <td>State</td> <td>\$ 2,000,000</td> </tr> <tr> <td>RETRO</td> <td>\$ 3,000,000</td> </tr> <tr> <td>Total</td> <td>\$10,500,000</td> </tr> </table> <p>Anticipated Construction Letting Spring 2025</p>	Federal	\$ 5,500,000	State	\$ 2,000,000	RETRO	\$ 3,000,000	Total	\$10,500,000
Federal	\$ 5,500,000									
State	\$ 2,000,000									
RETRO	\$ 3,000,000									
Total	\$10,500,000									

Project Typical Section



2-Lane Typical Roadway Section





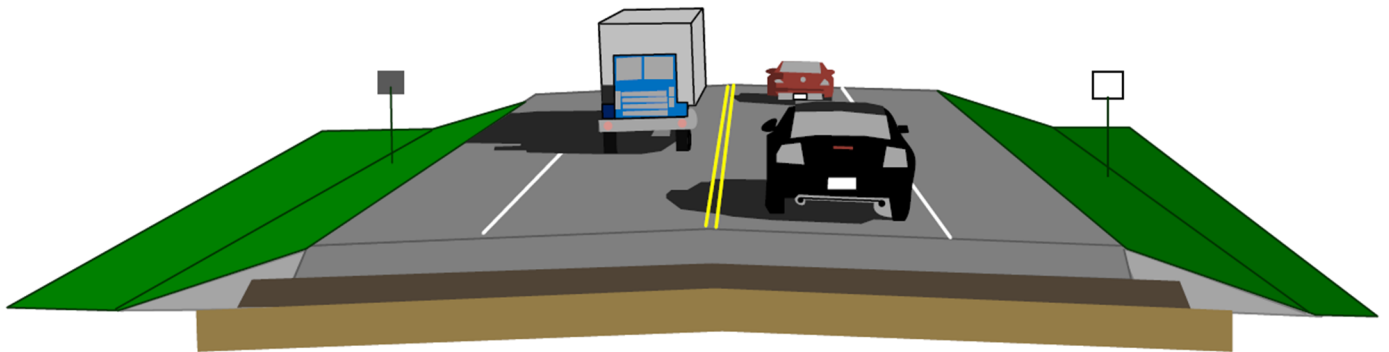
OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

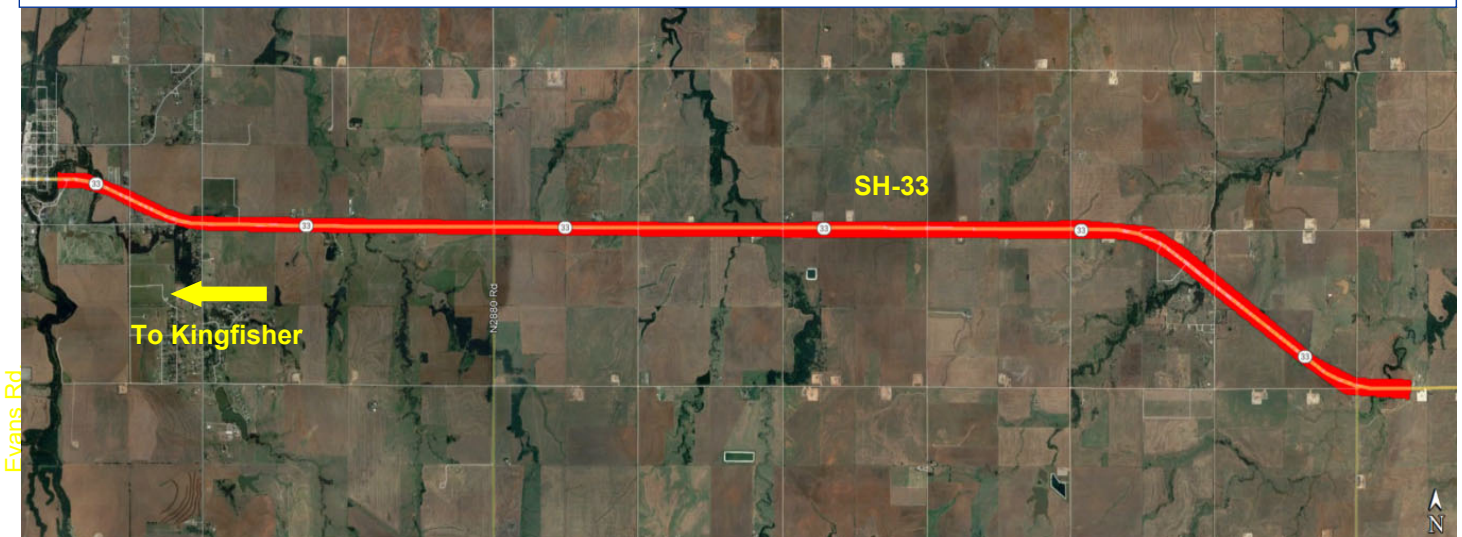
District 4 / Kingfisher County
SH-33: From 0.56 miles east of US-81, extend east 9.4 miles

Project and Economic Benefits	Project Location	Project Cost Estimate								
<ul style="list-style-type: none"> Kingfisher is the largest city in Kingfisher County that provides surrounding towns a place for shopping and entertainment. The addition of shoulders and turning lanes will improve safety along a corridor that is heavily used by agricultural vehicles and truck traffic. This corridor has recently seen an increase in truck traffic due to oil and gas activity increasing over the past year with an existing 24% truck traffic. This project promotes commerce within Oklahoma's STACK oil and Natural gas play. 	<p>Kingfisher County 15,184 population</p> <p>Benefitting the Communities of Kingfisher</p> <p>Traffic AADT: 4,600</p>	<table border="1"> <tr> <td>Federal</td> <td>\$15,244,000</td> </tr> <tr> <td>State</td> <td>\$ 3,296,000</td> </tr> <tr> <td>RETRO</td> <td>\$ 9,000,000</td> </tr> <tr> <td>Total</td> <td>\$27,540,000</td> </tr> </table> <p>Anticipated Construction Letting Spring 2025</p>	Federal	\$15,244,000	State	\$ 3,296,000	RETRO	\$ 9,000,000	Total	\$27,540,000
Federal	\$15,244,000									
State	\$ 3,296,000									
RETRO	\$ 9,000,000									
Total	\$27,540,000									

Project Typical Section



2-Lane Typical Roadway Section





OKLAHOMA Transportation

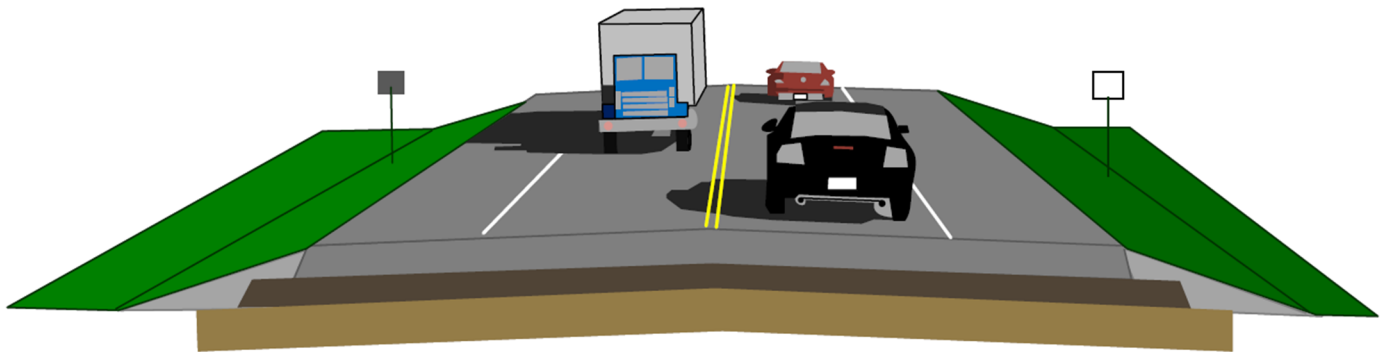
SFY 2024 RETRO PROJECTS

District 4 / Logan County

SH-51: From the Kingfisher County Line East 5 miles to SH-74 junction

Project Benefits	Project Location	Project Cost Estimate
<ul style="list-style-type: none"> Project is part of an east/west corridor that connects rural communities, as motorists travel this corridor to access I-35 or continue east into Stillwater. Promotes commerce and truck traffic within Oklahoma's STACK oil and natural gas play. This corridor has recently seen an increase in truck traffic due to oil and gas activity increasing over the past year with an existing 24% truck traffic. The addition of shoulders and turning lanes will improve safety along a corridor that is heavily used by agricultural vehicles and truck traffic. 	<p>Logan County 49,555 population</p> <p>Benefitting Communities Marshall Hennessey Covington Douglas</p> <p>Traffic AADT: 2,200</p>	<p>Federal \$ 6,800,000 State \$ 10,200,000 <u>RETRO \$ 8,000,000</u> Total \$ 25,000,000</p> <p>Anticipated Construction Letting Fall 2024</p>

