



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018 - 2021



OKLAHOMA DEPARTMENT OF TRANSPORTATION

https://ok.gov/odot/Programs_and_Projects/Transportation_Programs/STIP/

NOVEMBER 2017



OKLAHOMA DEPARTMENT OF TRANSPORTATION

200 N.E. 21st Street
Oklahoma City, OK 73105-3204
www.odot.org

A safe and efficient transportation system is the foundation upon which the state's economy rests. As Oklahoma's largest investment, our transportation system requires not only constant maintenance, but also constant planning for the future of our great state.

With the help of our state leadership and coordination with our state's metropolitan planning organizations we continue to identify areas in need of improvements and needed maintenance to preserve the integrity of our transportation infrastructure. The culmination of these planning activities is the Federal Fiscal Years 2018 – 2021 Statewide Transportation Improvement Program, a listing of priority transportation projects to be carried out over the next four years.

The Governor and the Oklahoma Legislature understand the state of our transportation system is directly related to the economic health of our state as well as the prosperity and safety of all Oklahomans. With continued input from the public, our communities and our businesses, we reaffirm our commitment to provide a safe, economical and effective transportation network for the people, commerce and communities of Oklahoma.



J. Michael Patterson
Executive Director

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

AN EQUAL OPPORTUNITY EMPLOYER

Oklahoma Department of Transportation
Programs Division
November 2017

Approved by the Oklahoma Department of Transportation Commission

AND
Federal Highway Administration
AND
Federal Transit Administration

Statewide Transportation Improvement Program

2018-2021

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EXECUTIVE INTRODUCTION

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

The Oklahoma Department of Transportation Commission develops a long range statewide transportation plan (minimum of 20 years) which is a policy plan, not a project plan. It presents policies specific to each mode of transportation and aids economic development through transportation improvements. The Department also develops an 8 Year Construction Work Plan which encompasses State, Federal and Interstate highway improvement projects. From that Plan, the Statewide Transportation Improvement Program (STIP) is developed for all areas of the state. Both plans and the STIP identify key transportation needs and facilitate the development, management and operation of safe transportation systems.

The Commission would like to thank all citizens, federal and state agencies, elected and appointed officials, Indian Tribal Governments, Metropolitan Planning Organizations and transportation users for their time and effort in providing input for this program.



District 1
Mr. John Fidler



District 2
Mr. J. David Burrage
Chairman



District 3
Mr. Dan B. Overland



District 4
Mr. Greg Love



District 5
Mr. Todd Huckabay
Secretary



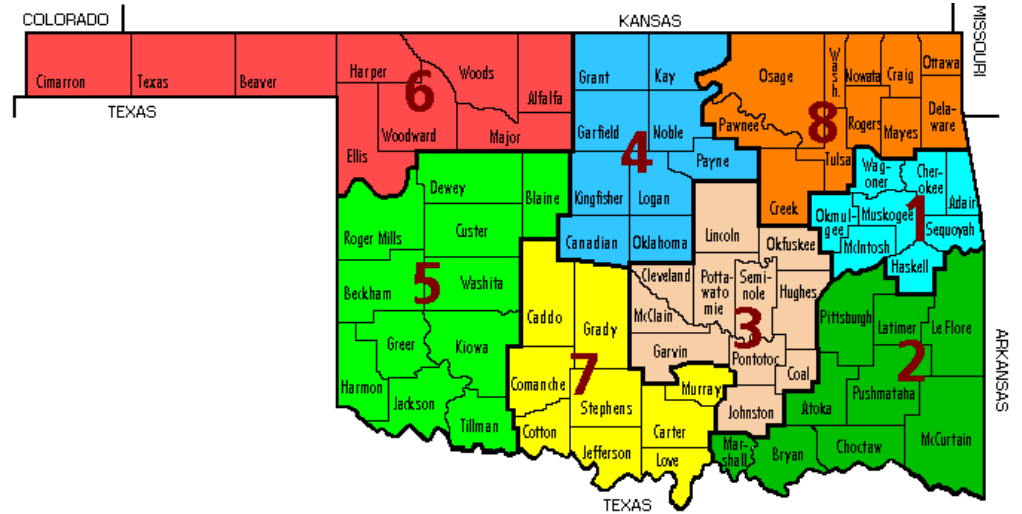
District 6
Mr. Bobby J. Alexander



District 7
Mr. Bradley W. Burgess
Vice-Chairman



District 8
Mr. Peter J. Regan



Secretary of Transportation /
Executive Director
Mike Patterson

ODOT DIVISIONS BY DISTRICT

DIVISION I – MUSKOGEE

Location: 2800 S. 32nd - 74401
Phone(918) 687-5407
FAX(918) 687-9955

Division Engineer

Maintenance Engineer
Construction Engineer

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Jonathan Arps
Jamie Malmstrom

DIVISION II – ANTLERS

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Location: E. Side of US 271 2.0 Mi S. of Antlers
Phone(580) 298-3371; FAX(580) 298-6152

Division Engineer

Maintenance Engineer
Construction Engineer

Anthony Echelle

Ashley Hawkins
Brent Frank

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Phone(580) 332-1526; FAX(580) 332-0261

Division Engineer

Maintenance Engineer
Construction Engineer

Kevin Bloss

Bill Wilkinson
Ron Brown

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Phone (580) 336-7340; FAX(580) 336-7350

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Asst. Div Engr Maint
Rural Constr Engr
Urban Constr Engr

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Brantley Hendrex
Jessica Prince
Travis Dill

DIVISION V – CLINTON

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Division Engineer

Maintenance Engineer
Construction Engineer

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Taylor Henderson
Will Snipes

DIVISION VI – BUFFALO

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Location: US 64 West
Phone(580) 735-2561; FAX(580) 735-2248

Division Engineer

Maintenance Engineer
Construction Engineer

Ron McDaniel

Jon Logan
Scott Armstrong

DIVISION VII – DUNCAN

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Phone(580) 255-7586; FAX(580) 255-5064

Division Engineer

Maintenance Engineer
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Cole Vonfeldt
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Division Engineer

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Randle White

Trapper Parks
Mark J. Zishka

WHAT IS THE STIP?

Oklahoma's transportation system has many needs. Identifying and prioritizing those needs is a continuous process of evaluating state and regional transportation system requirements at the broadest level. It includes a progression of planning activities which help establish a context for sound policy decisions and is an avenue for involving the public in transportation planning to support the state and regional vision for the future. The Statewide Transportation Improvement Program (STIP) is a financially constrained program which identifies priority and regionally significant transportation projects based on extensive planning. These are projects in which full funding is reasonably anticipated to be available in order to implement during the next four (4) years. This is not a final schedule of projects but is a "best estimate" at the time of STIP development. Only the projects in the first year of an approved STIP constitute an "agreed to" list for subsequent scheduling and implementation. The STIP serves as a short range planning tool which educates the public on future transportation needs and assures that federal funds are spent on projects consistent with approved long range plans.

The State develops a new STIP triennially in direct relationship to the currently approved 8 Year Construction Work Plan. It is revised through a series of amendments which may be necessary due to a variety of factors, such as funding changes, project scope changes, or even a requested change in priority.

This STIP was developed under the guidelines provided by Title 23 United States Code (USC), Section 135 Statewide Planning. A federally-approved STIP is required for projects to be eligible for federal funding under Title 23 USC and Title 49 USC, Chapter 53.

SECTION 1:

BALANCING PROCESS

Federal regulations require that the STIP be fiscally constrained by year. The budgetary projections, established through a systematic evaluation of the Department's anticipated Federal-Aid and State revenues and expenditures, as well as previously unobligated balances in funding categories, earmarks and other mandatory programs, are utilized to assure this. In addition, the Federal-Aid amount includes a 7.5% projection overstatement to avoid any potential loss of future Federal Aid funds due to under programming. Projections were performed for Federal Fiscal Years 2018 - 2021 with the Federal Fiscal Year defined as beginning October 1st and ending on September 30th. If federal funding received varies from original estimates, the number of projects included in any one year will be revised accordingly.

FFY 2018–2021 FISCAL CONSTRAINT ANTICIPATED REVENUES AND EXPENDITURES

ANTICIPATED REVENUE

| FUNDING SOURCE | 2018 | 2019 | 2020 | 2021 |
|----------------|---------------------------|---------------------------|----------------------|------------------------|
| FHWA | \$615,000,000 | \$615,000,000 | \$615,000,000 | \$615,000,000 |
| FTA | \$20,379,000 | \$20,379,000 | \$20,379,000 | \$20,379,000 |
| TRIBAL | \$0 | \$0 | \$0 | \$0 |
| STATE | \$234,900,000 | \$284,900,000 | \$334,900,000 | \$384,900,000 |
| OTHER | ¹ \$34,505,148 | ² \$62,166,749 | \$6,360,000 | \$8,042,547 |
| TOTAL | \$904,784,148 | \$982,445,749 | \$976,639,000 | \$1,028,321,547 |

ANTICIPATED EXPENDITURES

| FUNDING SOURCE | 2018 | 2019 | 2020 | 2021 |
|----------------|----------------------------------|----------------------------|----------------------------|----------------------------|
| FHWA | \$615,000,000 | \$615,000,000 | \$615,000,000 | \$615,000,000 |
| FTA | \$20,379,000 | \$20,379,000 | \$20,379,000 | \$20,379,000 |
| TRIBAL | \$0 | \$0 | \$0 | \$0 |
| STATE | ^{3&4} \$216,096,172 | ⁴ \$267,753,975 | ⁴ \$301,400,486 | ⁴ \$343,347,319 |
| OTHER | \$34,505,148 | \$62,166,749 | \$6,360,000 | \$8,042,547 |
| TOTAL | \$885,980,320 | \$965,299,724 | \$943,139,486 | \$986,768,866 |

¹Includes \$34,255,148 anticipated funds from Texas for joint projects

²Includes \$62,000,000 Federal FASTLANE Grant

³Includes \$4,876,511 Advanced Construction Funding

⁴Federal fund expenditures in excess of Federal fund revenues may be replaced by State funds to ensure project goals

SECTION 2:

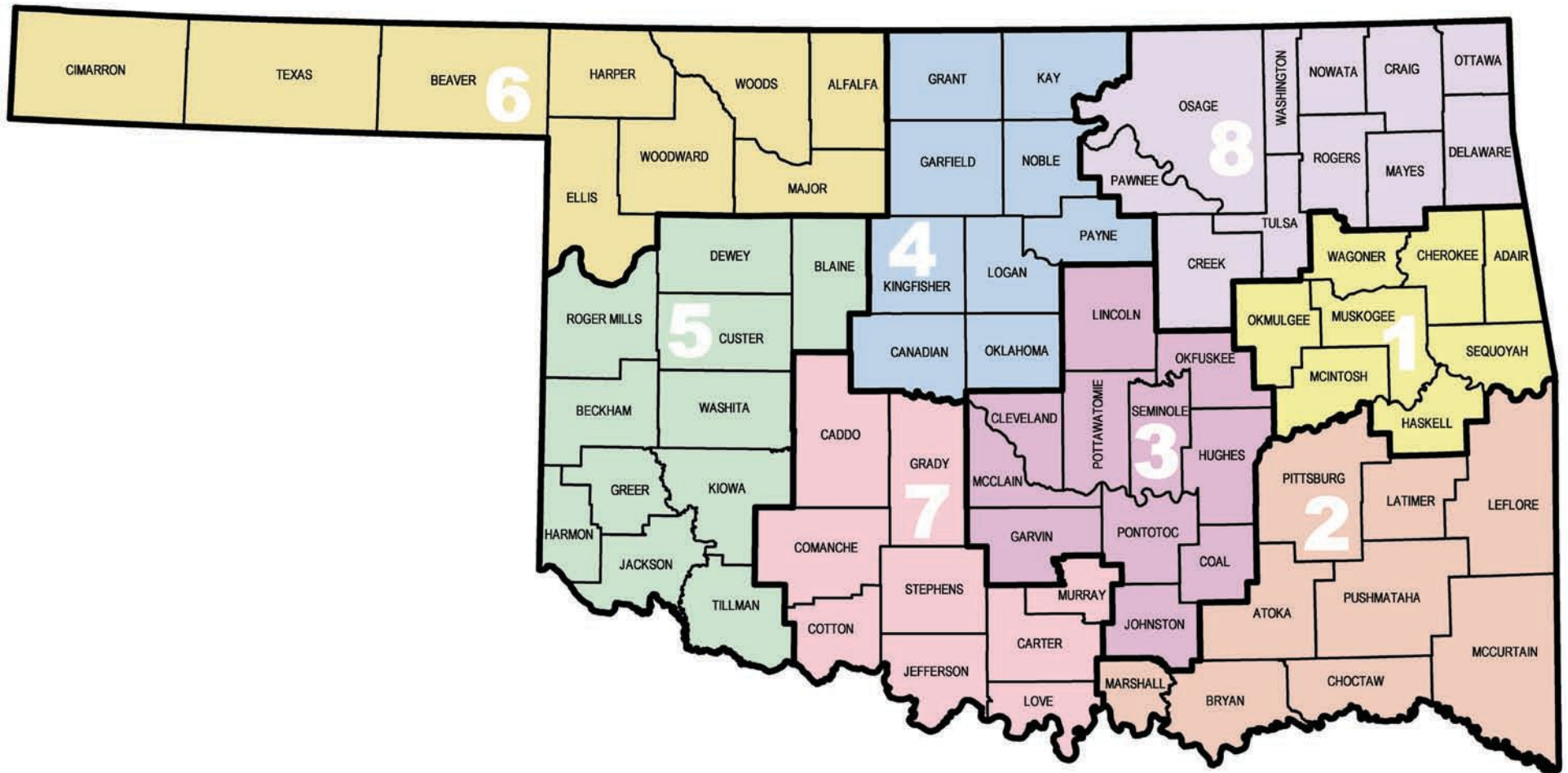
PROJECT SELECTION AND PRIORITIZATION

Project planning and development focuses on specific transportation needs in a given area. It identifies alternative actions to address these needs and generates the information needed to select a preferred project for implementation. Identifying and prioritizing transportation needs is a continuous and coordinated process. The Strategic Asset & Performance Management Division is responsible for identifying area transportation needs and providing planning documents to ODOT Field Division Engineers for their consideration in the selection of State, Federal and Interstate highway improvement projects. The planning products developed include the Long Range Statewide Transportation Plan, a policy oriented document that identifies strategies to help meet the needs of all transportation modes over the next 25 years; feasibility or corridor studies, which assess the needs of particular transportation corridors, and prioritize recommended improvements; the Statewide Annual Condition And Needs Report, which assesses the condition and capacity of the highway network and estimates the cost to improve the system to current design standards; the Statewide Pavement Management Report, which identifies the funding level needed to improve overall pavement condition, and recommends the most cost effective mix of treatments for the system; and other project level studies.

The State's transportation planning efforts are also coordinated with those of Oklahoma's Metropolitan Planning Organizations, in consultation with the tribal governments and non-metropolitan area local officials with responsibilities for transportation. The development of the Long Range Statewide Transportation Plan, Corridor Studies, Statewide Transportation Improvement Program, as well as early project development all include opportunities for public participation and review.

The map on the following page illustrates the Oklahoma division boundaries and potential projects for each county.