Project Typical Section



2-Lane Typical Roadway Section





OKLAHOMA Transportation

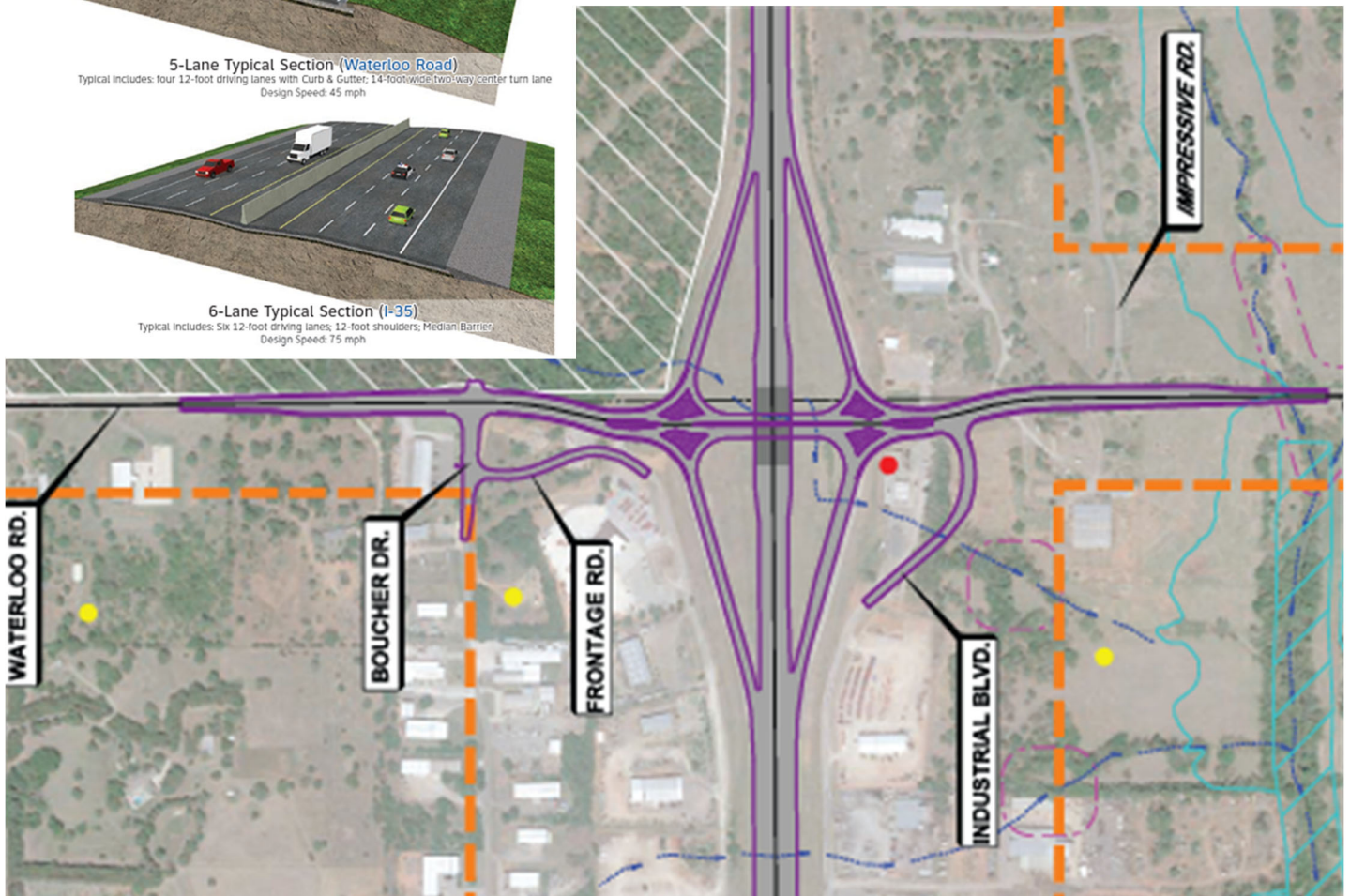
SFY 2024 RETRO PROJECTS

District 4 / Logan County
I-35: Over Waterloo Rd. at the Logan/Oklahoma County Line

Project and Economic Benefits	Project Location	Project Cost Estimate
<ul style="list-style-type: none"> I-35 and Waterloo interchange supports the significant increase in residential development in the area and provides the rapidly growing community easier access to I-35 to facilitate daily commutes to surrounding employers. Promotes access to the large economic development currently under construction that will attract motorists to the area to promote the generation of tax revenue. There is an existing large industrial complex nearby that uses the interchange daily with 11% of the truck traffic on I-35 and 6% of truck traffic using the Waterloo interchange. 	<p>Logan County 49,555 population</p> <p>Benefitting Communities Edmond Guthrie</p> <p>Traffic AADT: 11,500 on Waterloo 54,000 on I-35</p>	<p>Federal \$29,000,000 State \$12,400,000 RETRO \$13,000,000 Total \$54,400,000</p> <p>Anticipated Construction Letting Winter 2025</p>

PROPOSED TYPICAL SECTIONS

(Vary based on location)



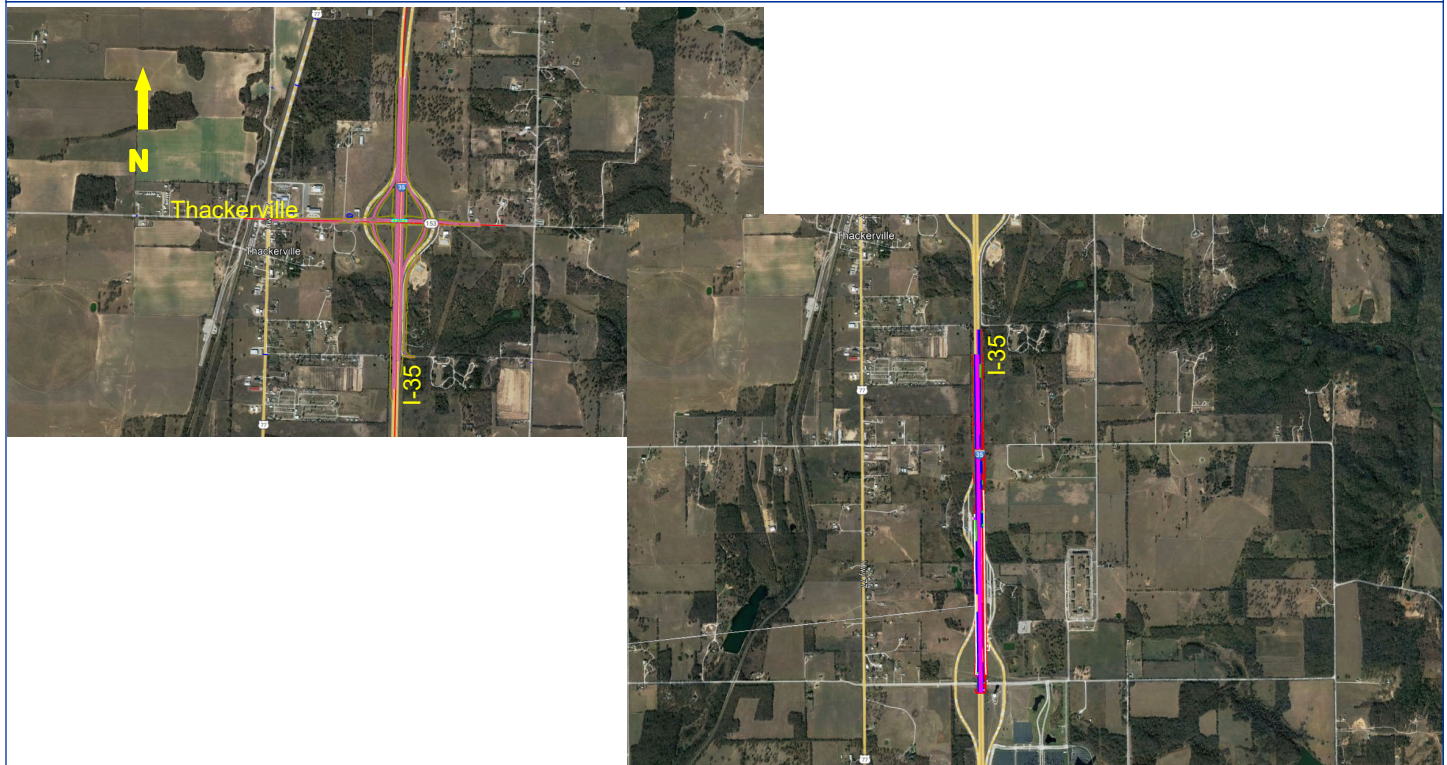
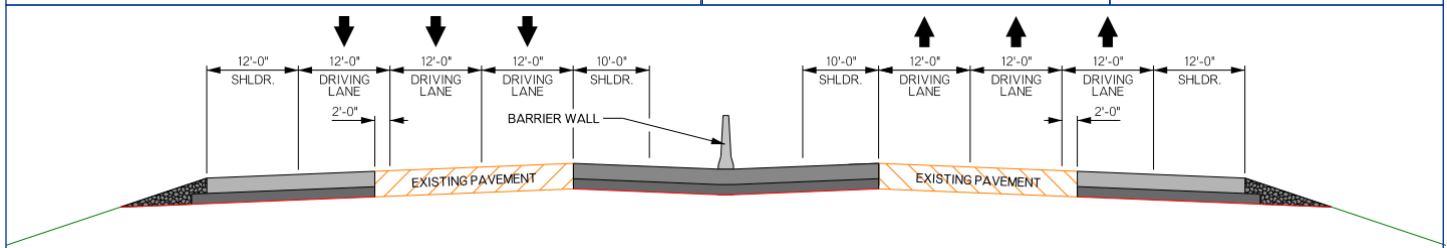


OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 7 / Love County
I-35: From mile marker 3 to mile marker 5

<p>Project and Economic Benefits</p> <ul style="list-style-type: none"> ◆ I-35 plays a pivotal role in connecting Oklahoma's major cities as a state asset as well as transportation of goods and people through the state. ◆ This project will widen I-35 to 6 lanes to accommodate the large traffic volumes which include 25% truck traffic. Traffic volumes have increased approximately 8% in recent years. ◆ This project will also reconstruct the interchange at mile marker 5 in Thackerville. ◆ With the halo of the Texas Triangle mega region expanding into southern Oklahoma, I-35 in central/southern Oklahoma is becoming one of the nation's most important freight routes. This project will support the increased traffic volumes and commerce associated with the growing mega regions. ◆ Texas is expanding I-35 to 6 lanes from Denton to the Oklahoma State line with plans for 8 lanes within 15 years. 	<p>Project Location Love County 10,146 population</p> <p>Benefiting Communities Thackerville Marietta Ardmore Ardmore Air Park</p> <p>Traffic AADT: 31,300</p>	<p>Project Cost Estimate</p> <table border="1"> <tr> <td>Federal</td> <td>\$21,407,584</td> </tr> <tr> <td>RETRO</td> <td>\$ 8,000,000</td> </tr> <tr> <td>Total</td> <td>\$29,407,584</td> </tr> </table> <p>Anticipated Construction Timeline Summer 2024</p>	Federal	\$21,407,584	RETRO	\$ 8,000,000	Total	\$29,407,584
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RETRO	\$ 8,000,000							
Total	\$29,407,584							



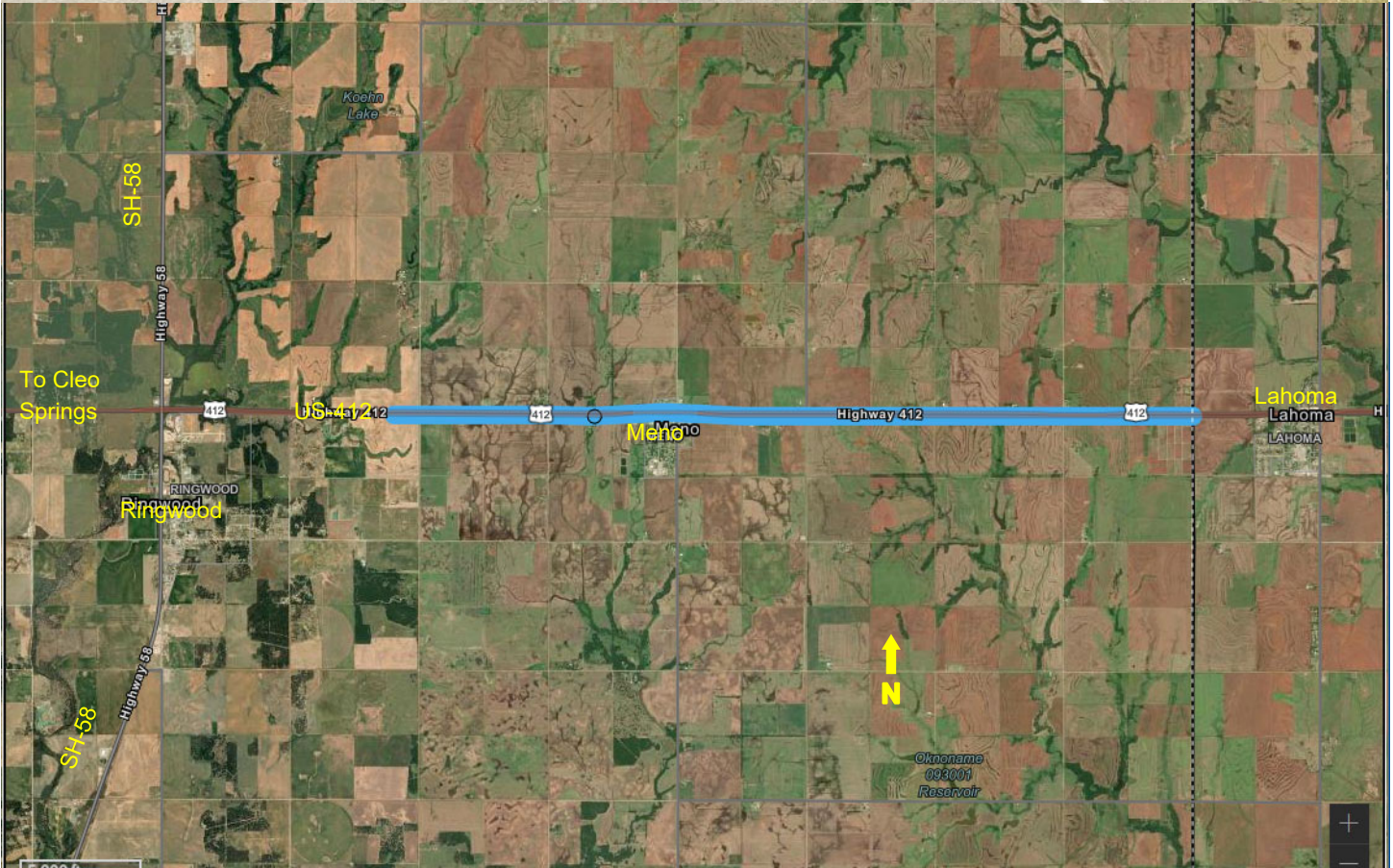
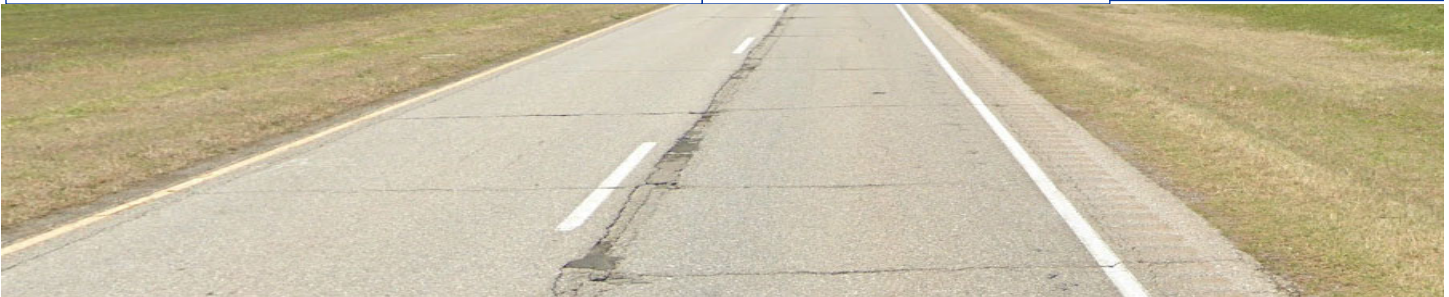


OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 6 / Major County
US-60: Begin 6.2 Miles west of the Major/Garfield county
line and extend 6.81 Miles east

Project and Economic Benefits	Project Location	Project Cost Estimate
<ul style="list-style-type: none"> ◆ This road is a major route for citizens to the west of Enid. Many travel to Enid for commerce and entertainment. ◆ The area has seen a large growth of wind energy facilities and numerous turbines in the area. ◆ Widening shoulders on the west bound lanes and resurfacing the entire roadway will make travel much safer for the high traffic volumes. ◆ Numerous drainage issues will be addressed on this project to promote resiliency during adverse weather events 	<p>Major County 7,782</p> <p>Benefitting Communities</p> <p>Cleo Springs Ringwood Meno Lahoma Enid</p> <p>Traffic AADT: 6,100</p>	<p>Federal \$ 9,600,000 State \$ 8,400,000 RETRO \$ 6,000,000 Total \$24,000,000</p> <p>Anticipated Construction Letting Fall 2024</p>





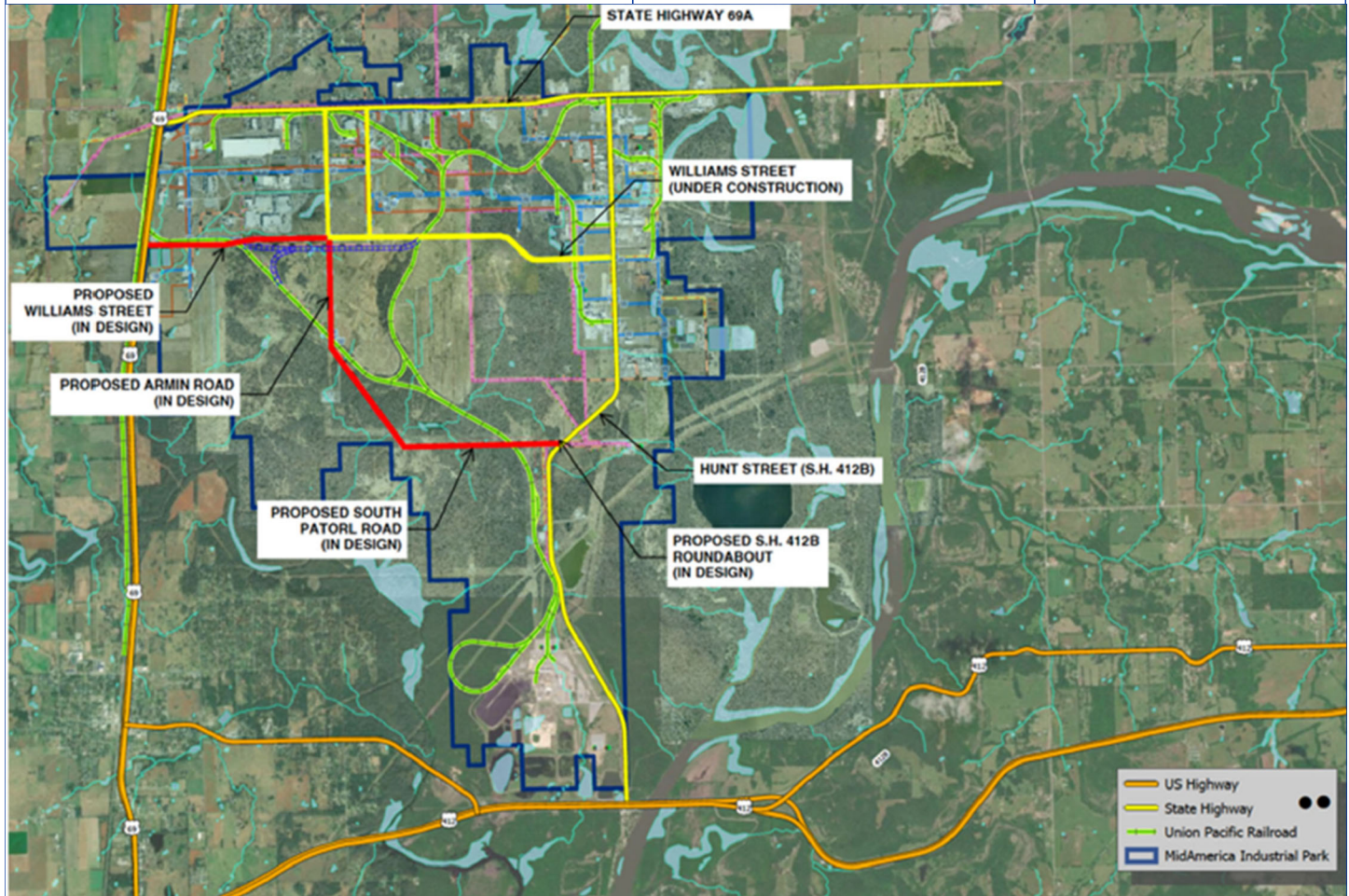
OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 8 / Mayes County

System Improvements in and around MidAmerica Industrial Park
Including the extension of Patrol Road, Armin Road and Williams Street

<p>Project and Economic Benefits</p> <ul style="list-style-type: none"> ◆ This network of projects will increase internal capacity within MidAmerica Industrial Park (MAIP) and increase accessibility to US-69 and US-412, which is a future interstate highway ◆ The projects will provide the highway network to support the existing commerce and allow MAIP to attract industry to improve the economy of the area ◆ MAIP is currently the 3rd largest industrial park in the United States ◆ MAIP is looking to introduce these roads to help develop necessary Mega-Sites. Mega-Sites play a crucial role in attracting major industries and businesses. By providing well-equipped space for large scale operations, MAIP can attract significant investments, boost economic growth, and create job opportunities. 	<p>Project Location Mayes County 39,046 population</p> <p>Benefitting the Communities of Pryor Choteau MidAmerica Industrial Park</p> <p>Traffic AADT: 4,000 US-412B 5,800 US-69A</p>	<p>Project Cost Estimate</p> <table border="1"> <tr> <td>Federal</td> <td>\$20,000,000</td> </tr> <tr> <td>RETRO</td> <td>\$ 8,000,000</td> </tr> <tr> <td>Total</td> <td>\$28,000,000</td> </tr> </table> <p>Anticipated Construction Letting Spring 2025</p>	Federal	\$20,000,000	RETRO	\$ 8,000,000	Total	\$28,000,000
Federal	\$20,000,000							
RETRO	\$ 8,000,000							
Total	\$28,000,000							