STATE OF OKLAHOMA COUNTY NAMES WITH DIVISION NUMBERS



FFY 2018 PROJECTS

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|------------------------------|---------|------|---------|-----|--------|-------------------------------------|------|---|-------------------------|--------------------------|-------------|-----------|----------|----------------------------|-------|-----------|
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1704924 | R R | | SAFETY IMPROVEMENT | 2018 | FFY 2018 STIP: STATEWIDE RAIL CROSSING PROJECTS- PROTECTION DEVICES, CROSSING SURFACES, ADVANCE WARNING SIGNS, STRIPING, CLOSURES, ETC | | SPR | \$8,000,000 | | \$0 | \$0 | \$0 | 8,000,000 |
| CARTER | 10 | 7 | 3297705 | | | FORCE ACCOUNT | | ARDMORE: EAST MAIN ST FR WEST RR ROW TO JUST PAST D ST INTERSEC; DEPOT PARK N. END & S. END; FORCE ACCT FOR BNSF DOT NO. 020 709X, MP 450.40. | \$43,363 | | \$20,000 | \$0 | \$5,000 | \$0 | \$0 | 25,000 |
| GARFIELD | 24 | 4 | 2463708 | | | FORCE ACCOUNT | | US-60 OVER BNSF RR APPROX. 0.9 MILE NORTH OF US-412 | 8/10/2018 | | \$730,594 | \$0 | \$0 | \$0 | \$0 | 730,594 |
| OKLAHOMA | 99 | 9 | 2926010 | | | CONTRACT PE AS OF 10/1/2013 | | CONTINUED OPERATION OF THE STATEWIDE OKLAHOMA RAIL ASSESSMENT, INVENTORY AND LOCATION SYSTEM | 7/9/2018 | | \$160,272 | \$0 | \$0 | \$0 | \$0 | 160,272 |
| OKLAHOMA | 55 | 4 | 3307530 | | | RAILROAD SIGNALS | | IN OKLAHOMA CITY RAILROAD SIGNAL PROJECT AT LINN AVE W/UNION PACIFIC RAILROAD | 5/14/2018 | | \$12,039 | \$204,648 | \$24,077 | \$0 | \$0 | 240,764 |
| OKLAHOMA | 55 | 4 | 3307529 | | | RAILROAD SIGNALS | | IN OKLAHOMA CITY RAILROAD SIGNAL PROJECT AT GERONIMO DR W/UNION PACIFIC RAILROAD | 5/14/2018 | | \$12,951 | \$220,154 | \$25,901 | \$0 | \$0 | 259,006 |
| WASHINGTON | 74 | 8 | 3307508 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | IN BARTLESVILLE SIGNAL SURFACE PROJECT AT 14TH ST WITH SOUTH KANSAS & OKLAHOMA RAILROAD | 4/25/2018 | | \$332,668 | \$0 | \$36,964 | \$0 | \$0 | 369,632 |
| OKLAHOMA | 55 | 4 | 3358708 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | IN OKLAHOMA CITY RAILROAD SIGNAL SURFACE PROJECT AT SW44TH STREET WITH STILLWATER CENTRAL RAILROAD | 4/25/2018 | | \$353,101 | \$0 | \$39,234 | \$0 | \$0 | 392,335 |
| OKLAHOMA | 55 | 4 | 3307515 | | | RAILROAD SIGNALS | | IN OKLAHOMA CITY SIGNAL PROJECT AT NE136TH ST WITH STILLWATER CENTRAL RAILROAD | 4/18/2018 | | \$11,213 | \$190,620 | \$22,426 | \$0 | \$0 | 224,259 |
| OKLAHOMA | 55 | 4 | 3307531 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | IN OKLAHOMA CITY SIGNAL SURFACE PROJECT AT DOUGLAS BLVD W/ STILLWATER CENTRAL RAILROAD | 4/18/2018 | | \$13,713 | \$233,120 | \$27,426 | \$0 | \$0 | 274,259 |
| OKLAHOMA | 55 | 4 | 3307517 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | IN OKLAHOMA CITY SIGNAL SURFACE PROJECT AT NE63RD ST WITH STILLWATER CENTRAL RAILROAD | 4/18/2018 | | \$16,818 | \$285,889 | \$33,635 | \$0 | \$0 | 336,342 |
| OKLAHOMA | 55 | 4 | 3358718 | | | RAILROAD SIGNALS | | IN OKLAHOMA CITY RAILROAD SIGNAL SURFACE PROJECT AT NE36TH STREET WITH OKLAHOMA RAILROAD MUSEUM | 4/18/2018 | | \$56,295 | \$6,255 | \$0 | \$0 | \$0 | 62,550 |
| GRADY | 26 | 7 | 3307532 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | NEAR RUSH SPRINGS SIGNAL SURFACE PROJECT AT E1510 W/UNION PACIFIC RAILROAD | 3/23/2018 | | \$16,646 | \$282,978 | \$33,292 | \$0 | \$0 | 332,916 |
| DEWEY | 22 | 5 | 3307520 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | IN FAY SIGNAL SURFACE PROJECT AT E0830 WITH GRAINBELT CORP | 3/23/2018 | | \$12,958 | \$220,272 | \$25,915 | \$0 | \$0 | 259,145 |
| MAYES | 49 | 8 | 3307553 | | | RAILROAD SIGNALS | | IN PRYOR RAILROAD SIGNAL AT SW 1ST STREET W/UNION PACIFIC RAILROAD | 3/23/2018 | | \$18,154 | \$308,606 | \$36,307 | \$0 | \$0 | 363,067 |
| MAYES | 49 | 8 | 3307552 | | | RAILROAD SIGNALS | | IN PRYOR RAILROAD SIGNAL AT SH20 W/UNION PACIFIC RAILROAD | 3/20/2018 | | \$2,347 | \$39,889 | \$4,693 | \$0 | \$0 | 46,929 |
| KINGFISHER | 37 | 4 | 3358717 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | NEAR OKARCHE RAILROAD SIGNAL SURFACE AT E0860 WITH UNION PACIFIC RAILROAD | 3/13/2018 | | \$0 | \$0 | \$44,353 | \$399,171 | \$0 | 443,524 |
| OTTAWA | 58 | 8 | 3358714 | | | RAILROAD SIGNALS | | IN MIAMI RAILROAD SIGNAL PROJECT AT 3RD AVE NE WITH BNSF RAILWAY | 3/13/2018 | | \$0 | \$0 | \$20,866 | \$187,791 | \$0 | 208,657 |
| PAWNEE | 59 | 8 | 3358713 | | | RAILROAD SIGNALS | | NEAR PAWNEE RAILROAD SIGNAL PROJECT AT E0470 WITH BNSF RAILWAY | 3/13/2018 | | \$0 | \$0 | \$31,972 | \$287,748 | \$0 | 319,720 |
| PAWNEE | 59 | 8 | 3358712 | | | RAILROAD SIGNALS | | NEAR MARAMEC RAILROAD SIGNAL PROJECT AT N3560 WITH BNSF RAILWAY | 3/13/2018 | | \$0 | \$0 | \$33,293 | \$299,637 | \$0 | 332,930 |
| PAWNEE | 59 | 8 | 3358711 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | NEAR HALLETT RAILROAD SIGNAL SURFACE PROJECT AT N3580 WITH BNSF RAILWAY | 3/13/2018 | | \$0 | \$0 | \$27,165 | \$244,477 | \$0 | 271,642 |
| PAWNEE | 59 | 8 | 3358710 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | NEAR HALLETT RAILROAD SIGNAL SURFACE PROJECT AT E0520 WITH BNSF RAILWAY | 3/13/2018 | | \$0 | \$0 | \$41,738 | \$375,639 | \$0 | 417,377 |
| NOBLE | 52 | 4 | 3358707 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | NEAR PERRY RAILROAD SIGNAL SURFACE PROJECT AT E0480 WITH BNSF RAILWAY | 3/13/2018 | | \$0 | \$0 | \$42,707 | \$384,363 | \$0 | 427,070 |
| NOBLE | 52 | 4 | 3358706 | | | RAILROAD SIGNALS | | NEAR PERRY RAILROAD SIGNAL PROJECT AT E0470 WITH BNSF RAILWAY | 3/13/2018 | | \$0 | \$0 | \$21,252 | \$191,262 | \$0 | 212,514 |
| GARFIELD | 24 | 4 | 3358705 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | NEAR ETNA RAILROAD SIGNAL SURFACE PROJECT AT N2950 W/BNSF RAILWAY | 3/13/2018 | | \$0 | \$0 | \$26,069 | \$234,621 | \$0 | 260,690 |
| PONTOTOC | 62 | 3 | 3358704 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | IN ROFF RAILROAD SIGNAL SURFACE PROJECT AT 6TH STREET W/BNSF RAILWAY | 3/13/2018 | | \$0 | \$0 | \$24,234 | \$218,098 | \$0 | 242,332 |
| MARSHALL | 48 | 2 | 3307576 | | | RAILROAD SIGNALS | | NEAR NEW WOODVILLE RAILROAD SIGNAL PROJECT AT SH70A WITH BNSF RAILWAY | 3/13/2018 | | \$0 | \$24,938 | \$0 | \$224,440 | \$0 | 249,378 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|--|---------|------|---------|-------|--------|-------------------------------------|------|--|---------------------------------|--------------------------|--------------|-----------|----------|----------------------------|------------|
| TULSA | 72 | 8 | 1147705 | | | RAILROAD PRELIMINARY ENGINEERING | | TULSA: BA EXPWY/SH 51 OVER 15TH STREET EAST AND WESTBOUND & SH-51 OVER UPRR | 3/13/2018 | | \$0 | \$0 | \$0 | \$10,000 | 10,000 |
| STATEWIDE | 99 | 9 | 3349404 | | | RAILROAD PRELIMINARY ENGINEERING | | STATEWIDE RAIL CROSSING INVENTORY | 3/5/2018 | | \$2,500,000 | \$0 | \$0 | \$0 | 2,500,000 |
| CHOCTAW | 12 | 2 | 3307554 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | IN HUGO RAILROAD SIGNAL SURFACE PROJECT AT US271/MAIN STREET WITH KIAMICHI RAILROAD MAINLINE | 10/30/17 | | \$19,886 | \$366,211 | \$11,605 | \$0 | 397,702 |
| CUSTER | 20 | 5 | 3307573 | | | CROSSING IMPROVEMENT AND RR SIGNALS | | IN CLINTON RAILROAD SIGNAL SURFACE PROJECT AT CUSTER AVE WITH FARMRAIL CORP | 10/17/17 | | \$24,589 | \$418,010 | \$49,178 | \$0 | 491,777 |
| STATEWIDE RAIL CROSSING PROJECTS | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$3,563,650 | | | | | |
| STATEWIDE RAIL CROSSING PROJECTS | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$4,436,350 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1705024 | | 0 | BRIDGE IMPR. | 2018 | FFY 2018 STIP: STATEWIDE-SMALL SCALE BRIDGE IMPROVEMENT-- PAINTING MINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TREATMENT, ETC | | STP | \$2,000,000 | \$0 | \$0 | \$0 | 2,000,000 |
| 0 | | | | | | | | | | | | | | | |
| 0 | | | | | | | | | | | | | | | |
| STATEWIDE SMALL SCALE BRIDGE IMPROVEMENT | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$0 | | | | | |
| STATEWIDE SMALL SCALE BRIDGE IMPROVEMENT | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$2,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1705124 | | 0 | SAFETY IMPROVEMENT | 2018 | FFY 2018 STIP: STATEWIDE SMALL SCALE TRAFFIC SAFETY: SIGNING, INT MOD, LIGHTING, INTERCONNECT SYSTEMS, GUARDRAIL, DELINEATION, ETC | | SPR | \$12,000,000 | \$0 | \$0 | \$0 | 12,000,000 |
| CUSTER | 20 | 5 | 3399604 | US183 | 2.9 | STRIPING & PAVEMENT MARKING | | DISTRICT 5 MULTIPLE LOCATIONS PAVEMENT MARKINGS | 9/19/2018 | | \$1,050,000 | \$0 | \$0 | \$0 | 1,050,000 |
| MAJOR | 47 | 6 | 3373204 | US281 | 6 | STRIPING & PAVEMENT MARKING | | DIVISION VI INSTALLATION OF PAVEMENT MARKINGS AT VARIOUS LOCATIONS | 9/18/2018 | | \$372,900 | \$0 | \$0 | \$0 | 372,900 |
| SEQUOYAH | 68 | 1 | 3370304 | SH141 | 0.5 | SCHOOL SIGNS | | SH-141 TOWN OF GANS INSTALLATION OF SCHOOL ZONE ADVANCE WARNING SIGNS WITH FLASHING BEACONS. | 9/7/2018 | | \$21,615 | \$0 | \$2,402 | \$0 | 24,016 |
| GRADY | 26 | 7 | 3360704 | US081 | 8 | CABLE BARRIER | | EW1470 EXTEN TO SH19 JCT | 9/6/2018 | | \$1,557,775 | \$0 | \$0 | \$0 | 1,557,775 |
| CADDO | 8 | 7 | 3385104 | US281 | 12.5 | STRIPING & PAVEMENT MARKING | | PAVEMENT MARKING & CENTERLINE RUMBLE STRIP, MULTIPLE LOC. IN DISTRICT 7 | 9/5/2018 | | \$1,104,500 | \$0 | \$0 | \$0 | 1,104,500 |
| POTTAWATOMIE | 63 | 3 | 3373104 | | | STRIPING & PAVEMENT MARKING | | DIVISION III INSTALLATION OF PAVEMENT MARKINGS AT VARIOUS LOCATIONS | 8/15/2018 | | \$114,200 | \$0 | \$0 | \$0 | 114,200 |
| STATEWIDE | 99 | 9 | 3348704 | | | SCHOOL SIGNS | | STATEWIDE FORCE ACCOUNT FOR SCHOOL ZONE PROJECTS | 8/2/2018 | | \$50,000 | \$0 | \$0 | \$0 | 50,000 |
| OKLAHOMA | 55 | 4 | 3079304 | | | SAFETY IMPROVEMENT | | SH-66 CITY OF WARR ACRES INSTALL SCHOOL ZONE FLASHERS & SCHOOL WARNING SIGNS W/ FLSHG BEACONS | 6/20/2018 | | \$64,134 | \$0 | \$16,034 | \$0 | 80,168 |
| KAY | 36 | 4 | 3370404 | ISO35 | 23.1 | STRIPING & PAVEMENT MARKING | | DIVISION IV INSTALLATION OF PAVEMENT MARKINGS AND CENTERLINE RUMBLE STRIPS IN VARIOUS COUNTIES. | 6/1/2018 | | \$942,400 | \$0 | \$0 | \$0 | 942,400 |
| POTTAWATOMIE | 63 | 3 | 3309504 | US270 | 5 | CABLE BARRIER | | CITY OF SHAWNEE INSTALL CABLE BARRIER ALONG US270 BEGIN 0.63 MILE NORTH OF 140/US270 JCT EXTEND SOUTH 5 MILES | 3/12/2018 | | \$1,222,373 | \$0 | \$0 | \$0 | 1,222,373 |
| MCCLAIN | 44 | 3 | 3360604 | US062 | 0.01 | INTERSECTION MOD & TRAFFIC SIGNALS | | IN NEWCASTLE US-62 & STAN PATTY BLVD INTERSECTION MODIFICATION AND TRAFFIC SIGNALS | 3/5/2018 | | \$153,872 | \$0 | \$17,097 | \$0 | 170,969 |
| CHOCTAW | 12 | 2 | 3324904 | SH093 | 2.86 | GUARDRAIL | 2018 | INSTALLATION OF GUARDRAIL IN VARIOUS LOCATIONS IN CHOCTAW & MCCURTIAN CO | 3/5/2018 | | \$2,336,402 | \$0 | \$0 | \$0 | 2,336,402 |
| MUSKOGEE | 51 | 1 | 3309404 | SH165 | 2.8 | CABLE BARRIER | 2018 | SH-165: MUSKOGEE: CABLE BARRIER BEG @ NORTH END OF EAST HANCOCK BR & EXT N 2.8 MI TO US-62 | 9/26/2017 | | \$933,233 | \$0 | \$0 | \$0 | 933,233 |
| BRYAN | 7 | 2 | 3325104 | US070 | 0.1 | TRAFFIC SIGNALS | 2018 | US-70 INSTALL TRAFFIC SIGNAL SYSTEM AT SILO RD | 9/26/2017 | | \$313,736 | \$0 | \$0 | \$0 | 313,736 |
| STATEWIDE SMALL SCALE TRAFFIC SAFETY | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$10,237,140 | | | | | |
| STATEWIDE SMALL SCALE TRAFFIC SAFETY | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$1,762,860 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1766324 | ENHAN | 0 | ENHANCEMENT | 2018 | FFY 2018 STIP: STATEWIDE ENHANCEMENT, BICYCLE & PEDESTRIAN PATHS, SCENIC OR HISTORIC HIGHWAY PROGRAMS, LANDSCAPING, HISTORIC PRESERVATION, ETC | | TAP | \$8,200,000 | \$0 | \$0 | \$0 | 8,200,000 |
| POTTAWATOMIE | 63 | 3 | 3299004 | | | PEDESTRIAN IMPROVEMENT | | MCCLOUD: SIDEWALKS | 9/18/2018 | | \$114,583 | \$0 | \$20,570 | \$0 | 135,153 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|-------------------------------|---------|---------|---------|-------|--------|------------------------------------|------|--|---------------------------------|--------------------------|--------------|-------------|-----------|----------------------------|------------|--|
| MURRAY | 50 | 7 | 3298104 | | | ENHANCEMENT PEDESTRIAN IMPROVEMENT | | DAVIS: STREETScape PROJECT | 9/18/2018 | | \$246,503 | \$0 | \$50,752 | \$0 | 297,255 | |
| KINGFISHER | 37 | 4 | 3301704 | | | PEDESTRIAN IMPROVEMENT | | OKARCHE: US 81/OKLAHOMA AVE SIDEWALK PROJECT | 9/18/2018 | | \$550,000 | \$0 | \$475,000 | \$0 | 1,025,000 | |
| CARTER | 10 | 7 | 3297704 | | | PEDESTRIAN IMPROVEMENT | | ARDMORE: EAST MAIN STREET FROM WEST RAILROAD RIGHT OF WAY TO JUST PAST D STREET INTERSECTION; DEPOT PARK NORTH END AND SOUTH END | 9/18/2018 | | \$693,605 | \$0 | \$173,401 | \$0 | 867,006 | |
| WASHITA | 75 | 5 | 3301404 | | | PEDESTRIAN IMPROVEMENT | | BESSIE: DOWNTOWN BIKE/PED FACILITY | 9/18/2018 | | \$231,448 | \$0 | \$57,862 | \$0 | 289,310 | |
| OKLAHOMA | 55 | 4 | 2882004 | | | ENHANCEMENT | | TOWN OF JONES STREETScape REVITALIZATION | 9/18/2018 | | \$192,000 | | \$48,000 | | 240,000 | |
| OKLAHOMA | 55 | 4 | 2881704 | | | ENHANCEMENT | | MIDWEST CITY MID-AMERICA TRAIL | 9/18/2018 | | \$600,000 | | \$78,000 | | 678,000 | |
| NOBLE | 52 | 4 | 3299204 | | | PEDESTRIAN IMPROVEMENT | | PERRY: SIDEWALK PROJECT PHASE 1 | 9/7/2018 | | \$500,642 | \$0 | \$125,160 | \$0 | 625,802 | |