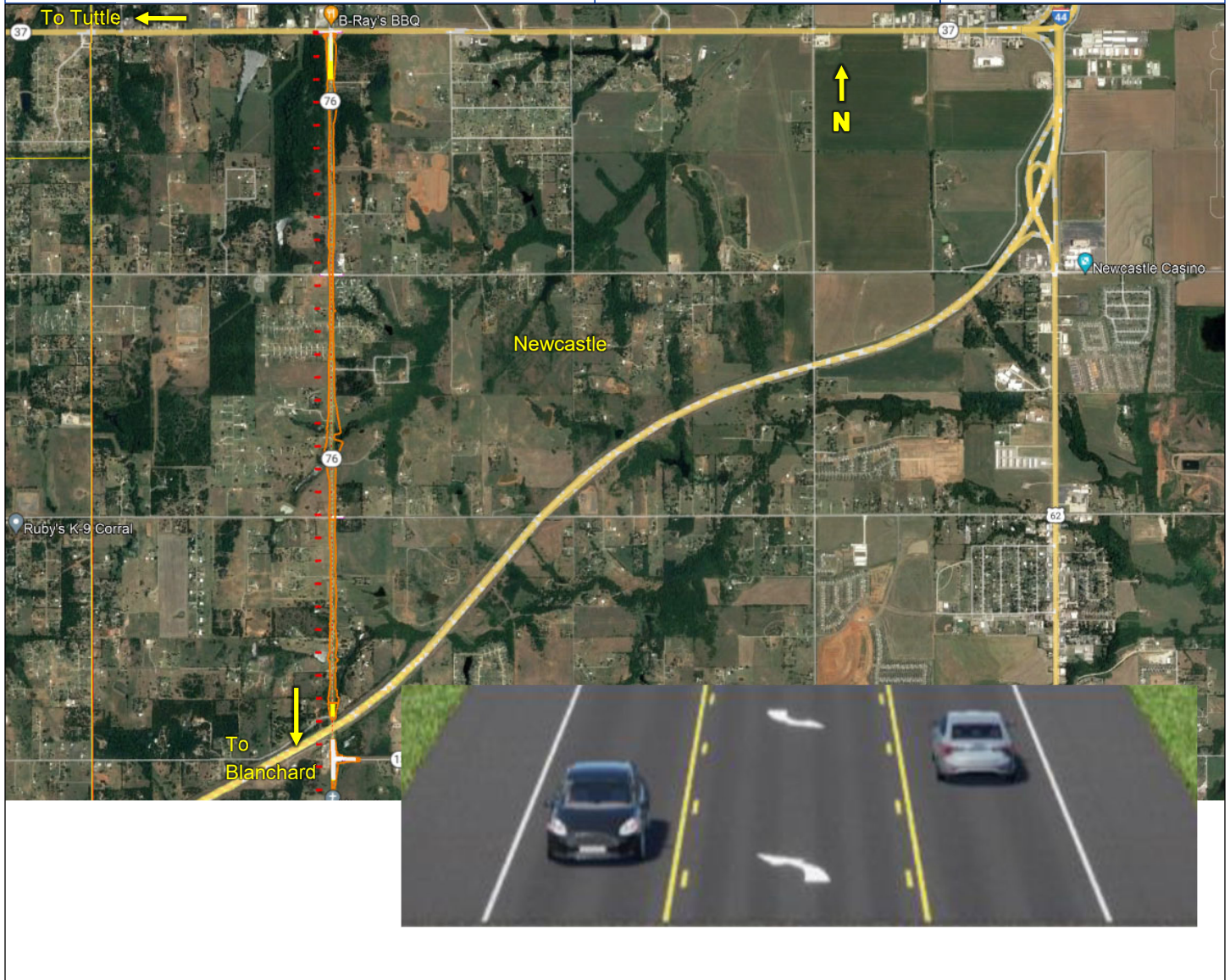


OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 3 / McClain County
SH-76 Widening from SH-130 to SH-37

Project and Economic Benefits	Project Location	Project Cost Estimate
<ul style="list-style-type: none"> ◆ Addition of a center turn lane along the extent of the project serves one of the fastest-growing populations in the state. ◆ McClain County has seen 20.7% population growth between 2010 and 2020 censuses, and an additional 8.7% growth between 2020 and 2022. ◆ Over 1800 houses are in development in McClain County ◆ Traffic has increased 17.2% over the last 10 years ◆ This project improves safety at the SH-76 and SH-37 intersection through the addition of dedicated turn lanes. Long-term plans will accommodate future widening to further increase capacity in this project as well as continuing the corridor to the south. 	<p>McClain County 41,662 Population</p> <p>Benefitting Communities Newcastle Blanchard</p> <p>Traffic AADT: 7,700</p>	<p>Federal \$ 8,000,000 State \$ 2,500,000 RETRO \$ 6,000,000 Total \$16,500,000</p> <p>Anticipated Construction Letting Fall 2024</p>





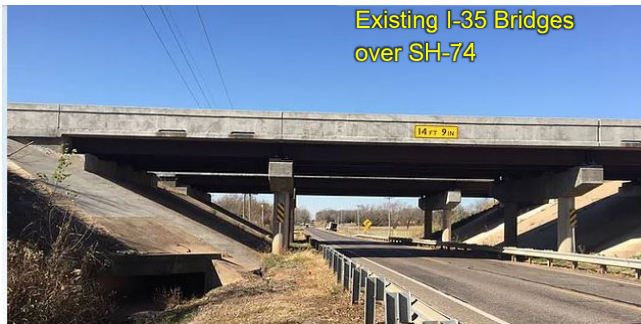
OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 3 / McClain County
New Interchange at I-35 and SH-74 (Grant St) in Purcell

Project and Economic Benefits

- ◆ Addition of a full diamond interchange improves access to Interstate-35, a major north-south freight corridor.
- ◆ McClain County has seen a 17.2% in traffic volumes in the last 10 years.
- ◆ This project allows for faster emergency response time, especially for incidents on southbound I-35.
- ◆ The new bridges will accommodate future widening of both I-35 and SH-74.