| MCINTOSH | 46 | 1 | 3300808 | | | ENHANCEMENT | | OHS: HONEY SPRINGS BATTLEFIELD VISITOR CENTER EXHIBITS | 6/11/2018 | | \$230,000 | | \$57,500 | | 287,500 | |
| KIOWA | 38 | 5 | 2883205 | | | CONTRACT P.E. | | HOBART DOWNTOWN STREETScape PHASE 1B | 6/1/2018 | | \$37,456 | | \$9,364 | | 46,820 | |
| OKLAHOMA | 55 | 4 | 2881605 | | | CONTRACT P.E. | | OKLAHOMA CITY EXPANDING CONNECTIVITY DOWNTOWN | 5/30/2018 | | \$103,800 | \$0 | \$69,200 | | 173,000 | |
| OKLAHOMA | 55 | 4 | 2688705 | | | ENHANCEMENT | | OKLAHOMA CITY: CITY WIDE BIKE ROUTES & EDUCATIONAL PROGRAM | 4/25/2018 | STP | \$121,600 | | \$30,400 | | 152,000 | |
| WAGONER | 73 | 1 | 3300205 | | | CONTRACT P.E. | | WAGONER: DOWNTOWN STREETScape PHASE 1 | 4/13/2018 | | \$99,120 | | \$24,780 | | 123,900 | |
| TULSA | 72 | 8 | 3025704 | ENHAN | | PEDESTRIAN IMPROVEMENT | | CITY OF TULSA - PEDESTRIAN ACCESSIBILITY IMPROVEMENTS | 2/1/2018 | | \$525,000 | \$0 | \$131,250 | \$0 | 656,250 | |
| OKLAHOMA | 55 | 4 | 2688905 | | | IMPROVEMENT | | OKLAHOMA CITY: INNER CITY SCHOOLS SIDEWALKS | 1/31/2018 | | \$12,778 | | \$3,194 | \$0 | 15,972 | |
| STATEWIDE ENHANCEMENT | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$4,258,535 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$3,941,465 | | | | | |
| 99 | 9 | 1826221 | IN RD | | 0 | MONEY ONLY | 2018 | FFY 2018 STIP: STATEWIDE LINE ITEM: RECREATIONAL TRAILS | | TAP | \$1,800,000 | \$0 | \$0 | \$0 | 1,800,000 | |
| STATEWIDE RECREATIONAL TRAILS | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$0 | | | | 0 | |
| STATEWIDE LINE ITEM PROJECTS | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$1,800,000 | | | | | |
| 99 | 9 | 1972019 | | | 0 | RIGHT OF WAY CLEARANCE | 2018 | FFY 2018 STIP: R/W CLEARANCE: REMOVAL & DISPOSAL OF OBSTRUCTIONS ON PUBLIC R/W PRIOR TO UTILITY RELOCATION OR PROJECT STARTUP 7/16/18 Amendment Total Increase = \$1,500,000 | | STP | \$2,500,000 | \$0 | \$0 | \$0 | 2,500,000 | |
| BRYAN | 7 | 2 | 3185510 | US069 | 2.54 | RIGHT OF WAY CLEARANCE | | US-69 BEGIN AT SOUTH END OF CALERA AND EXTEND NORTH TO US-70 INTERCHANGE (FAST LANE) | 9/6/2018 | | \$464,689 | \$0 | \$0 | \$0 | 464,689 | |
| SEMINOLE | 67 | 3 | 2100616 | US270 | 8.04 | RIGHT OF WAY CLEARANCE | | US-270 BEG @ SH-270A IN SEMINOLE & EXT SOUTHEAST TO Y AT US-270B WEST OF WEWOKA | 7/16/2018 | STP | \$916,783 | \$0 | \$0 | \$0 | 916,783 | |
| MCCURTAIN | 45 | 2 | 2421910 | SH003 | 5.09 | RIGHT OF WAY CLEARANCE | | SH-3 FROM JCT US-259 EXTEND WEST 5.09 MILES | 7/16/2018 | STP | \$336,234 | \$0 | \$0 | \$0 | 336,234 | |
| TULSA | 72 | 8 | 2434610 | | | RIGHT OF WAY CLEARANCE | | SH-20: FROM 0.09 MI. EAST OF US-75, EAST 3.83 MILES | 5/8/2018 | | \$676,747 | \$0 | \$0 | \$0 | 676,747 | |
| STATEWIDE R/W CLEARANCE | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$2,394,453 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$105,547 | | | | | |
| 99 | 9 | 2078018 | | | 0 | RESURFACE | 2018 | FFY 2018 STIP:3R/3P (RDY, IN CONJUNCTION WITH FHWA, SIMPLE PAVEMENT PRESERVE & RESTORE (ASPHALT OVERLAY, STRIPE, SIGNING & GUARDRAIL | | STP | \$31,502,065 | \$3,497,935 | \$0 | \$0 | 35,000,000 | |
| TILLMAN | 71 | 5 | 3171004 | US070 | 3 | RESURFACE | | US-70: BEGIN AT THE US-183 JCT & EXT EAST 2.10 MILES | 9/7/2018 | | \$602,736 | \$0 | \$0 | \$0 | 602,736 | |
| CADDO | 8 | 7 | 3345304 | US281 | 2.4 | RESURFACE | | US-281 BEG. APPROX. 3620 N. OF CR-1260, EXT. N. 2.35 MI. | 9/6/2018 | | \$775,491 | \$0 | \$0 | \$0 | 775,491 | |
| SEMINOLE | 67 | 3 | 3332904 | US270 | 2.43 | RESURFACE | | US-270: BEGIN AT JCT SH-9, EXTEND EAST TO SH-270A | 7/18/2018 | | \$949,748 | \$0 | \$0 | \$0 | 949,748 | |
| TULSA | 72 | 8 | 3370604 | US169 | 1.13 | RESURFACE | | US-169: FROM 1.54 SOUTH OF SH-20 EAST, EXTEND NORTH 1.13 MI | 6/20/2018 | | \$944,939 | \$0 | \$0 | \$0 | 944,939 | |
| MCCLAIN | 44 | 9 | 3363204 | SH074 | 5 | RESURFACE | | SH-74: BEGIN AT THE JCT OF SH-24, EXTEND NORTH 5.0 MI | 3/29/2018 | | \$803,488 | \$0 | \$0 | \$0 | 803,488 | |
| SEMINOLE | 67 | 3 | 3192904 | SH099 | 1.52 | RESURFACE | | SH-99: BEGIN AT JCT. US-270, EXTEND NORTH 1.54 MI | 3/5/2018 | | \$168,219 | \$0 | \$0 | \$0 | 168,219 | |
| PITTSBURG | 61 | 2 | 3278104 | US069 | | RESURFACE | | US-69SB: BEGIN .98 MI NORTH OF US-69/270 JCT, EXTEND NORTH 4.0 MI | 3/5/2018 | | \$1,427,337 | \$0 | \$0 | \$0 | 1,427,337 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|------------------------------|---------|------|---------|--------|--------|-------------------|------|--|---------------------------------|--------------------------|--------------|-------------|-------|----------------------------|-----------|
| LEFLORE | 40 | 2 | 3278204 | US271 | 6 | RESURFACE | | US-271: BEGIN 8.0 MI WEST OF US-271/SH-112 JCT, EXTEND EAST 8.0 MI | 3/5/2018 | | \$1,745,970 | \$0 | \$0 | \$0 | 1,745,970 |
| LEFLORE | 40 | 2 | 3195704 | US271 | 4.2 | RESURFACE | | US-271: BEGIN 4.20 MI SOUTH OF SH-63 JCT, EXTEND 4.20 MI NORTH | 3/5/2018 | | \$1,095,460 | \$0 | \$0 | \$0 | 1,095,460 |
| LEFLORE | 40 | 2 | 3133604 | US059 | 1.69 | RESURFACE | | US-59 BEGIN AT US-59/SH-128 JCT. EXTEND NORTH 1.5 MILES | 3/5/2018 | | \$358,620 | \$0 | \$0 | \$0 | 358,620 |
| GARVIN | 25 | 3 | 3182904 | SH076 | 2.32 | RESURFACE | | SH-76: BEGIN AT 2.32 MILES SOUTH OF JCT. SH-19, EXTEND NORTH 2.32 MILES | 3/5/2018 | | \$540,421 | \$0 | \$0 | \$0 | 540,421 |
| CLEVELAND | 14 | 3 | 3336704 | SH077H | 8 | RESURFACE | | SH-77H: BEGIN AT JCT SH-77, EXTEND NORTH 8.00 MI | 3/5/2018 | | \$1,870,064 | \$0 | \$0 | \$0 | 1,870,064 |
| MCCLAIN | 44 | 3 | 3331304 | IS035 | 4.85 | RESURFACE | | I-35 RESURFACE BEGIN MM 98, EXTEND 4.85 MI TO MM 103 <i>2/23/18 Mod - Funding Category Change. Fed decrease = \$1,798,178 State increase = \$1,798,178</i> | 2/23/2018 | | \$0 | \$1,798,178 | \$0 | \$0 | 1,798,178 |
| WASHITA | 75 | 5 | 3040604 | SH152 | 5.12 | RESURFACE | | SH-152 RESURFACE BEGIN 5.23 MILES EAST OF THE SH-44 JCT AND EXT EAST 5.12 MILES TO THE US-183 JCT. | 12/15/2017 | | \$1,797,413 | \$0 | \$0 | \$0 | 1,797,413 |
| TULSA | 72 | 8 | 3135704 | US169 | 3.42 | RESURFACE | | US-169, BEGIN 0.44 MI SOUTH OF SH-20 EAST, EXT NORTH 3.42 MI | 12/15/2017 | | \$1,854,885 | \$0 | \$0 | \$0 | 1,854,885 |
| TEXAS | 70 | 6 | 3176504 | US054 | 4 | RESURFACE | | US-54; BEGIN 8.57 MILES EAST OF US-64W JCT, EXTEND EAST 4.00 MILES | 12/15/2017 | | \$1,211,732 | \$0 | \$0 | \$0 | 1,211,732 |
| MUSKOGEE | 51 | 1 | 3138304 | SH002 | 1.434 | RESURFACE | | SH-2: BEGIN AT CONCRETE PAVEMENT NORTH OF I-40. EXTEND NORTH 1.434 MI TO US-64 IN WARNER | 12/15/2017 | | \$780,540 | \$0 | \$0 | \$0 | 780,540 |
| MAYES | 49 | 8 | 3135404 | US069 | 4.95 | RESURFACE | | US-69: FROM 0.58 MILES NORTH OF SH-28/US-69 JCT, EXT NORTH 4.95 MILES TO CRAIG C/L | 12/15/2017 | | \$988,919 | \$0 | \$0 | \$0 | 988,919 |
| MAJOR | 47 | 6 | 3129404 | SH058 | 7.62 | RESURFACE | | SH-8; BEGIN AT THE BLAINE C/L AND EXTEND NORTH 7.62 MILES | 12/15/2017 | | \$1,607,211 | \$0 | \$0 | \$0 | 1,607,211 |
| CREEK | 19 | 8 | 3135604 | SH099 | 3.05 | RESURFACE | | SH-99: FROM SH-51/SH-99 JCT, EXT NORTH 3.05 MILES TO PAWNEE C/L | 12/15/2017 | | \$659,254 | \$0 | \$0 | \$0 | 659,254 |
| COMMANCHE | 16 | 7 | 3195104 | IS044 | 3.45 | RESURFACE | | I-44; FROM MM 42.7 EAST APPROX. 3.45 MIS TO MM 46.15, S.B. (W.B) LANES ONLY | 12/15/2017 | | \$1,331,881 | \$0 | \$0 | \$0 | 1,331,881 |
| COMMANCHE | 16 | 7 | 3134304 | IS044 | 3.29 | RESURFACE | | I-44 FROM MM 42.7 E. APPROX 3.45 MI TO MM 46.15, N.B. (E.B.) LANES ONLY | 12/15/2017 | | \$2,770,129 | \$0 | \$0 | \$0 | 2,770,129 |
| CHEROKEE | 11 | 1 | 3137705 | US062 | 1.4 | RESURFACE | | US-62: FROM 0.3 MI. EAST OF SH82/US62 JCT., EXTEND EAST 1.4 MILES | 12/15/2017 | | \$689,016 | \$0 | \$0 | \$0 | 689,016 |
| CHEROKEE | 11 | 1 | 3137704 | US062 | 2.25 | RESURFACE | | US-62: FROM US-62/SH-51 IN TAHLEQUAH, EXT EAST 2.25 MI TO JCT US-62/SH-51 | 12/15/2017 | | \$1,454,151 | \$0 | \$0 | \$0 | 1,454,151 |
| ADAIR | 1 | 1 | 3138204 | US062 | 2.77 | RESURFACE | | US-62: FROM 11.2 MILES EAST OF CHEROKEE C/L EAST 2.77 MILES TO US-59 JCT | 12/15/2017 | | \$651,389 | \$0 | \$0 | \$0 | 651,389 |
| JACKSON | 33 | 5 | 3111404 | SH006 | 6.06 | RESURFACE | | SH-6; BEGIN 8.77 MI NE OF SH-34 & EXT. NORTH 6.06 MILES | 12/4/2017 | | \$1,162,429 | \$0 | \$0 | \$0 | 1,162,429 |
| JACKSON | 33 | 5 | 3040704 | US062 | 7.56 | RESURFACE | | US-62 BEGIN 365 FEET WEST OF THE SH-34 JCT AND EXTEND EAST 7.56 MI TO THE DIVIDED 4 LANE SECTION. (80/20 SMC) | 12/4/2017 | | \$1,967,993 | \$0 | \$0 | \$0 | 1,967,993 |
| HARPER | 30 | 6 | 3129504 | SH034 | 6.9 | RESURFACE | | SH-34; BEGIN 6.9 MILES SOUTH OF JCT US-64 AND EXTEND NORTH 6.9 MILES | 12/4/2017 | | \$1,109,818 | \$0 | \$0 | \$0 | 1,109,818 |
| GRADY | 26 | 7 | 3134405 | US062 | 3 | RESURFACE | | US-62 BEG APPROX 3.0 MILE WEST OF CADDO C/L & EXTEND EAST APPROX 4.49 MI | 12/4/2017 | | \$1,276,750 | \$0 | \$0 | \$0 | 1,276,750 |
| Craig | 18 | 8 | 3135504 | US069 | 1.14 | RESURFACE | | US-69: FROM 1.60 MILES NORTH OF THE MAYES C/L, EXT NORTH 1.14 MILES | 11/30/2017 | | \$497,160 | \$0 | \$0 | \$0 | 497,160 |
| STATEWIDE 3R/3P | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$33,093,163 | | | | |
| STATEWIDE 3R/3P | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$1,906,837 | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2078118 | | 0 | JOINT SEAL/REPAIR | 2018 | FY 2018 STIP: 3B(BRIDGE) IN CONJUNCTION WITH FHWA- PREVENTIVE MAINTENANCE INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR 9/13/18 Amendment Total Increase = \$710,000 | | NHPP | \$5,710,000 | \$0 | \$0 | \$0 | 5,710,000 |
| MUSKOGEE | 51 | 1 | 3371604 | | | BRIDGE PAINTING | | DIVISION 1 PREVENTATIVE BRIDGE MAINT. (BRIDGE PAINTING) US-69 | 9/13/2018 | | \$581,921 | \$145,480 | \$0 | \$0 | 727,401 |
| CLEVELAND | 14 | 3 | 3370105 | | | JOINT SEAL/REPAIR | | DIV 3 BRIDGE PREVENTIVE MAINTENANCE PROJECT (JOINT SEAL/REPAIR) | 9/13/2018 | | \$340,045 | \$85,011 | \$0 | \$0 | 425,056 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-------------------------------------|-----------|----------|----------------|--------|----------|--|-------------|--|---------------------------------|--------------------------|--------------|-----------|----------|----------------------------|------------|
| CLEVELAND | 14 | 3 | 3370104 | | | BRIDGE PAINTING | | DIV 3 BRIDGE PREVENTIVE MAINTENANCE PROJECT (BRIDGE PAINTING) | 9/13/2018 | | \$755,895 | \$188,974 | \$0 | \$0 | 944,869 |
| BRYAN | 7 | 2 | 3371704 | | | JOINT SEAL/REPAIR | | DIVISION 2 PREVENTATIVE BRIDGE MAINT. (JOINT SEAL/REPAIR) | 9/13/2018 | | \$608,957 | \$152,239 | \$0 | \$0 | 761,196 |
| TULSA | 72 | 8 | 3357704 | | | JOINT SEAL/REPAIR | | BRIDGE PREVENTIVE MAINTENANCE PROJECTS FOR DIV 8 | 7/18/2018 | | \$887,319 | \$221,830 | \$0 | \$0 | 1,109,149 |
| TEXAS | 70 | 6 | 3365704 | | | JOINT SEAL/REPAIR | | DIVISION 6 BRIDGE PREVENTIVE MAINTENANCE PROJECTS | 7/18/2018 | | \$201,632 | \$50,408 | \$0 | \$0 | 252,040 |
| OKLAHOMA | 55 | 4 | 3361605 | | | BRIDGE PAINTING | | DIVISION 4 BRIDGE PREVENTIVE MAINTENANCE PROJECTS | 7/18/2018 | | \$576,320 | \$144,080 | \$0 | \$0 | 720,400 |
| OKLAHOMA | 55 | 4 | 3361604 | | | JOINT SEAL/REPAIR | | DIVISION 4 BRIDGE PREVENTIVE MAINTENANCE PROJECTS | 7/18/2018 | | \$370,294 | \$92,575 | \$0 | \$0 | 462,869 |
| MURRAY | 50 | 7 | 3361404 | | | JOINT SEAL/REPAIR | | BR PREVENTIVE MAINT FOR DIV 7; ON SH-7 OVER WASHITA RIVER APPROX 0.8 MILE WEST OF US-77 | 7/18/2018 | NHPP | \$691,080 | \$172,770 | \$0 | \$0 | 863,850 |
| CUSTER | 20 | 5 | 3349304 | | | JOINT SEAL/REPAIR | | DIVISION 5 BRIDGE PREVENTIVE MAINTENANCE PROJECTS | 7/18/2018 | | \$695,054 | \$0 | \$0 | \$0 | 695,054 |
| | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$4,786,551 | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$923,449 | | | | |
| STATEWIDE 3B | | | | | | | | | | | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2101618 | | 0 | CONTRACT P.E. (AS OF 10/1/2013) | 2018 | FFY 2018 STIP: STATEWIDE PRELIMINARY ENGINEERING | | STP | \$25,000,000 | \$0 | \$0 | \$0 | 25,000,000 |
| TULSA | 72 | 8 | 3331505 | CT ST | | CONTRACT P.E. | | BIXBY: TRAFFIC SIGNAL SYNCHRONIZATION FROM CREEK TURNPIKE TO 171ST STREET | \$43,361 | | \$200,000 | | \$50,000 | | 250,000 |
| CLEVELAND | 14 | 3 | 2328811 | SH009 | 0.25 | CONTRACT P.E. | | SH-9: FROM EAST END OF PECAN CREEK BRIDGE, EAST 5.55 MI TO SH-102 | 8/14/2018 | | \$555,699 | \$138,925 | \$0 | \$0 | 694,624 |
| CUSTER | 20 | 5 | 3099910 | IS040 | 0.2 | CONTRACT P.E. | | I-40 SOUTH FRONTAGE ROAD, OVER DRY CREEK 5.8 MI NE OF THE WASHITA C/L | 8/2/2018 | | \$109,600 | \$27,400 | \$0 | \$0 | 137,000 |
| OKLAHOMA | 55 | 4 | 3352604 | | | CONTRACT P.E. | | DESIGN PROJECT - ASSIST IN DEVELOPMENT OF INSPECTION & TESTING PROCEDURES | 8/1/2018 | | \$22,000 | \$0 | \$0 | \$0 | 22,000 |
| CUSTER | 20 | 5 | 3099901 | IS040 | 0.2 | CONTRACT P.E. | | I-40 SOUTH FRONTAGE ROAD, OVER DRY CREEK 5.8 MI NE OF THE WASHITA C/L | 7/25/2018 | | \$109,600 | \$27,400 | \$0 | \$0 | 137,000 |
| CLEVELAND | 14 | 3 | 2026621 | SH009 | 4.6 | CONTRACT P.E. | | SH-9: FROM 108TH AVE EAST, EAST TO 156TH AVE EAST (SOUTH) IN NORMAN | 7/25/2018 | | \$910,240 | \$227,560 | \$0 | \$0 | 1,137,800 |
| ROGERS | 66 | 4 | 3331405 | | | CONTRACT P.E. | | CATOOSA: PINE STREET FROM SH 167 TO 145TH | 5/23/2018 | | \$23,648 | \$0 | \$5,912 | \$0 | 29,560 |
| DELAWARE | 21 | 8 | 3037308 | US412A | 7.35 | CONTRACT P.E. | | US-412A FR: JCT. US-412A/US-412 EXTEND EAST 7.35 MI TO SH 412 JCT | 4/13/2018 | | \$1,634,040 | \$0 | \$0 | \$0 | 1,634,040 |
| STATEWIDE | 99 | | 3355904 | | | CONTRACT P.E. | | STATEWIDE - OFF-SYSTEM BRIDGE INSPECTIONS EC-1925 A-J & EC 2002 A-E VARIOUS VENDORS & CEDS 2,3,4,7 & 8 | 4/9/2018 | | \$0 | \$0 | \$0 | \$7,046,000 | 7,046,000 |
| ADAIR | 1 | 1 | 3209807 | SH100 | 5 | CONTRACT P.E. | | SH-100: FROM 3 MILES NORTH OF CHEROKEE C/L EAST 5 MILES | 3/12/2018 | | \$1,080,115 | \$0 | \$0 | \$0 | 1,080,115 |
| CHEROKEE | 11 | 1 | 3209707 | SH082 | 4 | CONTRACT P.E. | | SH-82: FROM 4 MILES SOUTH OF SH-100/SH-82 JCT. NORTH 4 MILES. | 3/12/2018 | | \$980,250 | \$0 | \$0 | \$0 | 980,250 |
| CUSTER | 20 | 5 | 3184207 | IS040 | 0.5 | CONTRACT P.E. | | I-40: INTERCHANGE AND INTERSECTION MODIFICATION AT EXIT 65, I-40B WEST JCT IN CLINTON. | 3/12/2018 | | \$528,900 | \$0 | \$0 | \$0 | 528,900 |
| MCINTOSH | 6 | 1 | 3057205 | US069 | | CONTRACT P.E. | | US-69: FROM SH-9 JCT, NORTH 4.5 MILES | 3/12/2018 | | \$582,700 | \$0 | \$0 | \$0 | 582,700 |
| LOGAN | 42 | 4 | 3100207 | SH105 | 6.5 | CONTRACT P.E. | | SH-105: FROM JCT OF SH-33, EAST 6.5 MILES TO 1,000 FT EAST OF HENNEY RD | 1/19/2018 | | \$967,496 | \$241,874 | \$0 | \$0 | 1,209,370 |
| CUSTER | 20 | 5 | 3106008 | IS040 | 0.2 | CONTRACT P.E. | | AIRPORT ROAD OVER I-40 LOCATED 4.3 MILES EAST OF SH-54 IN WEATHERFORD. | 1/19/2018 | | \$673,220 | \$168,306 | \$0 | \$0 | 841,526 |
| MAYES | 49 | 8 | 2327007 | SH028 | 4.75 | CONTRACT P.E. | | SH-28: FROM APPROX. 8.1 MILES EAST OF US-69 EAST 4.75 MI | 1/19/2018 | | \$1,249,518 | \$138,836 | \$0 | \$0 | 1,388,354 |
| ADAIR | 1 | 1 | 3057007 | US059 | 5 | CONTRACT P.E. | | US-59: FROM .25 MILES SOUTH OF SH-51 JCT., EXTEND NORTH 5.25 MILES | 10/17/2017 | | \$934,795 | \$233,700 | \$0 | \$0 | 1,168,495 |
| CHEROKEE | 11 | 1 | 3055307 | SH051 | 8 | CONTRACT P.E. | | SH-51: FROM HULBERT, EAST APPROX. 8 MILES TO TAHLEQUAH | 10/17/2017 | | \$608,240 | \$152,060 | \$0 | \$0 | 760,300 |
| DELAWARE | 21 | 8 | 2889407 | US059 | 2.06 | CONTRACT P.E. | | US 59 FROM SAILBOAT BRIDGE TO JCT OF SH 125, (1.02 MI IN OTTAWA CO.) | 10/17/2017 | | \$470,944 | \$117,736 | \$0 | \$0 | 588,680 |
| TULSA | 72 | 8 | 3107907 | SH011 | 0.2 | CONTRACT P.E. | | SH-11 OVER BIRD CREEK, LOCATED 2 MI S WASHINGTON CO | 10/17/2017 | | \$275,814 | \$68,954 | \$0 | \$0 | 344,768 |
| CREEK | 19 | 8 | 2982907 | SH099 | 0.1 | CONTRACT P.E. | | SH-99 OVER THE CIMARRON RIVER, 4.4 MILES E S PAYNE C/L | 10/17/2017 | | \$414,640 | \$103,660 | \$0 | \$0 | 518,300 |
| MAYES | 49 | 8 | 2889107 | SH028 | 5.85 | CONTRACT P.E. | | SH-28 FROM EAST END OF THE I-44 INTERCHANGE, EXTEND EAST APPROX. 5.85 MILES | 10/17/2017 | | \$676,935 | \$169,234 | \$0 | \$0 | 846,169 |
| SEQUOYAH | 68 | 1 | 3056208 | SH10A | 3.3 | CONTRACT P.E. | | SH-10A: FROM 2 MI. E. OF SH-10 JCT. EAST TO SH-100 JCT. | 10/17/2017 | | \$544,320 | \$136,080 | \$0 | \$0 | 680,400 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------------------|---------|------|---------|--------|--------|---------------------|------|---|---------------------------------|--------------------------|--------------|-----------|-------------|----------------------------|------------|
| WAGONER | 73 | 1 | 3120908 | US069 | 0.81 | CONTRACT P.E. | | US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT. | 10/17/17 | | \$468,520 | \$117,130 | \$0 | \$0 | 585,650 |
| STATEWIDE PRELIMINARY ENGINEERING | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$14,021,234 | | | | | |
| STATEWIDE PRELIMINARY ENGINEERING | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$10,978,766 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2361218 | COBRGE | 0 | BRIDGE & APPROACHES | 2018 | FFY 2018 STIP: STATEWIDE COUNTY BRIDGE PROGRAM | | STP | \$20,000,000 | \$0 | \$0 | \$0 | 20,000,000 |
| WASHITA | 75 | 5 | 3070104 | | | BRIDGE & APPROACHES | | BRIDGE AND APPROACHES ON NS-230 OVER OAK CREEK, LOCATED 10.0 MI EAST AND 0.2 MI SOUTH OF ROCKY. | 9/18/2018 | | \$221,098 | \$0 | \$464,343 | \$0 | 685,441 |
| JACKSON | 33 | 5 | 3069804 | | | BRIDGE & APPROACHES | | BRIDGE AND APPROACHES ON NS-198 OVER TURKEY CREEK, LOCATED 1.0 MI. W. & 1.8 MI S. OF JCT. SH-6/US-62 | 9/18/2018 | | \$221,098 | \$0 | \$675,453 | \$0 | 896,551 |
| GARVIN | 25 | 3 | 2471804 | | | BRIDGE & APPROACHES | | CO. BR. OVER LITTLE CANADIAN SANDY CR., ON EW-1610, 8.0 MI. S. AND 0.9 MI. E. OF STRATFORD LOCAL NO. 116 | 9/18/2018 | | \$417,928 | \$0 | \$104,482 | \$0 | 522,410 |
| CLEVELAND | 14 | 3 | 3125404 | | | BRIDGE & APPROACHES | | CO RD(EW-133)(SLAUGHTERVILLE RD) OVER UNNAMED CREEK APPROX 0.3 MILE WEST OF US-77 | 9/18/2018 | | \$280,800 | \$0 | \$117,396 | \$0 | 398,196 |
| GREER | 28 | 5 | 3069704 | | | BRIDGE & APPROACHES | | BRIDGE AND APPROACHES (NS-196) OVER TRIBUTARY OF SALT FORK OF RED RIVER, LOCATED 3.8 MI SOUTH AND 2.0 MI EAST OF MANGUM | 7/18/2018 | | \$224,406 | \$0 | \$56,101 | \$0 | 280,507 |
| BLAINE | 6 | 5 | 3290204 | | | BRIDGE & APPROACHES | | CO BR ON EW-065 OVER SPRING CREEK APPROX. 3.0 MI SOUTH AND 3.5 MI WEST OF SH-51/SH-8 JCT. IN OKEENE | 7/18/2018 | | \$496,270 | \$0 | \$124,068 | \$0 | 620,338 |
| WAGONER | 73 | 1 | 2850404 | | | BRIDGE & APPROACHES | | CO RD NS-417 (LONE STAR RD), OVER FIFE CR, 1.65 MI NORTH OF SH-51 AT EW-0718 (S 353RD E. AVE) (7336C) 7/9/18 Modification Total Increase = \$375,107 Fed decrease = \$153,902 Other increase = \$150,000 Adv Construction increase = \$379,009 | 7/9/2018 | | \$221,098 | \$0 | \$1,000,000 | \$379,009 | 1,600,107 |
| OKLAHOMA | 55 | 4 | 3259204 | | | BRIDGE & APPROACHES | | BR & APPR ON NS-328(HARRAH RD)(5588C) APPROX 0.9 MILE NORTH OF EW-096 (150TH) LOCAL 186 | 6/20/2018 | | \$470,156 | \$0 | \$117,540 | \$0 | 587,696 |
| HASKELL | 31 | 1 | 3128404 | | | BRIDGE & APPROACHES | | CO. BR. ON NS-450 OVER UNNAMED CREEK 3.0 MI. WEST AND 0.7 MI. SOUTH OF SH-9/SH-26 JCT. CN 45 | 6/20/2018 | | \$150,000 | \$0 | \$483,057 | \$0 | 633,057 |
| CHOCTAW | 12 | 2 | 2482104 | | | BRIDGE & APPROACHES | | CO BR OVER MUDDY BOGGY CR ON NS 405, 5.0 MI NORTH OF US-70 | 6/20/2018 | | \$1,338,554 | \$0 | \$4,310,234 | \$0 | 5,648,788 |
| BECKHAM | 5 | 5 | 3069404 | | | BRIDGE & APPROACHES | | BRIDGE AND APPROACHES ON EW-123 OVER SAND CREEK, LOCATED 4.0 MILES SOUTH AND 1.4 MILES WEST OF SAYRE. | 6/20/2018 | | \$429,404 | \$0 | \$107,351 | \$0 | 536,755 |
| MUSKOGEE | 51 | 1 | 3128604 | | | BRIDGE & APPROACHES | | CO. BR. ON EW-114 (5164C) OVER UNNAMED CREEK APPROX 0.5 MI. EAST OF MCINTOSH C/L CN-208 | 5/25/2018 | | \$0 | \$0 | \$650,000 | \$100,000 | 750,000 |
| MURRAY | 50 | 7 | 2844004 | | | BRIDGE & APPROACHES | | BR & APPR ON (EW178) OVER BRANCH CREEK, 2.5 MILE NORTH & 0.6 MILE WEST OF DRAKE LOCAL NO. 33 | 5/25/2018 | | \$720,000 | \$0 | \$180,000 | \$0 | 900,000 |
| KINGFISHER | 37 | 4 | 2843704 | | | BRIDGE & APPROACHES | | CO BR ON EW-60 OVER TURKEY CREEK, 2.2 MILE WEST & 2.0 MILE NORTH OF US-81/SH-51 JCT. | 5/25/2018 | | \$0 | \$0 | \$160,000 | \$640,000 | 800,000 |
| GRADY | 26 | 7 | 2847104 | | | BRIDGE & APPROACHES | | BR & APPR ON (EW-132) OVER WEST BITTER CREEK, 1.9 MILE EAST & 4.0 MILE NORTH OF JCT US-62/SH-92 | 5/25/2018 | | \$652,800 | \$163,200 | \$0 | \$0 | 816,000 |
| WOODS | 76 | 6 | 2558004 | | | BRIDGE & APPROACHES | | CO. BR. OVER LAKE CR., 0.3 MI. E. & 1.0 MI. S. OF DACOMA, OK. | 4/25/2018 | | \$499,423 | \$0 | \$124,856 | \$0 | 624,279 |
| TILLMAN | 71 | 5 | 3113704 | | | BRIDGE & APPROACHES | | BR & APPR ON (NS-236) OVER OTTER CR, 0.5 MI. W. & 3.5 MI. N. OF SH-5/SH-5C JCT. @ TIPTON(LOW WATER XING | 3/29/2018 | | \$828,981 | \$0 | \$207,245 | \$0 | 1,036,226 |
| MCINTOSH | 46 | 4 | 2937804 | | | BRIDGE & APPROACHES | | CO. BR. ON EW109 (4614C) OVER SNAKE CREEK,1.2 MI. WEST OF PIERCE. | 3/29/2018 | | \$100,000 | \$0 | \$320,955 | \$0 | 420,955 |
| CUSTER | 20 | 5 | 3005504 | | | BRIDGE & APPROACHES | | CO BR ON (EW-088) OVER LITTLE DEER CREEK, 1.7 MILES WEST OF JCT SH-33/SH-47 | 3/29/2018 | | \$530,206 | \$0 | \$132,551 | \$0 | 662,757 |
| CIMARRON | 13 | 6 | 2934104 | | | BRIDGE & APPROACHES | | CO BR ON NS-40 OVER DRY LAKE CREEK, 0.5 MILES SOUTH OF US-56 | 3/29/2018 | | \$554,110 | \$0 | \$138,527 | \$0 | 692,637 |
| GRADY | 26 | 7 | 3187608 | | | BRIDGE & APPROACHES | | CO RD(2618C) LAFIN CREEK ROAD, 0.36 MILES EAST OF NS-297 | 3/5/2018 | | \$634,218 | \$0 | \$158,555 | \$0 | 792,773 |
| LATIMER | 39 | 2 | 2997604 | | | BRIDGE & APPROACHES | 2018 | BR. & APPRO. OVER AN UNNAMED CREEK ON EW-149, 0.7 MI W. & 1.8 MIS. S. OF GOWEN, OK 2/23/18 Mod - Funding Category Change & Change in Estimate. Total increase = \$8.00 Fed decrease= \$200,000 State increase = \$200,008 | 2/23/2018 | | \$0 | \$200,008 | \$435,475 | \$0 | 635,483 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|---------------------------------|---------|------|---------|-------|--------|------------------------|------|---|---------------------------------|--------------------------|--------------|-----------|-------------|----------------------------|-----------|-----------|
| MCINTOSH | 46 | 1 | 2938704 | | | BRIDGE & APPROACHES | 2018 | CO. BR. ON EW-112 OVER MUD CREEK 3.0 MI. NORTH AND 1.8 MI. EAST OF TEXANNA | 12/15/2017 | | \$133,773 | | \$0 | \$290,938 | \$0 | 424,711 |
| SEQUOYAH | 68 | 1 | 2938604 | | | BRIDGE & APPROACHES | 2018 | CO BR. ON EW104 (TOWER ROAD) OVER LITTLE VIAN CREEK & TRIB., 0.7 MI. NORTH AND 1.5 MI. EAST OF VIAN | 11/1/2017 | | \$285,000 | | \$0 | \$1,202,592 | \$0 | 1,487,592 |
| MCCLAIN | 44 | 3 | 3011004 | | | BRIDGE & APPROACHES | 2018 | BR & APPR ON EW-136 OVER DIBBLE & TRIB OF DIBBLE CR APPROX 0.25 MI N., 0.8 MI EAST & 0.95 MI EAST OF THE SH-76/SH-39 JCT. <i>2/23/18 Mod - Funding Category Change & Change in Estimate.Total increase = \$53,639 Fed decrease = \$679,833 State increase = \$733,472</i> | 2/23/2018 | | \$0 | \$733,472 | \$169,958 | \$0 | 903,430 | |
| CHEROKEE | 11 | 1 | 2343004 | | | BRIDGE & APPROACHES | 2018 | CO. BR. OVER BARREN FORK CREEK, 0.8 MI SOUTH OF WELLING | 11/1/2017 | | \$360,000 | | \$0 | \$3,358,889 | \$0 | 3,718,889 |
| TULSA | 72 | 8 | 2782204 | | | BRIDGE & APPROACHES | 2018 | CO BR ON BRADY STREET OVER BIGHEART CREEK APPX 1 BLK EAST OF 72ND | 9/26/2017 | | \$390,000 | | \$0 | \$97,816 | \$0 | 487,816 |
| TEXAS | 70 | 6 | 3049004 | | | BRIDGE & APPROACHES | 2018 | CO BR: (NS-63)(7054C) OVER SAND CREEK APPROX 1.0 MI EAST & 9.8 MI SOUTH OF US-412/SH-95 NORTH JCT. | 9/26/2017 | | \$800,000 | | \$0 | \$477,485 | \$0 | 1,277,485 |
| PAWNEE | 59 | 8 | 2993004 | | | BRIDGE & APPROACHES | 2018 | CO BR OVER UNNAMED CR ON EW-510 RD APPROX 2.5MI S & .5MI E OF SH-18/US-64 | 9/26/2017 | | \$572,000 | | \$0 | \$143,809 | \$0 | 715,809 |
| MAJOR | 47 | 6 | 2834804 | | | BRIDGE & APPROACHES | 2018 | CO BR: ON EW-52 OVER SAND CREEK, 0.5 MI SOUTH & 0.9 MI EAST OF FAIRVIEW | 9/26/2017 | | \$720,000 | | \$0 | \$246,354 | \$0 | 966,354 |
| MCINTOSH | 46 | 1 | 2937404 | | | BRIDGE & APPROACHES | 2018 | CO. BR. ON EW115 (4622C) OVER TEXANNA CREEK, 0.1 MI. SOUTH & 0.2 MI. EAST OF TEXANNA | 9/26/2017 | | \$500,000 | | \$0 | \$860,841 | \$0 | 1,360,841 |
| MCCLAIN | 44 | 3 | 3010704 | | | BRIDGE & APPROACHES | 2018 | CO BR ON EW-147 APPROX 1.5 MILES SOUTH & 4.4 MILES WEST OF PAYNE | 9/26/2017 | | \$155,000 | | \$0 | \$525,082 | \$0 | 680,082 |
| KAY | 36 | 4 | 2843304 | | | BRIDGE & APPROACHES | 2018 | CO BR: (EW-18) OVER BOIS D'ARC CR & REPL RDWY BOX @ KILDARE CR, 4.0 MI SOUTH & 3.5 MI WEST OF KILDARE | 9/26/2017 | | \$960,000 | | \$0 | \$689,545 | \$0 | 1,649,545 |
| GARVIN | 25 | 3 | 3142604 | | | BRIDGE & APPROACHES | 2018 | CO BR ON NS-305(2512C) OVER HAPPY HALLOW CREEK, 2.5 MILES EAST & 1.0 MILE SOUTH OF ERIN SPRINGS | 9/26/2017 | | \$647,000 | | \$0 | \$939,254 | \$0 | 1,586,254 |
| CREEK | 19 | 8 | 2940704 | | | BRIDGE & APPROACHES | 2018 | CO BR ON S465TH W AVE OVER LITTLE DEEPFORK CREEK APPX .5 MI NW OF DEPEW | 9/26/2017 | | \$1,244,753 | | \$0 | \$528,193 | \$0 | 1,772,946 |
| CREEK | 19 | 8 | 2275204 | | | BRIDGE & APPROACHES | 2018 | CO BR.: OVER DOG CR., APPROX 3.0 MI S. & 3.0 MI. W. OF THE SH 33/SH48 JCT | 9/26/2017 | | \$507,000 | | \$0 | \$127,044 | \$0 | 634,044 |
| COTTON | 17 | 7 | 3111004 | | | BRIDGE & APPROACHES | 2018 | CO BR: (NS-270) (1756C) OVER TRIB. TO WHISKEY CREEK APPROX 3.5 MILE EAST & 2.4 MILE SOUTH OF TEMPLE (LOW WATER XING) | 9/26/2017 | | \$401,914 | | \$0 | \$100,479 | \$0 | 502,393 |
| CARTER | 10 | 7 | 2844804 | | | BRIDGE & APPROACHES | 2018 | CO BR ON NS-315 OVER WALNUT CR APPROX 1.7 MILE E. & 2.0 MILE N. OF US-70/ SH-76 JCT IN WILSON (LOW WATER XING) | 9/26/2017 | | \$1,608,365 | | \$0 | \$402,091 | \$0 | 2,010,456 |
| ADAIR | 1 | 1 | 2982304 | | | BRIDGE & APPROACHES | 2018 | CO BR ON NS-475(0122C), OVER BALLARD CREEK, 2.0 MI. EAST & 1.9 MI NORTH OF US-62/US-59 JCT. | 9/26/2017 | | \$260,000 | | \$0 | \$733,525 | \$0 | 993,525 |
| STATEWIDE COUNTY BRIDGE PROGRAM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$17,675,231 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$2,324,769 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2361318 | CO RD | 0 | GRADE, DRAIN & SURFACE | 2018 | FFY 2018 STIP: STATEWIDE COUNTY ROAD PROGRAM | | STP | \$6,000,000 | | \$0 | \$0 | \$0 | 6,000,000 |
| CHOCTAW | 12 | 2 | 2996504 | | 2.5 | RESURFACE | | RESURFACE, CRYSTAL ROAD, BEG. 2.5 MIS N. OF BOSWELL AT EW-203.5/NS-401 AND EXT N. 2.5 MIS | 9/6/2018 | | \$500,000 | | | \$331,338 | \$0 | 831,338 |
| HASKELL | 31 | 1 | 3119404 | | 3.7 | RESURFACE | | CO RD NS455 BEGIN AT SH-9 AND EXTEND NORTH 3.7 MI. | 5/8/2018 | | \$654,433 | | | \$867,505 | \$0 | 1,521,938 |