Project Location

McClain County
41,662 Population

Benefitting Communities

Purcell

Traffic

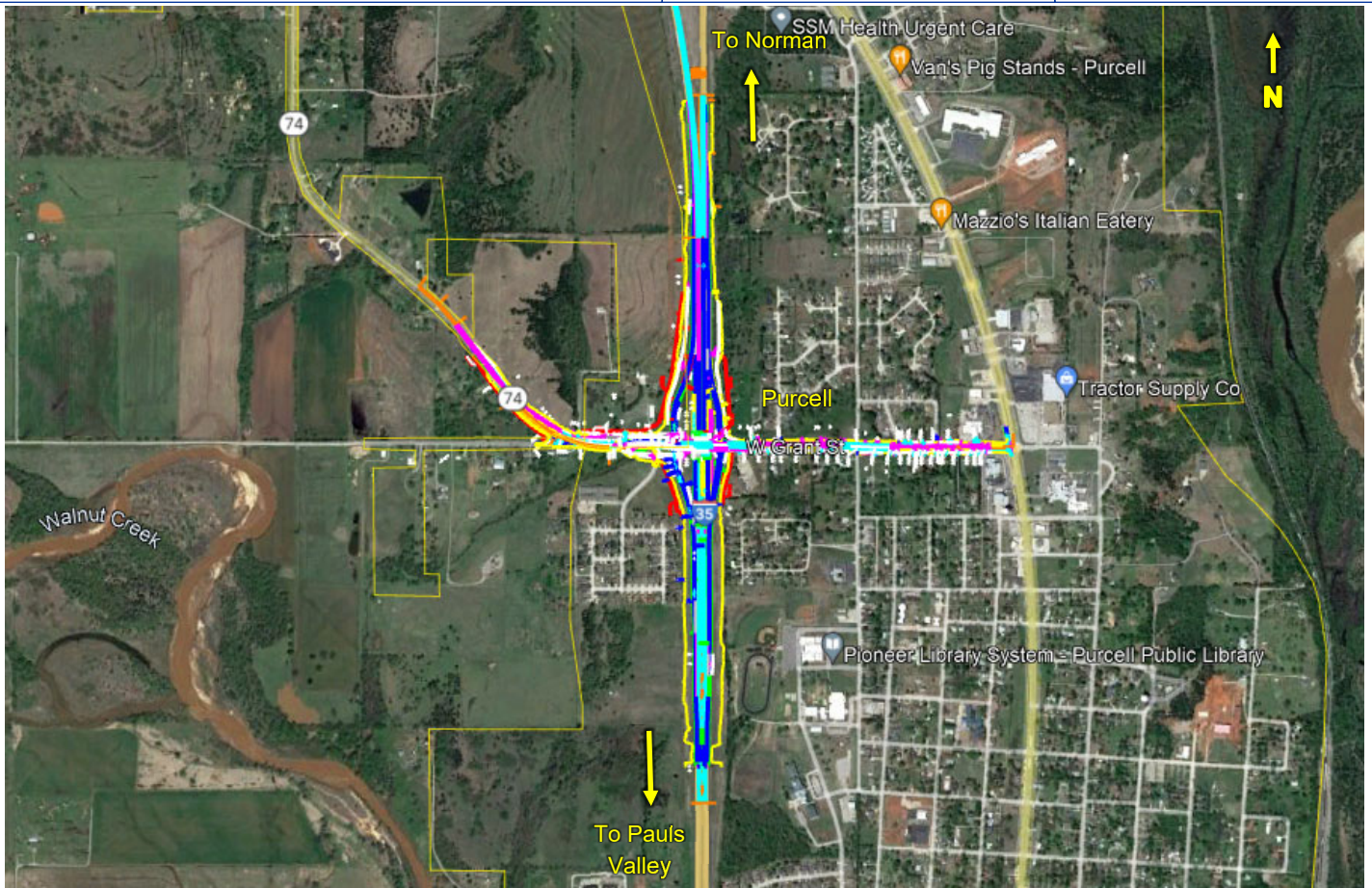
AADT: 48,100

Project Cost Estimate

Federal	\$18,000,000
State	\$13,000,000
RETRO	\$ 5,000,000
Total	\$36,000,000

Anticipated Construction

Letting
Summer 2025



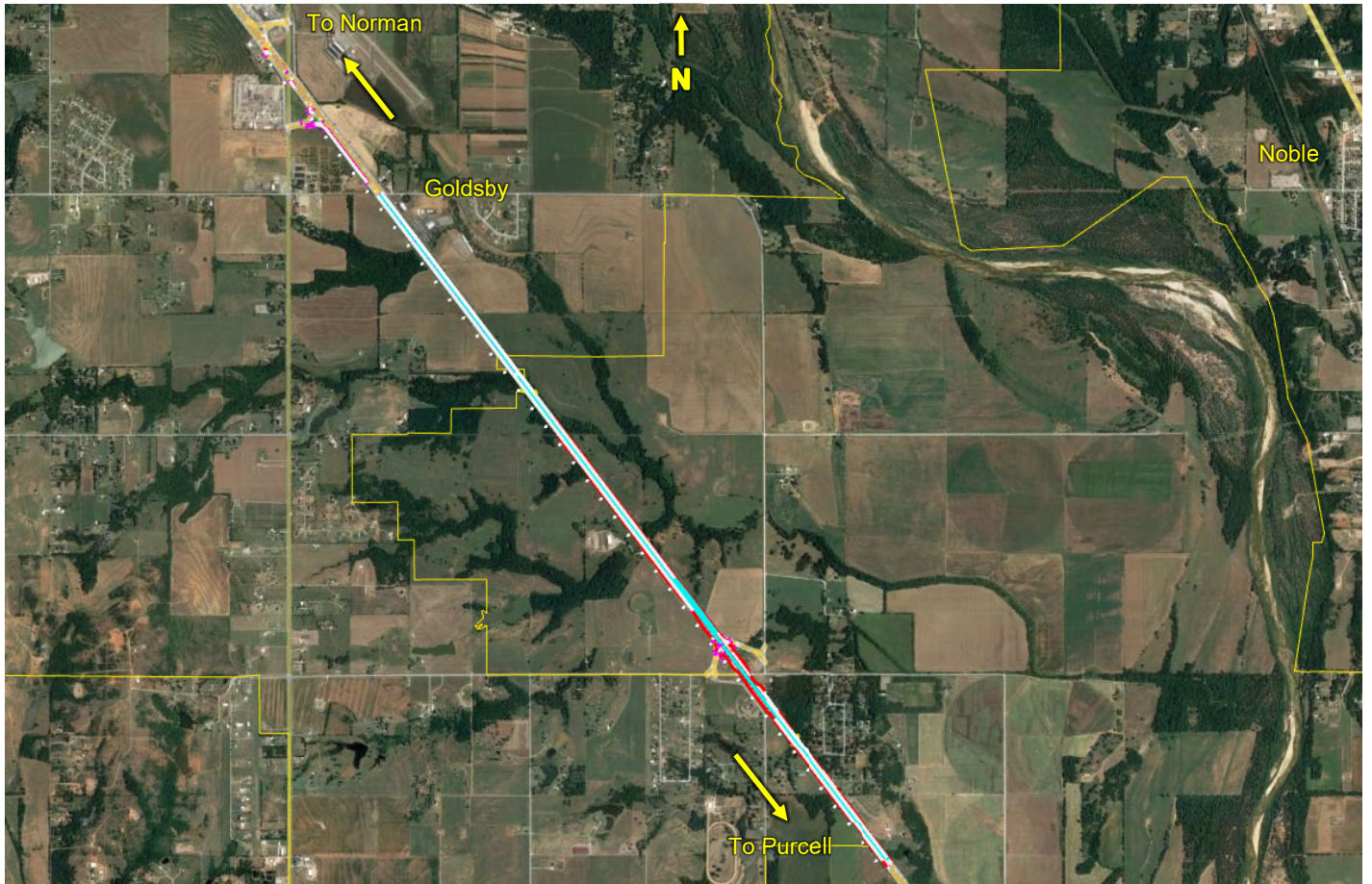
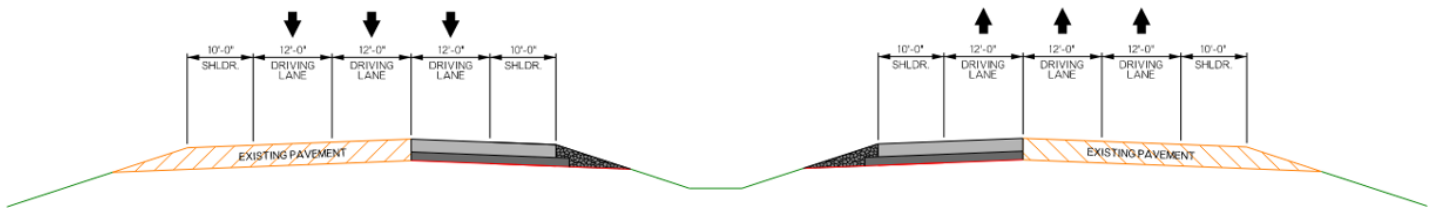


OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 3 / McClain County
I-35 Widening between Norman and Purcell

<p>Project and Economic Benefits</p> <ul style="list-style-type: none"> ◆ This project increases capacity on high-volume portion of I-35, a major north-south freight route connecting Oklahoma to other major US cities such as Dallas-Fort Worth. ◆ Increased capacity reduces congestion which improves safety and transit times for business and residential traffic. ◆ Transit Times in McClain County are currently on average 24.3 minutes, indicating commuter traffic to the OKC metro area. ◆ This project continues the widening coming from the north which is anticipated to begin construction in January 2024. It is part of an ongoing effort to widen I-35 all the way to the Texas state line. 	<p>Project Location McClain County 41,662 Population</p> <p>Benefitting Communities Norman Purcell Goldsby</p> <p>Traffic AADT: 46,600</p>	<p>Project Cost Estimate</p> <table border="0"> <tr> <td>Federal</td> <td>\$14,200,000</td> </tr> <tr> <td>State</td> <td>\$27,300,000</td> </tr> <tr> <td>RETRO</td> <td>\$ 5,000,000</td> </tr> <tr> <td>Total</td> <td>\$46,500,000</td> </tr> </table> <p>Anticipated Construction Letting Fall 2025</p>	Federal	\$14,200,000	State	\$27,300,000	RETRO	\$ 5,000,000	Total	\$46,500,000
Federal	\$14,200,000									
State	\$27,300,000									
RETRO	\$ 5,000,000									
Total	\$46,500,000									





OKLAHOMA Transportation

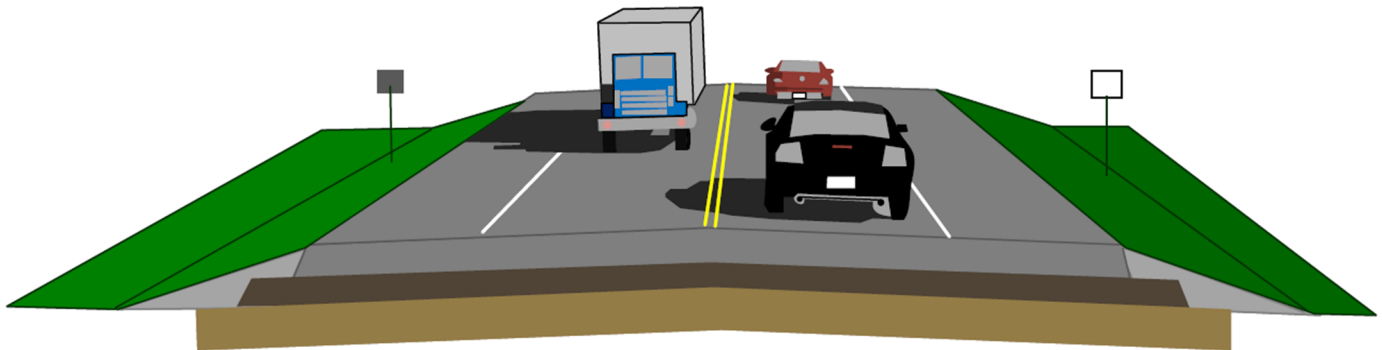
SFY 2024 RETRO PROJECTS

District 2 / McCurtain County

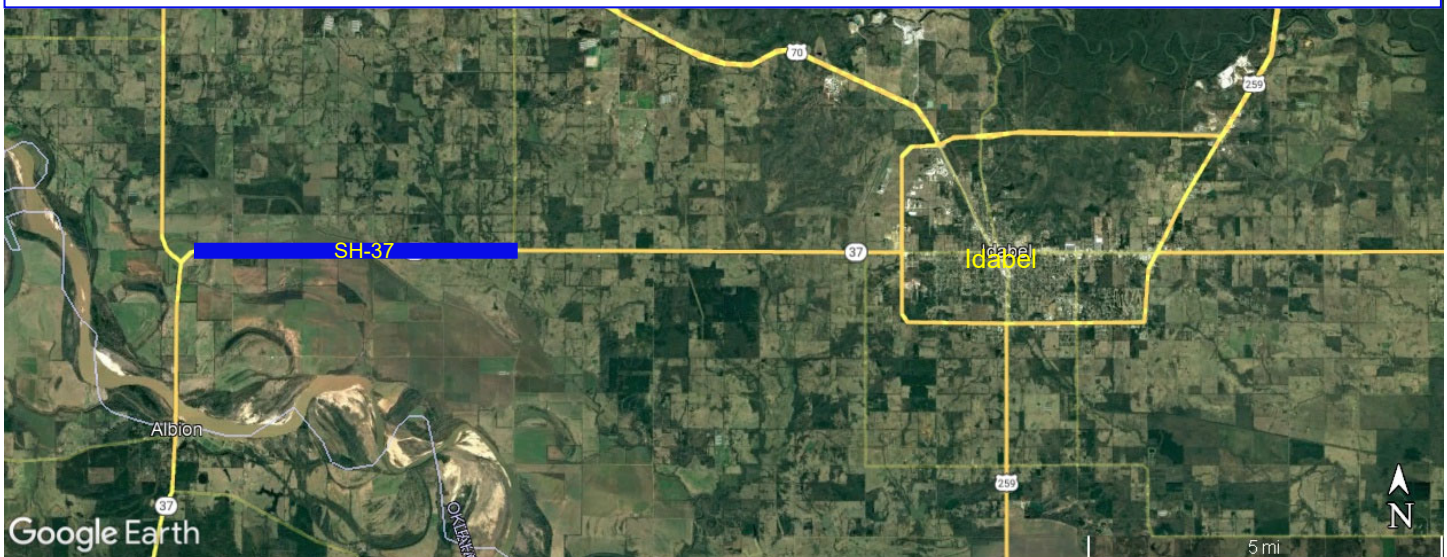
SH-37: From 1 mile north of the Texas State Line, extend east 6.6 miles