| OKMULGEE | 56 | 1 | 3119304 | | 0.7 | GRADE, DRAIN & SURFACE | | CO. RD. BIXBY RD 5656C FROM 0.5 MI. N OF FERGUSON RD. INTERSECTION (EW083) EXTEND NORTH 0.7 MILES ON NS400. | 3/29/2018 | | \$398,400 | | \$0 | \$1,070,280 | \$0 | 1,468,680 |
| NOBLE | 52 | 4 | 3118904 | | 2 | WIDEN & RESURFACE | | RECONSTRUCT CO RD EW-58 (5238C), BEGIN AT SH-86 EXTEND 2.0 MILES EAST <i>2/23/18 Mod - Funding Category Change Fed decrease = \$500,000 State increase = \$500,000</i> | 2/23/2018 | | \$0 | \$500,000 | \$1,500,685 | \$0 | 2,000,685 | |
| OKFUSKEE | 54 | 3 | 3170304 | | 4.5 | RESURFACE | 2018 | CO RD NS-362(5472C) BEG @ EW103.5 EXTEND NORTH 4.5 MILES | 12/15/2017 | | \$532,241 | | \$0 | \$278,878 | \$0 | 811,119 |
| DELAWARE | 21 | 8 | 3215804 | | 2 | RESURFACE | | CO RD NS-467(2172C) AKA COLCORD-KEITHLY ROAD FR SH-116 EXT NORTH APPROX | 11/30/2017 | | \$428,423 | | \$0 | \$107,106 | \$0 | 535,529 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | | |
|--|---------|------|---------|--------|--------|------------------------------------|------|---|-------------------------|--------------------------|-------------|-------------|-------------|----------------------------|-------|-----------|--|
| STATEWIDE COUNTY ROAD PROGRAM | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$2,513,497 | | | | | | | | |
| STATEWIDE COUNTY ROAD PROGRAM | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$3,486,503 | | | | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2361418 | CT ST | 0 | GRADE, DRAIN & SURFACE | 2018 | FFY 2018 STIP: STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | | STP | \$3,000,000 | | \$0 | \$0 | \$0 | 3,000,000 | |
| OKLAHOMA | 55 | 4 | 3248004 | CT ST | 0 | PEDESTRIAN IMPROVEMENTS | | PEDESTRIAN IMPROVEMENTS ALONG N.W. 23RD ST. BETWEEN N. ROSS AVE. AND N. MILLER BLVD. | 3/5/2018 | | \$90,000 | | \$0 | \$0 | \$0 | 90,000 | |
| OKLAHOMA | 55 | 4 | 3156804 | CT ST | 0 | TRAFFIC SIGNALS | | CONSTRUCT PEDESTRIAN HYBRID BEACON ON MERIDIAN AVE BETWEEN NW 52ND & 53RD | 3/5/2018 | | \$95,000 | | \$0 | \$0 | \$0 | 95,000 | |
| WOODWARD | 77 | 6 | 2980804 | CT ST | 1 | GRADE, DRAIN & SURFACE | 2018 | WOODWARD: 34TH STREET - FROM HANKS TRAIL NORTH TO DOWNS AVENUE 2/6/2018 Modification Total decrease = \$91,447 Fed increas = \$0 Other decrease = \$91,447 2/23/18 Mod - Funding Category Change & Change in Estimate. Total Increase = \$111,947 Fed decrease = \$1,000,000 State increase = \$1,111,947 | 2/23/2018 | | \$0 | \$1,111,947 | \$2,588,053 | \$0 | \$0 | 3,700,000 | |
| WOODWARD | 77 | 6 | 2979904 | CT ST | 1 | GRADE, DRAIN & SURFACE | 2018 | WOODWARD: 34TH STREET - FROM DOWNS AVENUE NORTH TO US-412 2/5/2018 Modification Total increase = \$693,500. Fed Increase = \$0 State Increase = \$693,500.00 2/23/18 Mod - Funding Category Change. Fed decrease = \$1,000,000 State increase = \$1,000,000 | 2/23/2018 | | \$0 | \$1,000,000 | \$4,620,000 | \$0 | \$0 | 5,620,000 | |
| GARFIELD | 24 | 4 | 1702005 | | | INTERSECTION MOD & TRAFFIC SIGNALS | 2018 | ENID: CLEVELAND STREET AT CHESTNUT | 9/26/2017 | | \$1,000,000 | | \$0 | \$1,731,447 | \$0 | 2,731,447 | |
| STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$1,185,000 | | | | | | | | |
| STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$1,815,000 | | | | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2562518 | IN RD | 0 | SAFETY IMPROVEMENT | 2018 | FFY 2018 STIP: SAFE ROUTES TO SCHOOL: DESIGN, DEVELOPMENT, & CONSTRUCTION & EDUCATIONAL PROGRAMS STATEWIDE | | SRS | \$2,000,000 | | \$0 | \$0 | \$0 | 2,000,000 | |
| ROGERS | 66 | 8 | 3148034 | CT ST | | SAFETY IMPROVEMENT | 2018 | SRS - INOLA ELEM., & MIDDLE SCH. | 4/18/2018 | | \$400,000 | | \$0 | \$0 | \$0 | 400,000 | |
| WASHINGTON | 74 | 8 | 3148022 | CT ST | | SAFETY IMPROVEMENT | 2018 | SRS - HOOVER ELEM, MADISON MIDDLE SCH. | 4/18/2018 | | \$168,000 | | \$0 | \$0 | \$0 | 168,000 | |
| GARFIELD | 24 | 4 | 3148014 | CT ST | | SAFETY IMPROVEMENT | 2018 | SRS - GLENWOOD ELEM. SCH. | 2/1/2018 | | \$200,000 | | \$0 | \$0 | \$0 | 200,000 | |
| PAWNEE | 59 | 8 | 3148025 | CT ST | | SAFETY IMPROVEMENT | 2018 | SRS - PAWNEE ELEM & MIDDLE SCH. - NON-INFRASTRUCTURE | 2/1/2018 | | \$20,000 | | \$0 | \$0 | \$0 | 20,000 | |
| PAWNEE | 59 | 8 | 3148024 | CT ST | | SAFETY IMPROVEMENT | 2018 | SRS - PAWNEE ELEM & MIDDLE SCH. - INFRASTRUCTURE | 2/1/2018 | | \$200,000 | | \$0 | \$0 | \$0 | 200,000 | |
| BECKHAM | 5 | 5 | 3148016 | CT ST | | SAFETY IMPROVEMENT | 2018 | SRS - PIONEER PRE-K,KINDERGARDEN, GRANDVIEW 5TH & 6TH GRADES - INFRASTRUCTURE | 10/23/17 | | \$200,000 | | \$0 | \$0 | \$0 | 200,000 | |
| STATEWIDE SAFE ROUTES TO SCHOOL | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$1,188,000 | | | | | | | | |
| STATEWIDE SAFE ROUTES TO SCHOOL | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$812,000 | | | | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 3102418 | | 0 | RIGHT OF WAY | 2018 | FFY 2018 STIP: STATEWIDE R/W ACQUISITION & UTILITY RELOCATION ESTIMATED COST \$750,000 OR LESS (FOR PROJECTS NOT IN THE STIP) | | STP | \$3,500,000 | | \$0 | \$0 | \$0 | 3,500,000 | |
| CARTER | 10 | 7 | 3103606 | US077 | | UTILITIES | | US 77: OVER UNNAMED CREEK 0.5 MIS. N. OF THE LOVE C/L | 6/12/2018 | | \$73,093 | \$18,273 | | | | 91,366 | |
| CARTER | 10 | 7 | 3103706 | SH053A | | UTILITIES | | SH-53A: OVER BIG BRANCH CREEK O'FLOW 0.11 MIS. S. OF SH-53 | 6/12/2018 | | \$74,311 | \$18,578 | | | | 92,889 | |
| Cotton | 17 | 7 | 2959606 | US070 | | UTILITIES | | US-70: OVER WHISKEY CREEK APPROX 2.96 MILES W. OF JEFFERSON C/L | 4/20/2018 | | \$23,954 | \$5,989 | \$0 | \$0 | \$0 | 29,943 | |
| OKFUSKEE | 54 | 9 | 3301806 | | | MONEY ONLY | 2018 | PADEN: SIDEWALK PROJECT (MATERIALS REIMBURSEMENT) (UT FOR 33018(04)) | 2/13/2018 | | \$26,209 | | \$6,552 | | \$0 | 32,761 | |
| STATEWIDE R/W ACQUISITION & UTILITY RELOCATION | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$197,567 | | | | | | | | |
| STATEWIDE R/W ACQUISITION & UTILITY RELOCATION | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$3,302,433 | | | | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 3330718 | | 0 | A.D.A. COMPLIANCE | 2018 | FFY 2018 STIP: STATEWIDE A.D.A. PROJECTS FOR COMPLIANCE | | HSIP | \$5,000,000 | \$1,000,000 | \$0 | \$0 | \$0 | 6,000,000 | |
| PAYNE | 60 | 4 | 3295204 | US177 | 0.6 | A.D.A PROJECTS FOR COMPLIANCE | | US-177 FROM 19TH STREET NORTH TO E 12TH STREET | 9/7/2018 | | \$592,555 | \$0 | \$0 | \$0 | \$0 | 592,555 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|---|---------|------|---------|--------|--------|------------------------------------|------|--|---------------------------------|--------------------------|---------------|--------------|--------------|----------------------------|--------------|-----------|
| NOBLE | 52 | 4 | 3274504 | US064 | 0.61 | A.D.A PROJECTS FOR COMPLIANCE | | US-64: A.D.A. IMPROVEMENTS IN PERRY FROM US-77 JCT, EXTEND WEST .60 MI. US-77: A.D.A.FROM US-64 JCT, EXTEND SOUTH 0.40 MI. | 9/7/2018 | | \$1,033,962 | | \$0 | \$0 | \$0 | 1,033,962 |
| GRADY | 26 | 7 | 3293804 | US062 | 0.25 | A.D.A PROJECTS FOR COMPLIANCE | | US-62: A.D.A. FROM 1.3 MI. E. OF US-81N JCT, EXT. E. .3 MILES | 9/6/2018 | | \$82,648 | | \$0 | \$0 | \$0 | 82,648 |
| GRADY | 26 | 7 | 3293504 | US081 | 0.51 | A.D.A PROJECTS FOR COMPLIANCE | | US-81: A.D.A. FROM 0.15 MILES SOUTH OF SH-37, EXT. NORTH 0.51 MILES | 9/6/2018 | | \$189,990 | | \$0 | \$0 | \$0 | 189,990 |
| COMMANCHE | 16 | 7 | 3294004 | SH036 | 0.8 | A.D.A PROJECTS FOR COMPLIANCE | | SH-36: A.D.A. FROM TILLMAN C/L, EXT. EAST 0.80 MILES | 9/6/2018 | | \$260,674 | | \$0 | \$0 | \$0 | 260,674 |
| BEAVER | 4 | 6 | 3290504 | US270 | 1 | A.D.A PROJECTS FOR COMPLIANCE | | US-270: A.D.A. IMPROVEMENTS ALONG US-270 APPROX 13.15 MI NORTH OF SH-3 EXTEND NORTH 1 MILE. | 9/6/2018 | | \$182,730 | | | | | 182,730 |
| LEFLORE | 40 | 2 | 3295504 | US059 | 0.2 | A.D.A PROJECTS FOR COMPLIANCE | | US-59: A.D.A. BEGIN 0.2 MI SOUTH OF SH-128 JCT & EXTEND 1.6 MI NORTH | 7/18/2018 | | \$439,630 | | \$0 | \$0 | \$0 | 439,630 |
| KIOWA | 38 | 5 | 3294704 | SH115 | 0.1 | A.D.A PROJECTS FOR COMPLIANCE | | SH-115: A.D.A. AT SH-9 INTERSECTION | 3/29/2018 | | \$920,865 | | \$0 | \$0 | \$0 | 920,865 |
| POTTAWATOMIE | 63 | 3 | 3296704 | SH009A | 0.06 | A.D.A PROJECTS FOR COMPLIANCE | | SH-9A: FROM 0.51 MI NORTH OF SH-9 JCT, WEST 0.06 MI TO SEMINOLE AVE | 1/31/2018 | | \$41,694 | | \$0 | \$0 | \$0 | 41,694 |
| OKFUSKEE | 54 | 3 | 3296604 | US062 | 0.29 | A.D.A PROJECTS FOR COMPLIANCE | | SH-62: BEGIN 3.18 MI EAST OF LINCOLN C/L AT PINE STREET, EXT EAST 0.29 MI 2/23/18 Mod - Funding Category Change & Change in Estimate.Total Increase= \$23,301 Fed decrease= \$358,284 State increase= \$381,585 | 2/23/2018 | | \$0 | \$381,585 | \$0 | \$0 | \$0 | 381,585 |
| MUSKOGEE | 51 | 1 | 3283704 | US064 | 0.513 | A.D.A PROJECTS FOR COMPLIANCE | | US-64: A.D.A FR, SH-104 EXTEND SOUTH TO SKELLY RD 2/23/18 Mod - Funding Category Change. Fed decrease = \$285,226 State increase \$285,226 | 2/23/2018 | | \$0 | \$285,226 | \$0 | \$0 | \$0 | 285,226 |
| STATEWIDE A.D.A. PROJECTS | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$3,744,747 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$2,255,253 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 3330818 | | | INTELLIGENT TRANSPORTATION SYSTEMS | 2018 | FFY 2018 STIP: PROJECTS FOR INTELLIGENT TRANSPORTATION SYSTEM ACTIVITIES 7/16/18 Amendment Total Increase = \$10,000 | | HSIP | \$2,510,000 | | \$0 | \$0 | \$0 | 2,510,000 |
| STATEWIDE | 99 | 9 | 2308540 | | | INTELLIGENT TRANSPORTATION | | RELOCATION AND REPAIR OF FIBER OPTIC AND COMMUNICATION EQUIPMENT | 7/30/2018 | | \$800,000 | | \$0 | \$0 | \$0 | 800,000 |
| STATEWIDE | 99 | 9 | 2555216 | | | INTELLIGENT TRANSPORTATION | | ITS OPERATIONS AND MAINTENANCE ACTIVITIES | 7/10/2018 | | \$700,000 | | \$0 | \$0 | \$0 | 700,000 |
| STATEWIDE | 99 | 9 | 2812713 | | | INTELLIGENT TRANSPORTATION | 2018 | STATEWIDE ITS: OU CONTRACT FOR P.E. SERVICES | 7/10/2018 | | \$980,000 | | \$0 | \$0 | \$0 | 980,000 |
| STATEWIDE INTELLIGENT TRANSPORTATION SYSTEM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$2,480,000 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$30,000 | | | | | |
| STATEWIDE LINE ITEM FEDERAL FUNDING AMOUNT TOTAL | | | | | | | | | | | \$138,722,065 | | | | | |
| OBLIGATED FEDERAL FUNDS / OBLIGATED STATE FUNDS / OBLIGATED OTHER FUNDS / OBLIGATED ADVANCE CONSTRUCTION FUNDS / TOTAL | | | | | | | | | | | \$101,338,769 | \$16,838,203 | \$35,509,806 | \$8,165,009 | 161,851,787 | |
| ADAIR | 1 | 1 | 1692817 | US059 | 3.48 | GRADE,DRAINING,BRIDGE & SURFACE | 2018 | US-59: FR 6.95 MILES NORTH OF WESTVILLE, NORTH 3.48 MILES THRU WATTS 7/27/2017 Amendment Total increase = \$13,010,000.00 Fed increase = \$10,408,000.00 State increase = \$2,602,000.00 8/2/2017 Modification to move to FFY 18 8/6/2018 Modification Total Decrease = \$2,356,680 Fed decrease = \$1,885,344 State decrease = \$471,336 | 8/6/2018 | | \$19,714,656 | \$4,928,664 | \$0 | \$0 | \$24,643,320 | |
| ADAIR | 1 | 1 | 2794904 | SH051 | 0.5 | BRIDGE & APPROACHES | 2018 | SH-51 OVER MULBERRY HOLLOW, 6.6 MILES SE OF CHEROKEE CO LINE | | | \$0 | \$3,193,500 | \$0 | \$0 | 3,193,500 | |
| ADAIR Total | | | | | | | | | | | \$19,714,656 | \$3,193,500 | \$0 | \$0 | 27,836,820 | |
| ALFALFA | 2 | 6 | 1766805 | SH008 | 4 | RIGHT OF WAY | 2018 | SH-8: FR MAJOR COUNTY LINE EXTEND NORTH 4 MILES | | | \$0 | \$153,000 | \$0 | \$0 | 153,000 | |
| ALFALFA | 2 | 6 | 1766806 | SH008 | 4 | UTILITIES | 2018 | SH-8: FR MAJOR COUNTY LINE EXTEND NORTH 4 MILES | | STP | \$200,000 | \$200,000 | \$0 | \$0 | 400,000 | |
| ALFALFA | 2 | 6 | 1766810 | SH045 | 2.1 | RECONSTRUCT-NO ADDED LANES | 2018 | SH-45 BEG APPROX. 2.1 MILE WEST OF SH-8 & EXT EAST 2.1 MILE TO SH-8. | | | \$4,462,676 | \$1,115,669 | \$0 | \$0 | 5,578,345 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|----------------------|---------|------|---------|--------|--------|-----------------------------------|------|--|-------------------------|--------------------------|--------------|-------------|-------------|----------------------------|--------------|
| ALFALFA | 2 | 6 | 2412407 | US064 | 4.5 | WIDEN & RESURFACE | 2018 | US-64: BEGIN AT 4.5 MI. E. OF THE WOODS C/L, EXTEND EAST 4.5 MILES 2/23/18 Mod - Funding Category Change & Change in Estimate. Total increase = \$52,997 Fed decrease = \$5,537,739 | 2/23/2018 | STP | \$0 | \$6,869,177 | \$0 | \$0 | 6,869,177 |
| ALFALFA | 2 | 6 | 2649605 | SH008 | 4 | RIGHT OF WAY | 2018 | SH-8: FROM 4.0 MI NORTH OF THE MAJOR C/L, NORTH 4.0 MI | | | \$0 | \$125,281 | \$0 | \$0 | 125,281 |
| ALFALFA | 2 | 6 | 2649606 | SH008 | 4 | UTILITIES | 2018 | SH-8: FROM 4.0 MI NORTH OF THE MAJOR C/L, NORTH 4.0 MI | | STP | \$200,000 | \$200,000 | \$0 | \$0 | 400,000 |
| ALFALFA Total | | | | | | | | | | | \$4,862,676 | \$8,663,127 | \$0 | \$0 | \$13,525,803 |
| BECKHAM | 5 | 5 | 2790004 | IS040B | 0.1 | BRIDGE & APPROACHES | 2018 | I-40B: OVER ELK CREEK LOCATED 0.15 MILE EAST OF THE SH-6 JCT IN ELK CITY | | | \$2,778,528 | \$694,632 | \$0 | \$0 | 3,473,160 |
| BECKHAM | 5 | 5 | 3032904 | IS040B | 0.45 | GRADE, DRAINING, BRIDGE & SURFACE | 2018 | I-40B OVER THE NORTH FORK OF THE RED RIVER AND SHORT CREEK LOCATED 1.4 AND 1.8 MILES NORTH OF I-40 IN SAYRE. 6/13/18 Amendment Total Increase = \$1,073,517 Fed increase = \$3,052,423 State decrease = \$1,978,906 | 6/13/2018 | STP | \$10,968,047 | \$0 | \$0 | \$0 | 10,968,047 |
| BECKHAM | 5 | 5 | 3099804 | IS040 | 0.2 | BRIDGE & APPROACHES | 2018 | I-40: SH-6 BOTH NB & SB BRIDGES OVER I-40 IN ELK CITY 8/8/18 Amendment Increase = \$4,761,148 Fed increase = \$5,218,828 State decrease = \$457,680 8/23/18 Funding Source Modification. Total Increase = \$0 Fed Decrease = \$12,689,183 | 8/23/2018 | NHPP | \$0 | \$4,776,798 | \$0 | \$9,322,296 | 14,099,094 |
| BECKHAM | 5 | 5 | 3099806 | SH006 | 0.5 | UTILITIES | 2018 | SH-6 BOTH NB & SB BRIDGES OVER I-40 IN ELK CITY | | NHPP | \$40,000 | \$10,000 | \$0 | \$0 | 50,000 |
| BECKHAM Total | | | | | | | | | | | \$13,786,575 | \$5,481,430 | \$0 | \$9,322,296 | \$28,590,301 |
| 0 | | | | | | | | | | | | | | | |
| BLAINE | 6 | 5 | 2093205 | SH051A | 2 | RIGHT OF WAY | 2018 | SH-51A: CURVE REALIGNMENT, LOCATED 7.5 MILES SOUTH OF SOUTHWARD | | | \$0 | \$141,110 | \$0 | \$0 | 141,110 |
| BLAINE | 6 | 5 | 2093206 | SH051A | 2 | UTILITIES | 2018 | SH-51A: CURVE REALIGNMENT, LOCATED 7.5 MILES SOUTH OF SOUTHWARD | | | \$135,960 | \$33,990 | \$0 | \$0 | 169,950 |
| BLAINE | 6 | 5 | 2790304 | SH008 | 0.35 | BRIDGE & APPROACHES | 2018 | SH-8: BRIDGE AND APPROACHES OVER SPRING CREEK LOCATED 1.2 MILES SOUTH OF THE SH-51 JCT. 2/6/18 Modification Total increase = \$118,129 Fed increase = \$94,503 State increase = \$23,626 2/23/18 Mod - Funding Category Change & Change in Estimate. Total increase = \$415.00 Fed decrease = \$1,577,703 | 2/23/2018 | STP | \$1,972,544 | \$0 | \$0 | \$0 | 1,972,544 |
| BLAINE | 6 | 5 | 2791306 | SH003 | 4.5 | UTILITIES | 2018 | SH-3: FROM 1.0 MILE EAST OF THE US-270 JCT IN WATONGA, EAST 4.5 MILES UTILITIES FOR (10) | | NHPP | \$196,533 | \$49,133 | \$0 | \$0 | 245,666 |
| BLAINE | 6 | 5 | 2791309 | SH003 | 6.41 | UTILITIES | 2018 | SH-3: BEGIN 5.5 MILES EAST OF THE US-270 JCT IN WATONGA AND EXTEND EAST 6.41 MILES TO THE KINGFISHER C/L. UTILITIES FOR (11) | | NHPP | \$383,143 | \$95,785 | \$0 | \$0 | 478,928 |
| BLAINE | 6 | 5 | 2791804 | SH008 | 0.3 | BRIDGE & APPROACHES | 2018 | SH-8: BRIDGE AND APPROACHES OVER SALT CREEK LOCATED 7.3 MILES SOUTH OF THE SH-51 JUNCTION. | | | \$2,142,400 | \$535,600 | \$0 | \$0 | 2,678,000 |
| BLAINE | 6 | 5 | 2795004 | SH051 | 0.44 | BRIDGE & APPROACHES | 2018 | SH-51, OVER N. CANADIAN RIVER & OVERFLOW 3.1 & 3.3 MI EAST OF THE DEWEY C/L 3/6/2018 Modification Total Increase = \$55,151 Fed increase = \$44,121 State increase = \$11,030 4/25/18 Amendment Total Increase = \$1,696,273 Fed increase = \$2,198,933 State decrease = \$502,660 | 4/25/2018 | STP | \$4,209,571 | \$0 | \$0 | \$0 | 4,209,571 |
| BLAINE Total | | | | | | | | | | | \$7,067,607 | \$2,828,162 | \$0 | \$0 | \$9,895,769 |
| BRYAN | 7 | 2 | 2433315 | | | BRIDGE PAINTING | 2018 | DIVISION 2: MAINTENANCE - VARIOUS LOCATIONS | | STP | \$640,000 | \$160,000 | \$0 | \$0 | 800,000 |
| BRYAN | 7 | 2 | 2800307 | SH078 | 0.4 | BRIDGE & APPROACHES | 2018 | SH-78 OVER RED RIVER BEGIN AT THE OKLAHOMA/TEXAS STATE LINE (PENDING 50% FROM TXDOT) 6/13/18 Amendment Total Decrease = \$262,661 Fed increase = \$1,809,966 State decrease = \$1,626,029 Other decrease = \$446,598 | 6/13/2018 | STP | \$8,314,084 | \$0 | \$7,683,550 | \$0 | 15,997,634 |
| BRYAN | 7 | 2 | 3185505 | US069 | 2.54 | RIGHT OF WAY | 2018 | US-69 BEGIN AT SOUTH END OF CALERA AND EXTEND NORTH APPROXIMATELY 4.1 MILES | | | \$0 | \$2,060,000 | \$0 | \$0 | 2,060,000 |
| BRYAN | 7 | 2 | 3185506 | US069 | 2.54 | UTILITIES | 2018 | US-69 BEGIN AT SOUTH END OF CALERA AND EXTEND NORTH APPROXIMATELY 4.1 MILES 4/24/18 Modification Total Increase = \$4,971 Fed decrease = \$78,423 State increase = \$83,394 | 4/24/2018 | NHPP | \$1,157,577 | \$289,394 | \$0 | \$0 | 1,446,971 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|-----------------------|---------|------|---------|--------|--------|------------------------|------|---|-------------------------|--------------------------|--------------|--------------|-------------|----------------------------|------------|--------------|
| BRYAN Total | | | | | | | | | | | | \$10,111,661 | \$2,509,394 | \$7,683,550 | \$0 | \$20,304,605 |
| CADDO | 8 | 7 | 2409204 | SH058 | 6 | WIDEN & RESURFACE | 2018 | SH-58 FROM SH-152 S. OF EAKLY, EXT NORTH 6.0 MIS 8/2/2017 Modification Total increase = \$328,599 Fed increase = \$262,879 State increase = \$65,720 Moved to FFY 18 | | STP | \$5,658,347 | \$1,414,587 | \$0 | \$0 | 7,072,934 | |
| CADDO | 8 | 7 | 2441805 | SH008 | 5 | RIGHT OF WAY | 2018 | SH-8: FROM APPROX. 8.0 MIS S. OF US-62 IN ANADARKO, EXT N. 5.0 MIS 6/29/18 Amendment Total Increase = \$4,364,000 Fed Increase = \$3,745,600 State increase = \$618,400 | 6/29/2018 | STP | \$3,745,600 | \$936,400 | \$0 | \$0 | 4,682,000 | |
| CADDO | 8 | 7 | 2441806 | SH008 | 5 | UTILITIES | 2018 | SH-8: FROM APPROX. 8.0 MIS S. OF US-62 IN ANADARKO, EXT N. 5.0 MIS 5/30/18 Modification Total Increase = \$1,125,978 Fed increase = \$900,782 State increase = \$225,196 | 5/30/2018 | STP | \$1,536,782 | \$384,196 | \$0 | \$0 | 1,920,978 | |
| CADDO | 8 | 7 | 2707605 | US062 | 6.15 | RIGHT OF WAY | 2018 | US-62 BEGINNING AT JCT. SH-9 EXTENDING E 6.15 MILES TO CURB SECTION IN ANADARKO (RW FOR J.P. 27076(04) | | | \$0 | \$2,250,001 | \$0 | \$0 | 2,250,001 | |
| CADDO | 8 | 7 | 2707606 | US062 | 6.15 | UTILITIES | 2018 | US-62 BEGINNING AT JCT. SH-9 EXTENDING E 6.15 MILES TO CURB SECTION IN ANADARKO (UT FOR J.P. 27076(04) | | | \$1,566,161 | \$391,540 | \$0 | \$0 | 1,957,701 | |
| CADDO | 8 | 7 | 2957405 | US281 | 0.71 | RIGHT OF WAY | 2018 | US-281 OVER WASHITA RIVER AND TWO O'FLOWS BEGIN APPROX 0.74 MILES N. OF US-62 EXTEND N. APPROX 0.71 MILES (RW FOR JP 29574(04) | | | \$0 | \$804,420 | \$0 | \$0 | 804,420 | |
| CADDO | 8 | 7 | 2957406 | US281 | 0.71 | UTILITIES | 2018 | US-281 OVER WASHITA RIVER AND TWO O'FLOWS BEGIN APPROX 0.74 MILES N. OF US-62 EXTEND N. APPROX 0.71 MILES (UT FOR JP 29574(04) | | STP | \$959,200 | \$239,800 | \$0 | \$0 | 1,199,000 | |
| CADDO | 8 | 7 | 2958005 | US062 | 2.91 | RIGHT OF WAY | 2018 | US-62 BEGIN 3.79 MILES E. OF SH-85. JCT IN ANADARKO, EXTEND E. 2.91 MILES (WB LANES ONLY) RW FOR JP 29580(04) | | | \$0 | \$250,000 | \$0 | \$0 | 250,000 | |
| CADDO | 8 | 7 | 2958006 | US062 | 2.91 | UTILITIES | 2018 | US-62 BEGIN 3.79 MILES E. OF SH-85. JCT IN ANADARKO, EXTEND E. 2.91 MILES (WB LANES ONLY) UT FOR JP 29580(04) 5/15/18 Modification Total Increase = \$664,911 Fed increase = \$532,729 State increase = \$133,182 | 5/15/2018 | STP | \$772,729 | \$193,182 | \$0 | \$0 | 965,911 | |
| CADDO Total | | | | | | | | | | | | \$14,238,819 | \$6,864,126 | \$0 | \$0 | \$21,102,945 |
| 0 | | | | | | | | | | | | | | | | |
| CANADIAN | 9 | 4 | 2700408 | | 0.452 | RAILROAD SIGNALS | 2018 | U.P. RR FORCE ACCOUNT FOR I-40B BRIDGE REPLACEMENT OVER U.P., TEMP SIG & SURF 9/13/18 Amendment, added to FFY 18 | 9/13/2018 | | \$44,709 | \$11,177 | \$0 | \$0 | 55,886 | |
| CANADIAN | 9 | 4 | 3373604 | SH003 | 13.2 | RESURFACE | 2018 | SH-3: BEG @ SH-4 & EXTEND WEST TO US-81 9/13/18 Amendment, Project added to FFY18 | 9/10/2018 | | \$5,295,725 | \$0 | \$0 | \$0 | 5,295,725 | |
| CANADIAN | 9 | 4 | 2700404 | IS040B | 0.2 | BRIDGE & APPROACHES | 2018 | I-40B: OVER THE UPAC RAILROAD ON THE SOUTH EDGE OF EL RENO | | | \$4,444,000 | \$1,111,000 | \$0 | \$0 | 5,555,000 | |
| CANADIAN | 9 | 4 | 2700409 | IS040B | 0.2 | CONTRACT P.E. | 2018 | U.P. RR FORCE ACCOUNT FOR I-40B BRIDGE REPLACEMENT OVER U.P., PRELIMINARY ENGINEERING AARDOT NO. 596 830A, M.P. 403.9 | | | \$10,000 | \$0 | \$0 | \$0 | 10,000 | |
| CANADIAN | 9 | 4 | 2790106 | SH152 | 9 | UTILITIES | 2018 | SH 152: ADD SHOULDERS & RESURFACE FROM US 81 IN UNION CITY E. 9.0 MI. TO CEMETERY RD. IN MUSTANG | | | \$1,696,800 | \$424,200 | \$0 | \$0 | 2,121,000 | |
| CANADIAN | 9 | 4 | 3325404 | SH004 | 0.1 | TRAFFIC SIGNALS | 2018 | OKLAHOMA CITY AT SH4 / SW44TH ST INSTALL TRAFFIC SIGNAL SYSTEM 9/5/2017 Moved to FFY 18 | 9/5/2017 | | \$230,246 | \$0 | \$57,562 | \$0 | 287,808 | |
| CANADIAN Total | | | | | | | | | | | | \$11,721,480 | \$1,535,200 | \$57,562 | \$0 | \$13,269,533 |
| CARTER | 10 | 7 | 2410407 | SH053 | 7.93 | GRADE, DRAIN & SURFACE | 2018 | SH-53 FROM 6.87 MI EAST OF SH-76, E. APPROX 7.67 MI SURFACING FOR 24104(04) | | | \$11,180,801 | \$2,795,200 | \$0 | \$0 | 13,976,001 | |
| CARTER | 10 | 7 | 2959805 | SH053 | 5.57 | RIGHT OF WAY | 2018 | SH-53 FROM 13.0 MIS. E. OF SH 76, EXTEND E. 5.57 THRU I-35 INTERCHANGE (RW FOR JP 29598(04)) | | | \$0 | \$926,500 | \$0 | \$0 | 926,500 | |
| CARTER | 10 | 7 | 2959806 | SH053 | 5.57 | UTILITIES | 2018 | SH-53 FROM 13.0 MIS. E. OF SH 76, EXTEND E. 5.57 THRU I-35 INTERCHANGE (UT FOR JP 29598(04)) | | STP | \$1,608,566 | \$402,142 | \$0 | \$0 | 2,010,708 | |
| CARTER Total | | | | | | | | | | | | \$12,789,367 | \$4,123,842 | \$0 | \$0 | \$16,913,209 |
| CHEROKEE | 11 | 1 | 1043704 | SH051 | 0.75 | BRIDGE & APPROACHES | 2018 | SH-51: BEGIN AT US-62 JCT AND EXTEND SE 0.75 MI. (BARON FORK BR) 6/13/18 Amendment Total Increase = \$2,120,025 Fed increase = \$2,120,025 State increase = \$0 | 6/13/2018 | STP | \$11,853,525 | \$0 | \$0 | \$0 | 11,853,525 | |
| CHEROKEE | 11 | 1 | 2711106 | US062 | 2.62 | UTILITIES | 2018 | US-62: FROM 3.38 MILES EAST OF SH-82 JCT, NE 2.6 MILES | | | \$0 | \$896,278 | \$0 | \$0 | 896,278 | |
| CHEROKEE | 11 | 1 | 3055305 | SH051 | 8 | RIGHT OF WAY | 2018 | SH-51: FROM HULBERT, EAST APPROX. 8 MILES TO TAHLEQUAH | | | \$0 | \$381,500 | \$0 | \$0 | 381,500 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|------------------------|---------|------|---------|-------|--------|-----------------------------------|------|--|-------------------------|--------------------------|--------------|-------------|-------------|----------------------------|--------------|
| CHEROKEE | 11 | 1 | 3055306 | SH051 | 8 | UTILITIES | 2018 | SH-51: FROM HULBERT, EAST APPROX. 8 MILE TO TAHLEQUAH | | | \$109,000 | \$27,250 | \$0 | \$0 | 136,250 |
| CHEROKEE Total | | | | | | | | | | | \$11,962,525 | \$1,305,028 | \$0 | \$0 | \$13,267,553 |
| CLEVELAND | 14 | 3 | 2026613 | SH009 | 3 | UTILITIES | 2018 | SH-9: FROM 72ND AVE EAST, EAST TO 108TH AVE EAST IN NORMAN 4/24/18 Modification Total Decrease = \$218,321 Federal decrease = \$174,657 State decrease = \$43,664 | 4/24/2018 | STP | \$102,392 | \$25,598 | \$0 | \$0 | 127,990 |
| CLEVELAND | 14 | 3 | 2476004 | SH009 | 0.02 | BRIDGE & APPROACHES | 2018 | SH-9 OVER LITTLE RIVER, 12.3 MI EAST OF US-77 2/13/18 Amendment Total Increase = \$3,461,547 Fed increase = \$2,769,237 State increase = \$692,310.00 2/23/18 Mod - Funding Category Change & Change in Estimate. Total increase = \$11,498 Fed decrease = \$5,571,411 State increase = \$5,582,909 | 2/23/2018 | STP | \$0 | \$6,952,766 | \$0 | \$0 | 6,952,766 |
| CLEVELAND | 14 | 3 | 3039105 | IS044 | 0.75 | RIGHT OF WAY | 2018 | I-44: FROM JUST SOUTH OF 89TH STREET, NORTH TO 0.5 MI NORTH OF 89TH STREET (RW FOR (04)) | | | \$0 | \$224,170 | \$0 | \$0 | 224,170 |
| CLEVELAND | 14 | 3 | 3039106 | IS044 | 0.75 | UTILITIES | 2018 | I-44: FROM JUST SOUTH OF 89TH STREET, NORTH TO 0.5 MI NORTH OF 89TH STREET (UT FOR (04)) | | | \$627,680 | \$156,920 | \$0 | \$0 | 784,600 |
| CLEVELAND | 14 | 3 | 3215504 | IS035 | 0.2 | GRADE, DRAINING, BRIDGE & SURFACE | 2018 | SW 34TH STREET OVER I-35 FROM APPROXIMATELY 700 FEET W OF TELEPHONE RD E. 0.70 MILES 2/13/18 Amendment. Moved from FFY17 & change in estimate. Total Increase = \$8,921,789 Fed increase = \$4,724,892 Other increase = \$4,195,897 4/17/18 Modification Total Increase = \$258,498 Fed increase = \$0 State increase = \$0 Other increase = \$258,498 | 4/17/2018 | NHPP | \$4,724,892 | \$0 | \$8,455,395 | \$0 | 13,180,287 |
| CLEVELAND Total | | | | | | | | | | | \$5,454,964 | \$7,359,454 | \$8,455,395 | \$0 | 21,269,813 |
| COAL | 15 | 3 | 2973104 | US075 | 0.02 | BRIDGE REHABILITATION | 2019 | US-75 OVER BRIAR CREEK, 5.56 MI NORTH OF ATOKA C/L 7/18/18 Modification. Moved from FFY19. Total Increase = \$120,262 Fed increase = \$96,210 State increase = \$24,052 | 7/18/2019 | NHPP | \$484,319 | \$121,080 | \$0 | \$0 | 605,399 |
| COAL | 15 | 3 | 2756904 | SH043 | 0.2 | BRIDGE & APPROACHES | 2018 | SH-43 OVER MILL CREEK, 7.04 MI EAST OF US-75 | | | \$2,734,535 | \$683,634 | \$0 | \$0 | 3,418,169 |
| COAL Total | | | | | | | | | | | \$3,218,854 | \$804,714 | \$0 | \$0 | 4,023,568 |
| COMANCHE | 16 | 7 | 2705004 | US062 | 0.29 | INTERCHANGE | 2018 | US-62 AT I-44 INTERCHANGE IN LAWTON (IM EARMARK) 8/2/2017 Modification Moved to FFY 18 | 8/2/2017 | NHPP | \$6,000,735 | \$1,500,184 | \$0 | \$0 | 7,500,919 |
| COMANCHE | 16 | 7 | 2796804 | US277 | 0.17 | BRIDGE & APPROACHES | 2018 | US-277 OVER SNAKE CREEK BEGIN APPROX 0.75 MIS N. OF COTTON C/L EXTEND N. 0.17 MIS. | | STP | \$2,179,999 | \$545,000 | \$0 | \$0 | 2,724,999 |
| COMANCHE | 16 | 7 | 2883408 | US062 | 1.1 | INTERSECTION MODIFICATION | 2018 | US-62: SAFETY IMPROVEMENTS AT THE MCCracken RD & MCINTOSH RD INTS. 0.8 1.8 MIS. N. OF THE I-44 INTERCHANGE | | STP | \$2,279,350 | \$0 | \$0 | \$0 | 2,279,350 |
| COMANCHE | 16 | 7 | 3324704 | US277 | 0.24 | SAFETY IMPROVEMENT | 2018 | US 277: INTERSECTION IMPROVEMENTS AT THE H.E. BAILEY NB OFF RAMP & US 277 BEGINNING 4.71 MIS. E. OF US 62 | | | \$0 | \$250,000 | \$250,000 | \$0 | 500,000 |
| COMANCHE Total | | | | | | | | | | | \$10,460,084 | \$2,295,184 | \$250,000 | \$0 | \$13,005,268 |
| COTTON | 17 | 7 | 2650005 | IS044 | 0.3 | RIGHT OF WAY | 2018 | I-44: 1.0 MI NORTH OF THE TEXAS STATE LINE (INTERCHANGE IMPROVE) RW FOR 26500(04) | | | \$0 | \$163,500 | \$0 | \$0 | 163,500 |