Project and Economic Benefits	Project Location	Project Cost Estimate								
<ul style="list-style-type: none"> ◆ This project will provide safety by widening and adding shoulders to a narrow 2-lane highway and resurface the current pavement. ◆ The highway will remain open during all construction activities to allow through traffic to continue. ◆ This route is a major transportation corridor to and from East Texas and beyond. It supports local commerce, and freight distribution to and from Interstate 30. Every Friday, this route sees its fair share of the approximately 20,000 visitors that travel to the various tourist destinations in the county. Then, every Sunday, it carries those tourists back home. ◆ Idabel is the largest city in the southeast region of Oklahoma. 	<p>McCurtain County 30,814 population</p> <p>Benefitting Communities Idabel Broken Bow Hochatown</p> <p>Traffic AADT: 3,500</p>	<table border="1"> <tr> <td>Federal</td> <td>\$14,070,000</td> </tr> <tr> <td>State</td> <td>\$ 1,030,000</td> </tr> <tr> <td>RETRO</td> <td>\$ 5,500,000</td> </tr> <tr> <td>Total</td> <td>\$20,600,000</td> </tr> </table> <p>Anticipated Construction Letting Fall 2025</p>	Federal	\$14,070,000	State	\$ 1,030,000	RETRO	\$ 5,500,000	Total	\$20,600,000
Federal	\$14,070,000									
State	\$ 1,030,000									
RETRO	\$ 5,500,000									
Total	\$20,600,000									

Project Typical Section



2-Lane Typical Roadway Section





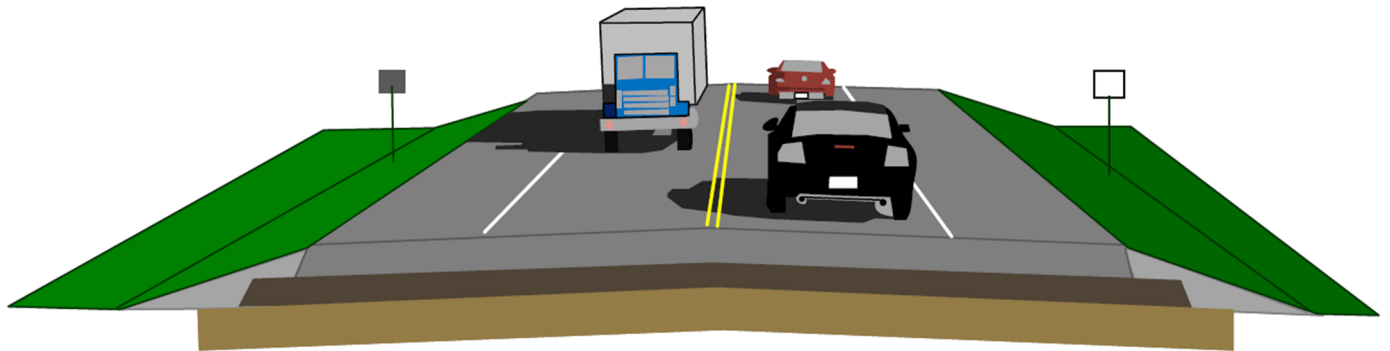
OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

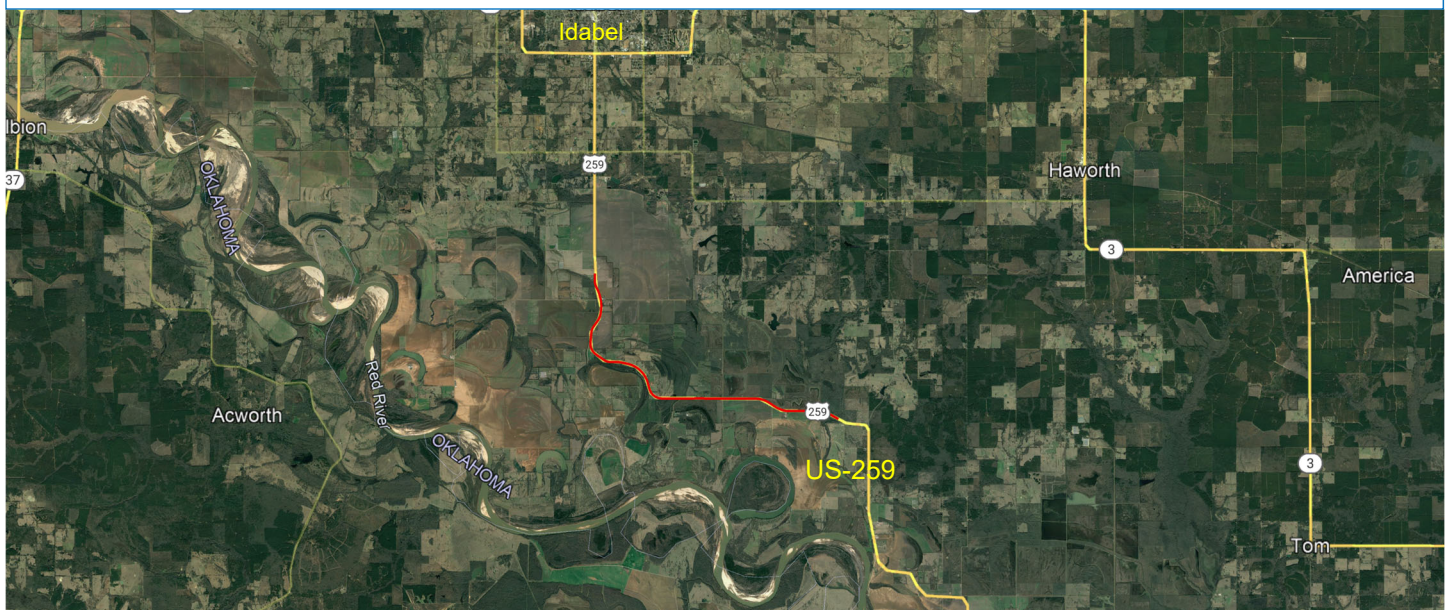
District 2 / McCurtain County
 US-259: Beginning 8 miles north of the Texas State Line,
 extend north 7.2 miles towards Idabel

Project and Economic Benefits	Project Location	Project Cost Estimate
<ul style="list-style-type: none"> ◆ This project will provide widening by adding shoulders to a narrow 2-lane highway, replace the existing bridge and resurface the current pavement condition. ◆ This route is a major transportation corridor to and from East Texas and beyond. It supports local commerce, and freight distribution to and from Interstate 30. Every Friday, contributes to the approximately 20,000 visitors that travel to the various tourist destinations in the county. Then, every Sunday, it carries those tourists back home. ◆ Idabel is the largest city in the southeast region of Oklahoma. 	<p>McCurtain County 30,814 population</p> <p>Benefitting Communities Idabel Broken Bow Hochatown</p> <p>Traffic AADT: 2,800</p>	<p>Federal \$ 5,147,447 State \$ 7,081,630 <u>RETRO \$10,000,000</u> Total \$22,229,077</p> <p>Anticipated Construction Letting Spring 2024</p>

Project Typical Section



2-Lane Typical Roadway Section



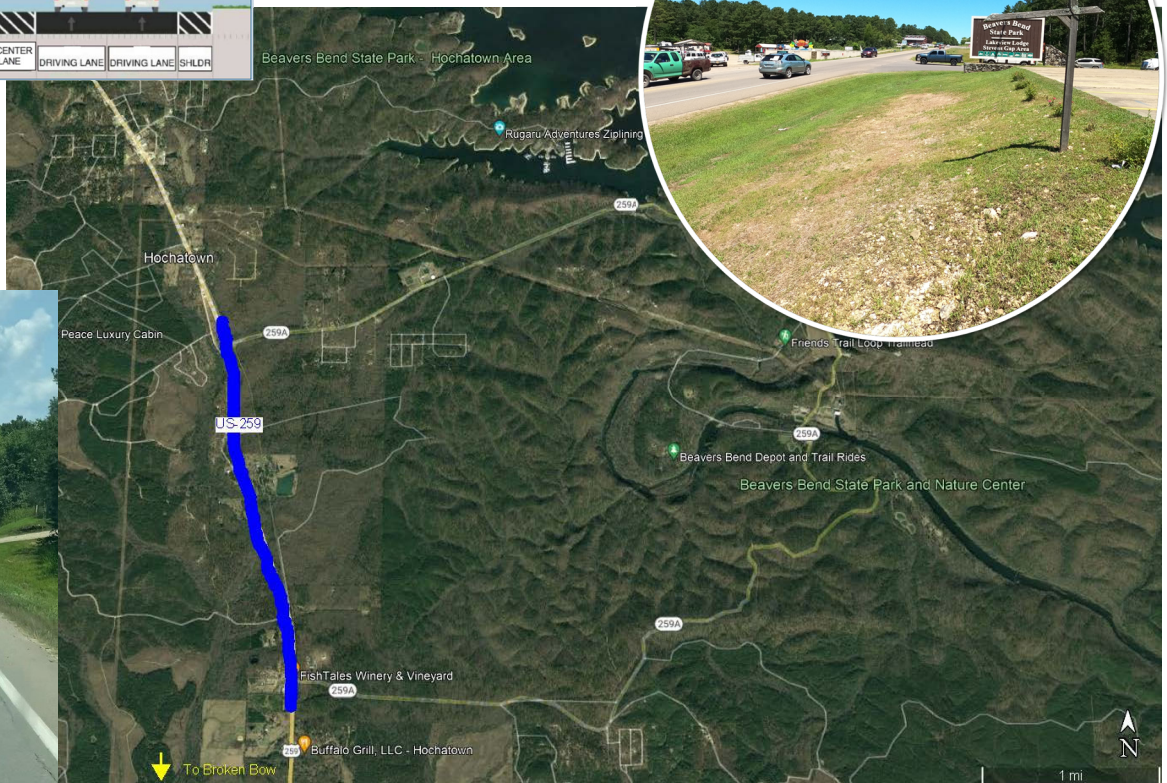
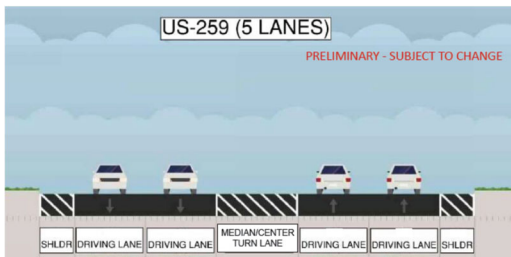


OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 2 / McCurtain County
US-259: From SH-259A north to SH-259A south in Hochatown

<p>Project and Economic Benefits</p> <ul style="list-style-type: none"> ◆ This project will provide safety by widening to 5-lanes and adding shoulders to an existing narrow 2-lane highway, a two-way center turn lane will be added for better access to the community. ◆ The highway will remain open during all construction activities to allow through traffic to continue. ◆ This route is the only major transportation corridor, north of Broken Bow, that supports a booming tourism industry, local commerce, and freight distribution. Every Friday, this route sees its fair share of the approximately 20,000 visitors that travel to the various tourist destinations in the county. Then, every Sunday, it carries those tourists back home. ◆ Hochatown is a rapidly growing community that has become a popular destination for a host of activities in Southeast Oklahoma including vacations, outdoor adventures, shopping and entertainment. 	<p>Project Location McCurtain County 30,814 population</p> <p>Benefitting Communities Hochatown Broken Bow Choctaw Nation of Oklahoma</p> <p>Traffic AADT: 12,000</p>	<p>Project Cost Estimate</p> <table border="1"> <tr> <td>Federal</td> <td>\$ 8,000,000</td> </tr> <tr> <td>State</td> <td>\$ 2,000,000</td> </tr> <tr> <td>RETRO</td> <td>\$10,000,000</td> </tr> <tr> <td>Total</td> <td>\$20,000,000</td> </tr> </table> <p>Anticipated Construction Letting Fall 2024</p>	Federal	\$ 8,000,000	State	\$ 2,000,000	RETRO	\$10,000,000	Total	\$20,000,000
Federal	\$ 8,000,000									
State	\$ 2,000,000									
RETRO	\$10,000,000									
Total	\$20,000,000									





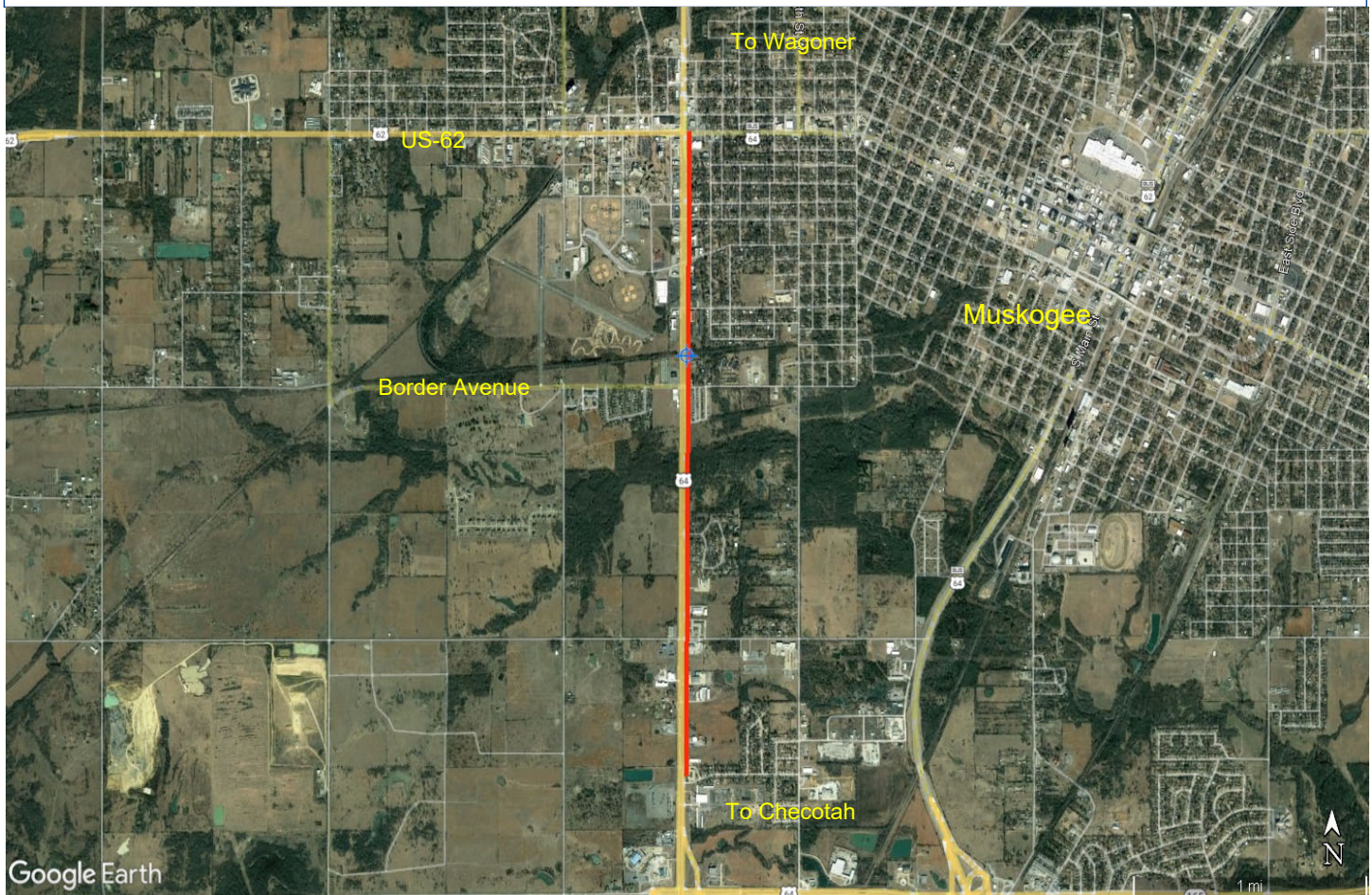
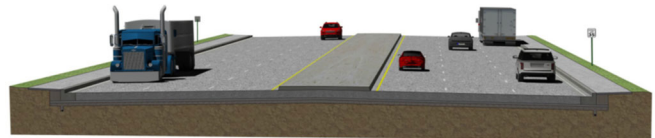
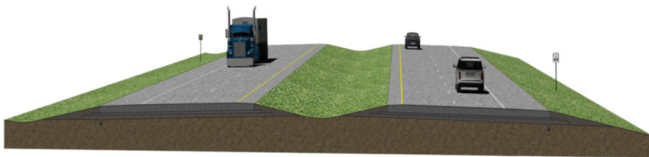
OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 1 / Muskogee County

US-69: Begin 0.48 miles north of Peak Boulevard and extend north 2.5 miles

Project & Economic Benefits	Project Location	Project Cost Estimate
<ul style="list-style-type: none"> ◆ The US-69 roadway project will address pavement between Peak Boulevard and US-62 ◆ Between Border Avenue and US-62, the roadway will increase to a 6 lane facility with improved pavement ◆ Additional benefits include improvements to freight access and increased travel time to and from Muskogee. ◆ The project will also look to synchronize traffic signals to help with the approximately 20% truck traffic on this corridor 	<p>Muskogee County 66,534 population</p> <p>Benefitting Communities Muskogee</p> <p>Traffic AADT: 24,200</p>	<p>Federal \$ 16,509,434 State \$ 12,509,434 RETRO \$ 4,000,000 Total \$ 33,018,868</p> <p>Anticipated Construction Letting Summer 2025</p>



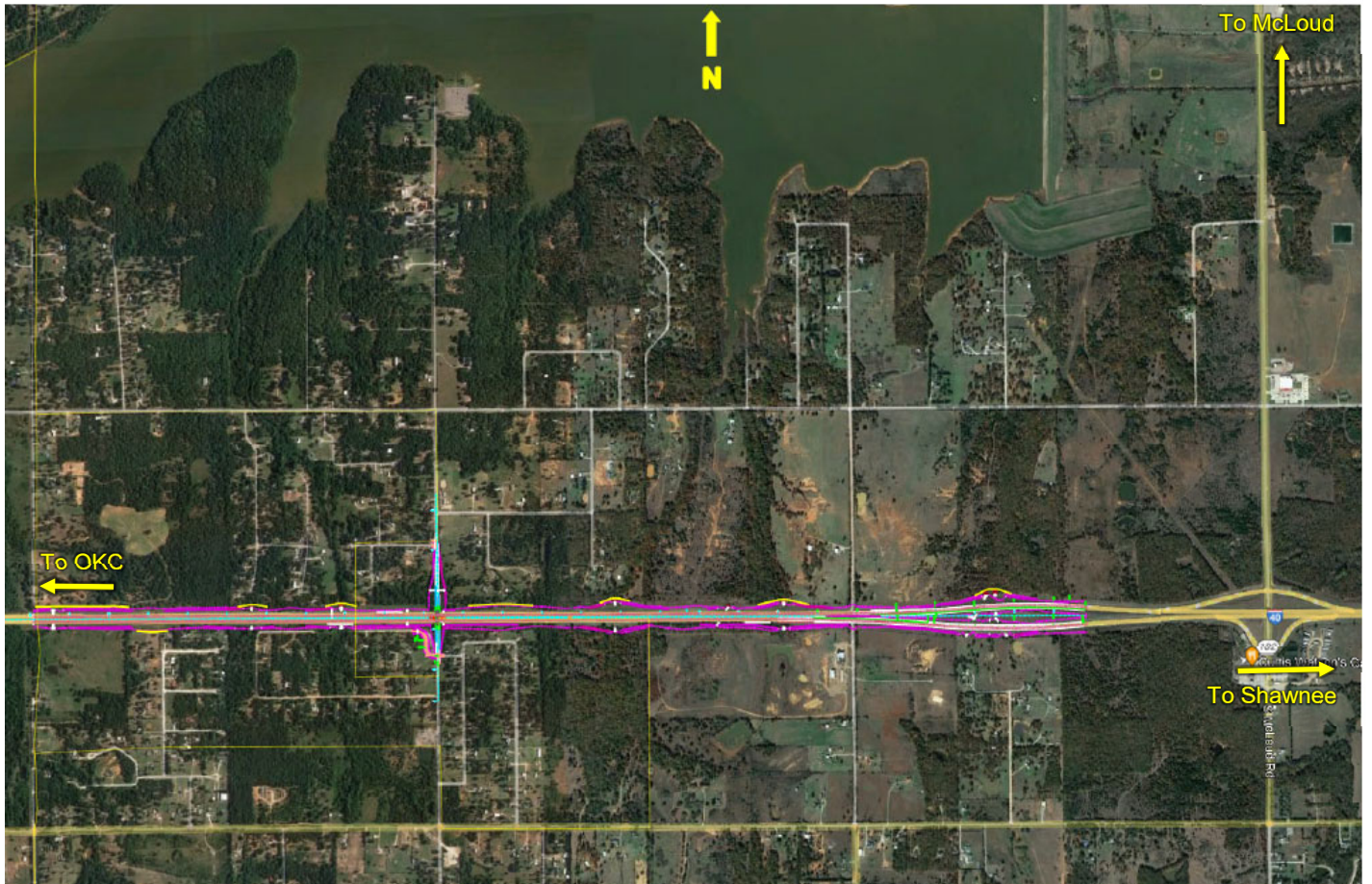
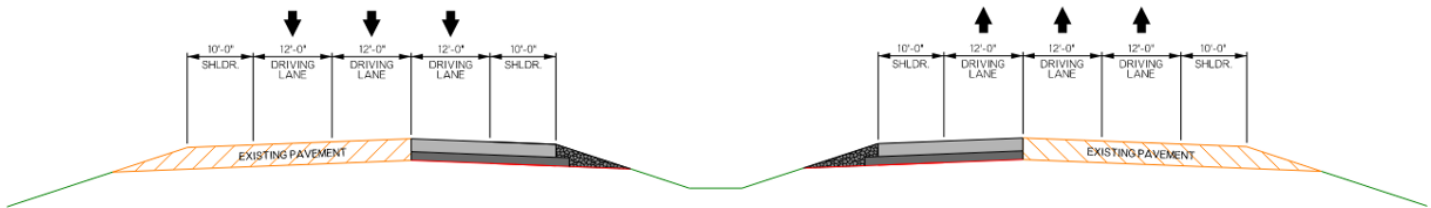


OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 3 / Pottawatomie County
I-40 Widening between OKC and Shawnee

Project and Economic Benefits	Project Location	Project Cost Estimate
<ul style="list-style-type: none"> ◆ This project increases capacity on a major east-west freight route connecting Oklahoma to the US. ◆ Increased capacity reduces congestion which improves safety and transit times for business and residential traffic. ◆ Traffic in Pottawatomie County has risen 41.8% over the last 10 years. ◆ Shawnee remains a strong industrial hub and a site of tribal economic development. ◆ This project continues the widening coming from Oklahoma County and ties to future widening projects continuing to Shawnee. 	<p>Pottawatomie County 72,454 Population</p> <p>Benefitting Communities McCloud Shawnee Oklahoma City</p> <p>Traffic AADT: 47,300</p>	<p>Federal \$10,250,000 State \$ 250,000 <u>RETRO \$10,000,000</u> Total: \$20,500,000</p> <p>Anticipated Construction Letting Fall 2025</p>





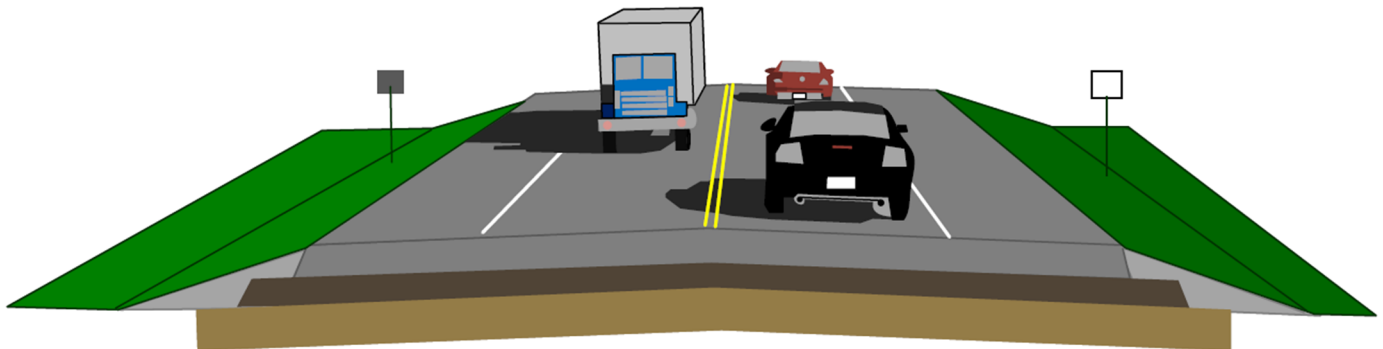
OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

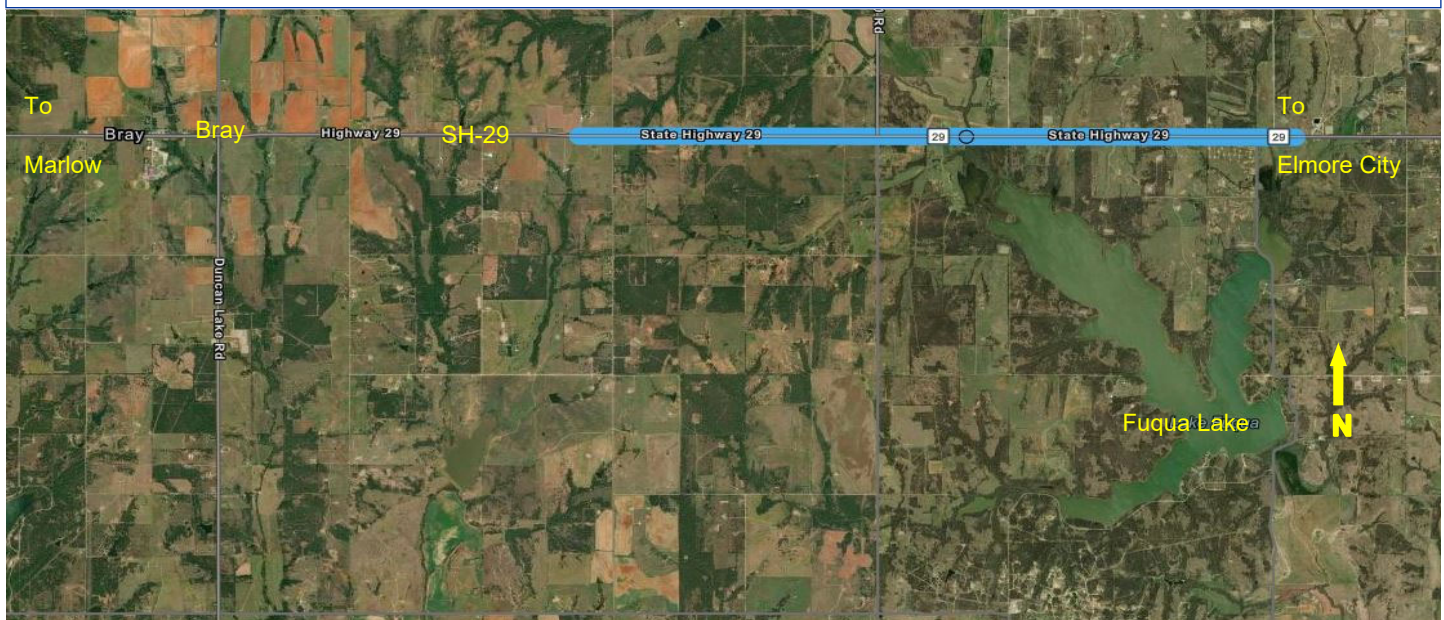
District 7 / Stephens County
SH-29: From 11.48 miles east of US-81, extend east 5.44 miles

<p>Project and Economic Benefits</p> <ul style="list-style-type: none"> ◆ Project is part of an east/west corridor, connecting I-35 to Duncan, Lawton, I-44, and western Oklahoma; supporting oil and gas activity, freight movement, wind energy, and agriculture. ◆ This stretch of highway also supports freight movement between western Oklahoma, including Ft. Sill and refineries in Wynnewood and Ardmore and major distribution centers along the I-35 corridor; including Walmart at Pauls Valley and Dollar General at the Ardmore Airpark. ◆ SH-29 supports oil and gas drilling, service, and production activity within Oklahoma's South Central Oklahoma Oil Province (SCOOP) oil and natural gas play. Production has increased from over 50 wells drilled along the corridor since 2014. ◆ Traffic volumes have increased 16% over a 10 year period 	<p>Project Location Stephens County 42,848 population</p> <p>Benefiting Communities Marlow Duncan Bray Pauls Valley Lawton</p> <p>Traffic AADT: 2,200</p>	<p>Project Cost Estimate Federal \$14,423,052 <u>RETRO \$10,000,000</u> Total \$24,423,052</p> <p>Anticipated Construction Letting Fall 2024</p>
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Project Typical Section



2-Lane Typical Roadway Section





OKLAHOMA Transportation

SFY 2024 RETRO PROJECTS

District 6 / Woods County
US-281: From US-64, extend south 1.5 miles in Alva

Project and Economic Benefits	Project Location	Project Cost Estimate						
<ul style="list-style-type: none"> ◆ US-281 is a major route for citizens and students at Northwestern Oklahoma State College and individuals traveling to the Alva Regional Airport. ◆ There are several agricultural and oilfield businesses in the area that use this corridor. ◆ Adding sidewalks, repairing/upgrading retaining walls, and upgrading drainage will make the area safer and more appealing to businesses ◆ This project will also replace the existing pavement with a new concrete surface. 	<p>Woods County 8,624</p> <p>Benefitting Communities Alva</p> <p>Traffic AADT: 5,200</p>	<table border="1"> <tr> <td>Federal</td> <td>\$ 4,000,000</td> </tr> <tr> <td>RETRO</td> <td>\$ 4,000,000</td> </tr> <tr> <td>Total</td> <td>\$ 8,000,000</td> </tr> </table> <p>Anticipated Construction Letting Fall 2024</p>	Federal	\$ 4,000,000	RETRO	\$ 4,000,000	Total	\$ 8,000,000
Federal	\$ 4,000,000							
RETRO	\$ 4,000,000							
Total	\$ 8,000,000							