| COTTON | 17 | 7 | 2650006 | IS044 | 0.3 | UTILITIES | 2018 | I-44: 1.0 MI NORTH OF THE TEXAS STATE LINE (INTERCHANGE IMPROVE) UT FOR 26500(04) 8/20/18 Modification Total Increase = \$238,219 Fed increase = \$227,546 State increase = \$10,673 | 8/20/2018 | NHPP | \$332,738 | \$36,971 | \$0 | \$0 | 369,709 |
| COTTON | 17 | 7 | 2880405 | SH005 | 2.1 | RIGHT OF WAY | 2018 | SH-5: FROM 3.8 MIS SOUTH AND EAST OF SH-65 EXTEND E. 2.1 MILES INCLUDING 5 BRIDGES (RW FOR 28804(04)) | | | \$0 | \$441,100 | \$0 | \$0 | 441,100 |
| COTTON | 17 | 7 | 2880406 | SH005 | 2.1 | UTILITIES | 2018 | SH-5: FROM 3.8 MIS SOUTH AND EAST OF SH-65 EXTEND E. 2.1 MILES INCLUDING 5 BRIDGES UT FOR 28804(04) 4/24/18 Modification Total Decrease = \$245,840 Fed decrease = \$49,168 State decrease = \$49,168 | 4/24/2018 | STP | \$218,448 | \$54,612 | \$0 | \$0 | 273,060 |
| COTTON | 17 | 7 | 2957305 | SH005 | 0.1 | RIGHT OF WAY | 2018 | SH-5 OVER COX CREEK, APPROXIMATELY 11.6 MILES E. OF TILLMAN C/L RW FOR JP 29573(04) | | | \$0 | \$179,850 | \$0 | \$0 | 179,850 |
| COTTON | 17 | 7 | 2957306 | SH005 | 0.1 | UTILITIES | 2018 | SH-5 OVER COX CREEK, APPROXIMATELY 11.6 MILES E. OF TILLMAN C/L UT FOR JP 29573(04) | | | \$215,384 | \$53,846 | \$0 | \$0 | 269,230 |
| COTTON Total | | | | | | | | | | | \$766,570 | \$929,879 | \$0 | \$0 | 1,696,449 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|--------------------|---------|------|---------|-------|--------|-------------------------|------|--|-------------------------|--------------------------|--------------|-------------|-------|----------------------------|------------|
| CRAIG | 18 | 8 | 2190404 | SH002 | 0.75 | GRADE, DRAIN & SURFACE | 2018 | SH-2: BEGINNING AT US-60 & EXTENDING NORTH TO HOSPITAL ROAD IN VINITA. 7/18/18 Modification Total Decrease = \$770,793 Fed decrease = \$616,635 State decrease = \$154,158 | 7/18/2018 | NHPP | \$7,327,524 | \$1,831,882 | \$0 | \$0 | 9,159,406 |
| CRAIG | 18 | 8 | 2906804 | SH010 | 3.74 | BRIDGE & APPROACHES | 2018 | SH-10 OVER BIG CABIN CREEK, 3.6 MILES WEST OF JCT. US-59 9/20/2017 Modification Total increase = \$182,856 Fed increase = \$146,285 Total State Increase = \$36,571 | 9/20/2017 | STP | \$2,313,205 | \$578,301 | \$0 | \$0 | 2,891,506 |
| CRAIG | 18 | 8 | 2967905 | SH002 | 0.1 | RIGHT OF WAY | 2018 | SH-2 OVER LITTLE CABIN CREEK, 16.5 MILES NORTH OF THE JCT. US-60 | | | \$0 | \$112,270 | \$0 | \$0 | 112,270 |
| CRAIG | 18 | 8 | 2967906 | SH002 | 0.1 | UTILITIES | 2018 | SH-2 OVER LITTLE CABIN CREEK, 16.5 MILES NORTH OF THE JCT. US-60 | | | \$89,816 | \$22,454 | \$0 | \$0 | 112,270 |
| CRAIG | 18 | 8 | 2968105 | US069 | 0.1 | RIGHT OF WAY | 2018 | US-69 OVER BILLINGS LIE CREEK, 4.6 MILES NORTH OF THE MAYES C/L | | | \$0 | \$112,270 | \$0 | \$0 | 112,270 |
| CRAIG | 18 | 8 | 2968106 | US069 | 0.1 | UTILITIES | 2018 | US-69 OVER BILLINGS LIE CREEK, 4.6 MILES NORTH OF THE MAYES C/L 8/27/18 Modification Total Decrease = \$44,124 Fed decrease = \$35,302 State decrease = \$8,825 | 8/27/2018 | NHPP | \$54,514 | \$13,629 | \$0 | \$0 | 68,143 |
| CRAIG Total | | | | | | | | | | | \$9,785,059 | \$2,670,806 | \$0 | \$0 | 12,455,865 |
| CREEK | 19 | 8 | 2413204 | SH066 | 1 | GRADE, DRAIN & SURFACE | 2018 | SH-66: FROM APPROX. 0.25 MILES EAST OF DEPEW, NORTHEAST, ON NEW ALIGNMENT. 7/18/18 Modification. Moved from FFY20. | 7/18/2018 | STP | \$3,155,708 | \$788,926 | \$0 | \$0 | 3,944,634 |
| CREEK | 19 | 8 | 2708304 | SH033 | 0.25 | BRIDGE & APPROACHES | 2018 | SH-33: UNNAMED CREEK, 1.4 MI. EAST OF PAYNE COUNTY LINE | | | \$0 | \$1,144,500 | \$0 | \$0 | 1,144,500 |
| CREEK | 19 | 8 | 2792504 | SH048 | 0.35 | BRIDGE & APPROACHES | 2018 | SH-48: OVER THE CIMARRON RIVER, APPROX. 2.5 MI NORTH OF JCT. SH-51/SH-28 8/2/2017 Modification Moved to FFY 18 9/12/2017 Modification total increase = \$240,710 Fed increase = \$192,568 state increase = \$48,142 | 9/12/2017 | STP | \$6,621,568 | \$1,655,392 | \$0 | \$0 | 8,276,960 |
| CREEK | 19 | 8 | 2968205 | SH016 | 0.1 | RIGHT OF WAY | 2018 | SH-16 OVER SAND CREEK, 0.7 MILES EAST OF THE JCT. SH-48 RW FOR 29682(04) | | | \$0 | \$112,175 | \$0 | \$0 | 112,175 |
| CREEK | 19 | 8 | 2968206 | SH016 | 0.1 | UTILITIES | 2018 | SH-16 OVER SAND CREEK, 0.7 MILES EAST OF THE JCT. SH-48 UT FOR 29682(04) | | | \$89,740 | \$22,435 | \$0 | \$0 | 112,175 |
| CREEK | 19 | 8 | 2968305 | IS044 | 0.1 | RIGHT OF WAY | 2018 | SH-16 OVER THE TURNER TURNPIKE (I-44) | | | \$0 | \$112,270 | \$0 | \$0 | 112,270 |
| CREEK | 19 | 8 | 2968306 | IS044 | 0.1 | UTILITIES | 2018 | SH-16 OVER THE TURNER TURNPIKE (I-44) | | NHPP | \$89,816 | \$22,454 | \$0 | \$0 | 112,270 |
| CREEK | 19 | 8 | 2968405 | SH016 | 0.1 | RIGHT OF WAY | 2018 | SH-16 OVER WEST SPRING CREEK, 6.4 MILES SOUTH OF THE JCT. SH-33 | | | \$0 | \$112,270 | \$0 | \$0 | 112,270 |
| CREEK | 19 | 8 | 2968406 | SH016 | 0.1 | UTILITIES | 2018 | SH-16 OVER WEST SPRING CREEK, 6.4 MILES SOUTH OF THE JCT. SH-33 4/24/18 Modification Total Decrease = \$83,362 Fed Decrease = \$66,690 State decrease = \$17,631 | 4/24/2018 | STP | \$23,126 | \$5,782 | \$0 | \$0 | 28,908 |
| CREEK | 19 | 8 | 3284104 | IS044 | 0.3 | MONEY ONLY | 2018 | BRIDGE & APPROACHES - I-44 (TURNER TURNPIKE) OVER SH-66 (COORDINATION WITH OTA) 0.1 MILE E OF TURNPIKE GATE | | NHPP | \$8,000,000 | \$2,000,000 | \$0 | \$0 | 10,000,000 |
| CREEK Total | | | | | | | | | | | \$17,979,958 | \$5,187,278 | \$0 | \$0 | 20,011,528 |
| CUSTER | 20 | 5 | 2413406 | | 0 | BRIDGE WATER PROOF SEAL | 2018 | DIVISION 5 SILANE TREATMENT (WATERPROOF SEAL, SITES TO DETERMINED) 3/5/18 Mod - Change in funding category, no change in estimate. Moving \$54,500 to State. New Fed total = \$0, New State total = \$109,000 | 3/5/2018 | STP | \$0 | \$109,000 | \$0 | \$0 | 109,000 |
| CUSTER | 20 | 5 | 2877104 | SH033 | 0.79 | BRIDGE & APPROACHES | 2018 | SH-33: BRIDGE AND APPROACHES OVER EAST AND WEST BARNITZ CREEKS AND OVERFLOWS LOCATED 5.6 AND 6.4 MILES EAST OF THE SH-44 JCT. | | | \$5,648,520 | \$1,412,130 | \$0 | \$0 | 7,060,650 |
| CUSTER | 20 | 5 | 2952608 | | 0 | BRIDGE PAINTING | 2018 | DIVISION 5 BRIDGE PAINTING SITES TO BE DETERMINED 12/27/2017 Modification, change in estimate. Total increase \$197,753 Fed increase = \$158,202 State increase = \$39,551 2/23/18 Mod - Funding Category Change & Change in Estimate. Total increase = \$237.00 Fed decrease = \$582,202 State increase = \$582,439 | 2/23/2018 | | \$0 | \$727,516 | \$0 | \$0 | 727,516 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|--------|--------|-----------------------------------|------|--|-------------------------|--------------------------|--------------|-------------|-------|----------------------------|-------------|
| CUSTER | 20 | 5 | 3106005 | IS040 | 0.2 | RIGHT OF WAY | 2018 | I-40: UNDER AIRPORT ROAD 4.3 MILES EAST OF SH-54 IN WEATHERFORD. | | | \$0 | \$106,000 | \$0 | \$0 | 106,000 |
| CUSTER | 20 | 5 | 3106006 | IS040 | 0.2 | UTILITIES | 2018 | I-40: UNDER AIRPORT ROAD 4.3 MILES EAST OF SH-54 IN WEATHERFORD. | | NHPP | \$95,400 | \$10,600 | \$0 | \$0 | 106,000 |
| CUSTER Total | | | | | | | | | | | \$5,743,920 | \$2,365,246 | \$0 | \$0 | 8,109,166 |
| DELAWARE | 21 | 8 | 2414704 | SH085 | 0.5 | BRIDGE & APPROACHES | 2018 | SH-85: OVER DUCK CR, 3.2 MILES EAST & NORTH OF THE CRAIG C/L 7/18/18 Modification. Moved from FFY20. Modification Total Decrease = \$608,795 Fed decrease = \$544,637 State decrease = \$136,158 | 7/18/2018 | STP | \$3,762,285 | \$940,572 | \$0 | \$0 | 4,702,857 |
| DELAWARE | 21 | 8 | 2885604 | SH085A | 0.5 | BRIDGE & APPROACHES | 2018 | SH 85A OVER HORSE CREEK, 3.5 MI EAST OF SH 85 | | | \$5,733,837 | \$1,433,459 | \$0 | \$0 | 7,167,296 |
| DELAWARE | 21 | 8 | 3022304 | US059 | 0.2 | BRIDGE REPAIR | 2018 | US-59 BRIDGE REHAB ON SAILBOAT BRIDGE LOCATED 4.2 MILES NW OF SH-10 EAST JCT. (GROUT VOID REPAIR) | | STP | \$2,079,000 | \$0 | \$0 | \$0 | 2,079,000 |
| DELAWARE Total | | | | | | | | | | | \$11,575,122 | \$1,433,459 | \$0 | \$0 | 9,246,296 |
| DEWEY | 22 | 5 | 0637714 | US183 | 1.4 | GRADE, DRAINING, BRIDGE & SURFACE | 2018 | US-183: FROM 16.13 MILES N OF THE CUSTER C/L AND EXTEND NORTH 1.41 MILES. (STARTING AT THE NORTH CITY LIMITS OF TALOGA.) 2/16/2018 Amendment Total Increase = \$801,104 Fed increase = \$640,883 State increase = \$160,221 2/23/18 Mod - Funding Category Change & Change in Estimate.Total increase = \$2,278 Fed decrease = \$3,743,243 State increase = \$3,745,521 | | NHPP | \$0 | \$4,676,776 | \$0 | \$0 | 4,676,776 |
| DEWEY | 22 | 5 | 1767134 | US270 | 3.4 | GRADE, DRAIN & SURFACE | 2018 | US-270: FROM 5.7 MI SE OF THE SH-51 WEST JCT SE 3.4 MI | | NHPP | \$8,773,592 | \$2,200,000 | \$0 | \$0 | 10,973,592 |
| DEWEY | 22 | 5 | 3033305 | SH034 | 0.4 | RIGHT OF WAY | 2018 | SH-34 OVER THE S CANADIAN RIVER 13.5 MILES N OF THE CUSTSER C/L. ROW FOR 30333(04) | | | \$0 | \$106,000 | \$0 | \$0 | 106,000 |
| DEWEY | 22 | 5 | 3033306 | SH034 | 0.4 | UTILITIES | 2018 | SH-34 OVER THE S CANADIAN RIVER 13.5 MILES N OF THE CUSTSER C/L. UT FOR 30333(04) | | STP | \$87,200 | \$21,800 | \$0 | \$0 | 109,000 |
| DEWEY Total | | | | | | | | | | | \$8,860,792 | \$7,004,576 | \$0 | \$0 | 15,865,368 |
| ELLIS | 23 | 6 | 2416005 | SH015 | 4.3 | RIGHT OF WAY | 2018 | SH-15 FROM 2.2 MILES EAST OF SH-46 NORTH JCT., EXTEND EAST APPROX 4.3 MILES RW FOR 24160(04) | | | \$0 | \$250,000 | \$0 | \$0 | 250,000 |
| ELLIS | 23 | 6 | 2416006 | SH015 | 4.3 | UTILITIES | 2018 | SH-15 FROM 2.2 MILES EAST OF SH-46 NORTH JCT., EXTEND EAST APPROX 4.3 MILES | | NHPP | \$200,000 | \$200,000 | \$0 | \$0 | 400,000 |
| ELLIS | 23 | 6 | 2422304 | SH015 | 3.3 | WIDEN & RESURFACE | 2018 | SH-15: BEGIN 3.3 MI. WEST OF THE WOODWARD C/L., EXT. EAST 4.7 MI. | | NHPP | \$6,394,920 | \$1,598,730 | \$0 | \$0 | 7,993,650 |
| ELLIS | 23 | 6 | 2649705 | SH015 | 2.7 | RIGHT OF WAY | 2018 | SH-15: FROM 5.8 MILES EAST OF US-283 JCT., EXTEND EAST APPROX 2.7 MILES | | | \$0 | \$273,000 | \$0 | \$0 | 273,000 |
| ELLIS | 23 | 6 | 2649706 | SH015 | 4.3 | UTILITIES | 2018 | SH-15: FROM 5.8 MILES EAST OF US-283 JCT., EXTEND EAST APPROX 2.7 MILES | | NHPP | \$401,152 | \$100,288 | \$0 | \$0 | 501,440 |
| ELLIS | 23 | 6 | 2967405 | SH015 | 3.2 | RIGHT OF WAY | 2018 | SH-15: FROM APPROX. 1.3 MI NE OF THE US-283 JCT., EAST APPROX 3.2 MILES | | | \$0 | \$244,000 | \$0 | \$0 | 244,000 |
| ELLIS | 23 | 6 | 2967406 | SH015 | 4.3 | UTILITIES | 2018 | SH-15: FROM APPROX. 1.3 MI NE OF THE US-283 JCT., EAST APPROX 3.2 MILES | | NHPP | \$109,680 | \$27,420 | \$0 | \$0 | 137,100 |
| ELLIS Total | | | | | | | | | | | \$7,105,752 | \$2,693,438 | \$0 | \$0 | \$9,799,190 |
| GARFIELD | 24 | 4 | 2463704 | US060 | 0.1 | BRIDGE & APPROACHES | 2018 | US-60 OVER BNSF RR APPROX. 0.9 MILE NORTH OF US-412 01/17/18 Modification Total increase = \$1,119,031.00 Fed increase = \$895,225 State increase = \$223,806 2/23/18 Modification - Funding Source Change. Fed decrease = \$8,167,225 State increase = \$8,167,225 4/17/18 Modification Total increase = \$991,099 Fed increase = \$11,200,130 State decrease = \$10,209,031 5/3/18 Modification Total Increase = \$194,257 Fed increase = \$194,257 State increase = \$0 | 5/3/2018 | NHPP | \$11,394,387 | \$0 | \$0 | \$0 | 11,394,387 |
| GARFIELD | 24 | 4 | 2637404 | US060 | 4.3 | RECONSTRUCT-NO ADDED LANES | 2018 | US 60: FROM CHESTNUT AVE. IN ENID N. APPROX. 4.4 MILES TO THE SH-45 JCT | | | \$3,030,000 | \$30,000 | \$0 | \$0 | 3,060,000 |
| GARFIELD | 24 | 4 | 2796504 | US064 | 0.2 | BRIDGE & APPROACHES | 2018 | US 64/US 412: EB & WB BRIDGES OVER BLACKBEAR CR. 11.6 MIS. E. OF THE US 81 JCT. | | | \$1,212,000 | \$303,000 | \$0 | \$0 | 1,515,000 |
| GARFIELD | 24 | 4 | 2798104 | US060 | 4.5 | RECONSTRUCT-NO ADDED LANES | 2018 | US 81: FROM SH-45, EXTEND NORTH 4.5 MILES TO 4.5 MILES SOUTH OF THE GRANT COUNTY LINE | | | \$3,232,000 | \$808,000 | \$0 | \$0 | 4,040,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|-----------------------|---------|------|---------|-------|--------|----------------------------|------|--|-------------------------|--------------------------|-------------|--------------|-------------|----------------------------|------------|-------------|
| GARFIELD | 24 | 4 | 2798105 | US060 | 4.5 | RECONSTRUCT-NO ADDED LANES | 2018 | US 81: FROM 4.5 MILES NORTH OF SH-45, EXTEND NORTH 4.5 MILES TO THE GRANT | | | \$2,060,000 | \$264,353 | \$0 | \$0 | 2,324,353 | |
| GARFIELD Total | | | | | | | | | | | | \$20,928,387 | \$1,405,353 | \$0 | \$0 | 22,333,740 |
| GARVIN | 25 | 3 | 2756604 | US077 | 0.02 | BRIDGE & APPROACHES | 2018 | US-77 OVER RUSH CREEK, 9.23 MI NORTH OF MURRAY C/L 7/12/2018 Amendment Total Increase = \$387,155 Fed increase = \$1,934,432 State decrease = \$1,547,277 | 7/12/2018 | STP | \$8,123,540 | \$0 | \$0 | \$0 | 8,123,540 | |
| GARVIN | 25 | 3 | 2799904 | US077 | 0.95 | BRIDGE & APPROACHES | 2018 | US-77 OVER WASHITA RIVER, 2.95 MI NORTH OF MURRAY C/L 12/04/17 Modification Total Increase = \$1,401,462. Fed Increase = \$1,273,292 State Increase = \$92,170 | 12/4/2017 | STP | \$7,817,170 | \$1,954,292 | \$0 | \$0 | 9,771,462 | |
| GARVIN | 25 | 3 | 2954405 | US077 | 0.86 | RIGHT OF WAY | 2018 | US-77 OVER UNNAMED CREEK & WASHITA RIVER OVERFLOW, FROM 1.78 MI NORTH & EAST OF MURRAY C/L, EAST 0.86 MI | | | \$0 | \$828,676 | \$0 | \$0 | 828,676 | |
| GARVIN | 25 | 3 | 2954406 | US077 | 0.86 | UTILITIES | 2018 | US-77 OVER UNNAMED CREEK & WASHITA RIVER OVERFLOW, FROM 1.78 MI NORTH & EAST OF MURRAY C/L, EAST 0.86 MI 4/24/18 Modification Total Decrease = \$366,070 Fed decrease = \$292,856 State decrease = \$73,214 | 4/24/2018 | STP | \$226,840 | \$56,710 | \$0 | \$0 | 283,550 | |
| GARVIN | 25 | 3 | 2967205 | SH019 | 4.88 | RIGHT OF WAY | 2018 | SH-19: FROM 2.40 MI NORTHEAST OF US-77, NORTHEAST THEN EAST 4.88 MI (RW FOR 29672(04)) | | | \$0 | \$1,308,000 | \$0 | \$0 | 1,308,000 | |
| GARVIN | 25 | 3 | 2967206 | SH019 | 4.88 | UTILITIES | 2018 | SH-19: FROM 2.40 MI NORTHEAST OF US-77, NORTHEAST THEN EAST 4.88 MI (UT FOR 29672(04)) | | | \$448,320 | \$112,080 | \$0 | \$0 | 560,400 | |
| GARVIN | 25 | 3 | 3184004 | IS035 | 6.46 | RESURFACE | 2018 | I-35: FROM MP 66.2, EXTEND SOUTH TO MP 59.74 | | | \$2,060,000 | \$264,353 | \$0 | \$0 | 2,324,353 | |
| GARVIN Total | | | | | | | | | | | | \$18,675,870 | \$4,524,111 | \$0 | \$0 | 23,199,981 |
| GRADY | 26 | 7 | 2442805 | US081 | 6.3 | RIGHT OF WAY | 2018 | US-81 FROM SH-9 SOUTH 6.3 MI TO US-277 (CHICKASHA BYPASS) ROW FOR 24428(04) | | NHPP / NHFP | \$9,200,000 | \$2,309,000 | \$0 | \$0 | 11,509,000 | |
| GRADY | 26 | 7 | 2442811 | US081 | 6.3 | CONTRACT P.E. | 2018 | US-81 REALIGNMENT, (CHICKASHA BY-PASS) CHICKASHA, GRADY CO. DOT 595 519H UNION PACIFIC RR FORCE ACCT PE FOR 24428(04)) | | | \$10,000 | \$0 | \$0 | \$0 | 10,000 | |
| GRADY | 26 | 7 | 2442806 | US081 | 6.3 | UTILITIES | 2018 | US-81 FROM SH-9 SOUTH 6.3 MI TO US-277 (CHICKASHA BYPASS) UT FOR 24428(04) 04/09/18 Amendment. Total increase = \$3,595,826 Fed increase = \$4,131,426 State decrease = \$(535,600). | 4/9/2018 | | \$6,273,826 | \$0 | \$0 | \$0 | 6,273,826 | |
| GRADY Total | | | | | | | | | | | | \$15,483,826 | \$2,309,000 | \$0 | \$0 | 17,792,826 |
| HARMON | 29 | 5 | 2876804 | SH030 | 0.2 | BRIDGE & APPROACHES | 2018 | SH-30: OVER SALT FORK OF RED RIVER, 11.2 MI NORTH OF US-62 | | | \$0 | \$8,210,798 | \$0 | \$0 | 8,210,798 | |
| HARMON | 29 | 5 | 3182505 | SH030 | 13.1 | RIGHT OF WAY | 2018 | SH-30: REPLACE THIRTEEN WOODEN ROADWAY SIZE BOXES, VARIOUS LOCATIONS BETWEEN US-62 & SH-9. | | | \$0 | \$10,000 | \$0 | \$0 | 10,000 | |
| HARMON | 29 | 5 | 3182506 | SH030 | 13.1 | UTILITIES | 2018 | SH-30: REPLACE THIRTEEN WOODEN ROADWAY SIZE BOXES, VARIOUS LOCATIONS BETWEEN US-62 & SH-9. | | STP | \$28,150 | \$7,038 | \$0 | \$0 | 35,188 | |
| HARMON Total | | | | | | | | | | | | \$28,150 | \$8,227,836 | \$0 | \$0 | \$8,255,986 |
| HARPER | 30 | 6 | 2697305 | | 0 | BRIDGE PAINTING | 2018 | DIVISION 6 BRIDGE PAINT | | | \$80,000 | \$20,000 | \$0 | \$0 | 100,000 | |
| HARPER | 30 | 6 | 2697405 | | 0 | JOINT SEAL/REPAIR | 2018 | DIVISION 6 BRIDGE JOINT 6/20/18 Modification Total Increase = \$0 Fed decrease = \$160,000 State increase = \$ 160,000 | 6/20/2018 | STP | \$0 | \$200,000 | \$0 | \$0 | 200,000 | |
| HARPER | 30 | 6 | 2697505 | | 0 | BRIDGE WATER PROOF SEAL | 2018 | DIVISION 6 BRIDGE SILANE (WATERPROOF SEAL) | | STP | \$159,194 | \$0 | \$0 | \$0 | 159,194 | |
| HARPER | 30 | 6 | 2700514 | | 0 | SAFETY IMPROVEMENT | 2018 | DIVISION SIX SAFETY IMPROVEMENTS (SITES TO BE DETERMINED) | | | \$200,000 | \$50,000 | \$0 | \$0 | 250,000 | |
| HARPER Total | | | | | | | | | | | | \$439,194 | \$270,000 | \$0 | \$0 | 709,194 |
| HASKELL | 31 | 1 | 3119504 | SH002 | 0.2 | GRADE & DRAIN | 2018 | SH-2: BEGINNING FROM 2.3 MILES N. OF LATIMER C/L N. 0.2 MI. (TUCKERS KNOB) SLIDE REPAIR | | | \$523,200 | \$130,800 | \$0 | \$0 | 654,000 | |
| HASKELL | 31 | 1 | 3209404 | SH071 | 0.1 | BRIDGE REHABILITATION | 2018 | SH-71 @ EUFAULA SPILLWAY BRIDGE, .1 MI. WEST OF HASKELL/MCINTOSH C/L | | STP | \$3,200,000 | \$800,000 | \$0 | \$0 | 4,000,000 | |
| HASKELL Total | | | | | | | | | | | | \$3,723,200 | \$930,800 | \$0 | \$0 | 4,654,000 |
| HUGHES | 32 | 3 | 2893904 | SH009 | 0.2 | BRIDGE & APPROACHES | 2018 | SH-9 OVER FISH CREEK, 13.47 MI EAST OF US-75 4/17/18 Modification Total Increase = \$224,647 Fed increase = \$726,091 State decrease = 501,444 | 4/17/2018 | STP | \$2,855,354 | \$0 | \$0 | \$0 | 2,855,354 | |
| HUGHES Total | | | | | | | | | | | | \$2,855,354 | \$0 | \$0 | \$0 | 2,855,354 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|-------------------------|---------|------|---------|--------|--------|-------------------------|------|--|-------------------------|--------------------------|-------------|--------------|-------------|----------------------------|-------------|------------|
| JOHNSTON | 35 | 3 | 3138004 | SH048A | 0.02 | BRIDGE REHABILITATION | 2018 | SH-48A OVER BIG SANDY CREEK, 3.4 MI WEST OF JCT SH-48 (REDECK AND SUBSTRUCTURE REPAIR) 7/18/18 Modification. Moved from FFY19. Modification Total Increase = \$393,515 Fed increase = \$314,812 State increase = \$78,703 | 7/18/2018 | STP | \$1,086,784 | \$271,696 | \$0 | \$0 | 1,358,480 | |
| JOHNSTON | 35 | 3 | 3104705 | SH048 | 1 | RIGHT OF WAY | 2018 | SH-48: BEGIN 1.0 MI SOUTH OF JOHNSTON C/L, EXTEND NORTH 6.0 MI (RW FOR 31047(04)) | | | \$0 | \$636,000 | \$0 | \$0 | 636,000 | |
| JOHNSTON | 35 | 3 | 3104706 | SH048 | 1 | UTILITIES | 2018 | SH-48: BEGIN 1.0 MI SOUTH OF JOHNSTON C/L, EXTEND NORTH 6.0 MI (UT FOR 31047(04)) | | | \$305,280 | \$76,320 | \$0 | \$0 | 381,600 | |
| JOHNSTON Total | | | | | | | | | | | | \$1,392,064 | \$712,320 | \$0 | \$0 | 1,017,600 |
| KAY | 36 | 4 | 2443214 | IS035 | 5.89 | BRIDGE & APPROACHES | 2018 | I-35: BRIDGE AND APPROACHES OVER US-60 US 77: FROM THE SH 11W JCT. N. APPROX. 4.72 MILES TO SOUTH ST. IN NEWKIRK (SOUTHBOUND ONLY) | | | \$5,680,000 | \$1,420,000 | \$0 | \$0 | 7,100,000 | |
| KAY | 36 | 4 | 2636804 | US077 | 4.7 | SHOULDER REHABILITATION | 2018 | | | | \$2,666,400 | \$666,600 | \$0 | \$0 | 3,333,000 | |
| KAY Total | | | | | | | | | | | | \$8,346,400 | \$2,086,600 | \$0 | \$0 | 10,433,000 |
| KINGFISHER | 37 | 4 | 2798004 | US081 | 3 | GRADE, DRAIN & SURFACE | 2018 | US-81: RECONSTRUCTION FROM 5.4 MI NORTH OF THE CANADIAN C/L 3.0 MI IN KINGFISHER | | NHPP | \$8,800,000 | \$2,200,000 | \$0 | \$0 | 11,000,000 | |
| KINGFISHER | 37 | 4 | 2984204 | US081 | 0.1 | BRIDGE & APPROACHES | 2018 | US 81: OVER KINGFISHER CREEK 0.7 MIS. N. OF SH 33 | | NHPP | \$3,600,000 | \$900,000 | \$0 | \$0 | 4,500,000 | |
| KINGFISHER | 37 | 4 | 3100305 | SH033 | 9.41 | RIGHT OF WAY | 2018 | SH-33; SHOULDERS AND RESURFACE FROM 0.56 MILES EAST OF US-81 JCT, EAST 9.4 MILES (ROW FOR 31003(04)) | | | \$0 | \$1,515,000 | \$0 | \$0 | 1,515,000 | |
| KINGFISHER | 37 | 4 | 3100306 | SH033 | 9.41 | UTILITIES | 2018 | SH-33; SHOULDERS AND RESURFACE FROM 0.56 MILES EAST OF US-81 JCT, EAST 9.4 MILES (UT FOR 31003(04)) | | | \$1,212,000 | \$303,000 | \$0 | \$0 | 1,515,000 | |
| KINGFISHER | 37 | 4 | 3268704 | US081 | 0.5 | BRIDGE PAINTING | 2018 | DIVISION 4 BRIDGE PAINTING: NB BRIDGE ON US-81 OVER THE CIMARRON RIVER, | | | \$2,020,000 | \$505,000 | \$0 | \$0 | 2,525,000 | |
| KINGFISHER Total | | | | | | | | | | | | \$15,632,000 | \$5,423,000 | \$0 | \$0 | 21,055,000 |
| KIOWA | 38 | 5 | 2790404 | SH019 | 0.15 | BRIDGE & APPROACHES | 2018 | SH-19: BRIDGE AND APPROACHES OVER AN UNNAMED CREEK LOCATED 1.8 MILES EAST OF THE SH-115 JCT. | | STP | \$1,262,006 | \$315,504 | \$0 | \$0 | 1,577,510 | |
| KIOWA | 38 | 5 | 2795204 | SH019 | 0.2 | BRIDGE & APPROACHES | 2018 | SH-19, BRIDGE AND APPROACHES OVER UNNAMED CREEK LOCATED 0.2 MILE WEST OF THE CADDO COUNTY LINE. | | STP | \$783,232 | \$195,808 | \$0 | \$0 | 979,040 | |
| KIOWA | 38 | 5 | 2951805 | SH115 | 0.5 | RIGHT OF WAY | 2018 | SH-115, THREE BRIDGES, TWO OVER TRIB OF SADDLE MTN CRK AND ONE OVER SADDLE MTN CRK, LOCATED 1.8, 2.0, & 2.2 MI NW OF THE COMANCHE C/L. RW FOR 29518(04) | | | \$0 | \$81,750 | \$0 | \$0 | 81,750 | |
| KIOWA | 38 | 5 | 2951806 | SH115 | 0.5 | UTILITIES | 2018 | SH-115, THREE BRIDGES, TWO OVER TRIB OF SADDLE MTN CRK AND ONE OVER SADDLE MTN CRK, LOCATED 1.8, 2.0, & 2.2 MI NW OF THE COMANCHE C/L. UT FOR 29518(04) | | STP | \$65,400 | \$16,351 | \$0 | \$0 | 81,751 | |
| KIOWA | 38 | 5 | 2952105 | SH049 | 0.2 | RIGHT OF WAY | 2018 | SH-49, BRIDGE AND APPROACHES OVER AN UNNAMED CREEK LOCATED 1.2 EAST OF THE SH-54 JUNCTION. RW FOR 29521(04) | | | \$0 | \$54,500 | \$0 | \$0 | 54,500 | |
| KIOWA | 38 | 5 | 2952106 | SH049 | 0.2 | UTILITIES | 2018 | SH-49, BRIDGE AND APPROACHES OVER AN UNNAMED CREEK LOCATED 1.2 EAST OF THE SH-54 JUNCTION. UT FOR 29521(04) | | STP | \$43,600 | \$10,900 | \$0 | \$0 | 54,500 | |
| KIOWA | 38 | 5 | 2952205 | US062B | 0.5 | RIGHT OF WAY | 2018 | US-62B, BRIDGE AND APPROACHES OVER DRY OTTER AND TWO UNNAMED CREEKS LOCATED 0.8, 2.5 & 2.6 MILES WEST OF THE US-183 JCT. RW FOR 29522(04) | | | \$0 | \$81,750 | \$0 | \$0 | 81,750 | |
| KIOWA | 38 | 5 | 2952206 | US062B | 0.5 | UTILITIES | 2018 | US-62B, BRIDGE AND APPROACHES OVER DRY OTTER AND TWO UNNAMED CREEKS LOCATED 0.8, 2.5 & 2.6 MILES WEST OF THE US-183 JCT. UT FOR 29522(04) | | STP | \$65,400 | \$16,351 | \$0 | \$0 | 81,751 | |
| KIOWA Total | | | | | | | | | | | | \$2,219,638 | \$772,914 | \$0 | \$0 | 2,992,552 |
| LATIMER | 39 | 2 | 2713804 | SH001 | 0.52 | BRIDGE & APPROACHES | 2018 | SH 1 OVER BUFFALO CREEK AND 2 OVERFLOWS 2.58 MI EAST OF SH 2 & UNNAMED CREEK 3.22 MILES EAST OF SH-2 9/12/2017 Modification Moved to FFY 18 Total increase = \$1,340,925 Fed increase = \$1,072,740 State increase = \$268,185 | 9/12/2017 | | \$6,703,336 | \$1,675,835 | \$0 | \$0 | \$8,379,171 | |
| LATIMER Total | | | | | | | | | | | | \$6,703,336 | \$1,675,835 | \$0 | \$0 | 8,379,171 |
| LEFLORE | 40 | 2 | 1712713 | US059 | 5 | RIGHT OF WAY | 2018 | US-59 FROM SUNSET CORNERS EXTEND WEST. RW FOR JP# 17127(04) | | | \$0 | \$6,741,000 | \$0 | \$0 | \$6,741,000 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|----------------------|---------|------|---------|--------|--------|---------------------|------|---|-------------------------|--------------------------|-------------|-------------|-------------|----------------------------|-------------|--------------|
| LEFLORE | 40 | 2 | 1712714 | US059 | 5 | UTILITIES | 2018 | US 59 FROM SUNSET CORNERS EXTEND WEST. UT FOR 17127(04) | | | \$2,426,943 | \$606,736 | \$0 | \$0 | \$3,033,679 | |
| LEFLORE | 40 | 2 | 2433309 | | | JOINT SEAL/REPAIR | 2018 | DIVISION 2: BRIDGE MAINTENANCE - VARIOUS LOCATIONS | | STP | \$160,000 | \$40,000 | \$0 | \$0 | 200,000 | |
| LEFLORE | 40 | 2 | 3128905 | US271 | 0.25 | RIGHT OF WAY | 2018 | JCT US-271/SH-112 INTERSECTION MODIFICATION RW FOR 31289(04) | | | \$0 | \$54,500 | \$0 | \$0 | 54,500 | |
| LEFLORE | 40 | 2 | 3128906 | US271 | 0.25 | UTILITIES | 2018 | JCT US-271/SH-112 INTERSECTION MODIFICATION UT FOR 31289(04) | | NHPP | \$43,600 | \$10,900 | \$0 | \$0 | 54,500 | |
| LEFLORE Total | | | | | | | | | | | | \$2,630,543 | \$7,453,136 | \$0 | \$0 | 10,083,679 |
| LINCOLN | 41 | 3 | 2418013 | US177 | 5.01 | RIGHT OF WAY | 2018 | US-177: FROM SH-105, NORTH 5.01 MI TO PAYNE C/L (RW FOR 24180(12)) | | | \$0 | \$2,385,957 | \$0 | \$0 | 2,385,957 | |
| LINCOLN | 41 | 3 | 2418014 | US177 | 5.01 | UTILITIES | 2018 | US-177: FROM SH-105, NORTH 5.01 MI TO PAYNE C/L (UT FOR 24180(12)) | | | \$1,007,802 | \$251,950 | \$0 | \$0 | 1,259,752 | |
| LINCOLN | 41 | 3 | 2714304 | SH018 | 0.5 | BRIDGE & APPROACHES | 2018 | SH-18 OVER DRY CREEK & DRY CREEK OVERFLOW, 6.6 & 6.7 MI NORTH OF SH-66 01/08/2018 Change in Estimate. Total Increase = \$175,888.00 Fed increase = \$815,401 State decrease = \$639,513 | 1/8/2018 | STP | \$3,157,657 | \$789,415 | \$0 | \$0 | 3,947,072 | |
| LINCOLN | 41 | 3 | 2803405 | SH066E | 0.02 | RIGHT OF WAY | 2018 | SH-66B OVER CAPTAIN CREEK, 1.5 MI NORTHEAST OF SH-66 | | | \$0 | \$231,080 | \$0 | \$0 | 231,080 | |
| LINCOLN | 41 | 3 | 2803406 | SH066E | 0.02 | UTILITIES | 2018 | SH-66B OVER CAPTAIN CREEK, 1.5 MI NORTHEAST OF SH-66 | | STP | \$92,432 | \$23,108 | \$0 | \$0 | 115,540 | |
| LINCOLN | 41 | 3 | 2892504 | US062 | 0.2 | BRIDGE & APPROACHES | 2018 | US-62 OVER UNNAMED CREEK, 6.97 MI EAST OF OKLAHOMA C/L | | STP | \$1,734,235 | \$370,420 | \$0 | \$0 | 2,104,655 | |
| LINCOLN Total | | | | | | | | | | | | \$5,992,126 | \$4,051,930 | \$0 | \$0 | 10,044,056 |
| LOGAN | 42 | 4 | 2710304 | US077 | 0.2 | BRIDGE & APPROACHES | 2018 | US 77: OVER THE CIMARRON RIVER 2.8 MILES N. OF SH 33 4/17/18 Modification Total Increase = \$107,084 Fed increase = \$1,207,084 State decrease = \$1,100,000 | 4/17/2018 | STP | \$5,607,084 | \$0 | \$0 | \$0 | 5,607,084 | |
| LOGAN | 42 | 4 | 2797606 | SH051 | 0.73 | UTILITIES | 2018 | SH 51: OVER E. BEAVER CR. 0.3 MIS. W. OF THE US 77 JCT. (INCLUDES IMPROVEMENTS TO THE SH 51/US 77 JCTS. & BNSF RR OVERPASS) | | | \$1,616,000 | \$404,000 | \$0 | \$0 | 2,020,000 | |
| LOGAN | 42 | 4 | 2797609 | SH051 | 0.73 | UTILITIES | 2018 | SH 51: OVER E. BEAVER CR. 0.3 MIS. W. OF THE US 77 JCT. (INCLUDES IMPROVEMENTS TO THE SH 51/US 77 JCTS. & BNSF RR OVERPASS) 4/24/18 Modification Total Increase = \$43,955 Fed increase = \$35,164 State Increase = \$8,791 | 4/24/2018 | STP | \$675,164 | \$168,791 | \$0 | \$0 | 843,955 | |
| LOGAN | 42 | 4 | 2831204 | SH074D | 0.2 | BRIDGE & APPROACHES | 2018 | SH-74D: OVER ROCK CREEK 1.7 MIS W. OF SH-74 8/2/2017 Modification Moved to FFY 18 | | STP | \$1,881,742 | \$470,435 | \$0 | \$0 | 2,352,177 | |
| LOGAN Total | | | | | | | | | | | | \$9,779,990 | \$1,043,226 | \$0 | \$0 | \$10,823,216 |
| LOVE | 43 | 7 | 2880305 | US077 | 0.3 | RIGHT OF WAY | 2018 | US-77 RAIL ROAD OVERPASS BEGIN APPROX 1.9 MIS N. OF JCT SH 153 AT THACKERVILLE (RW FOR 28803(04)) 5/11/18 Amendment Total Increase = \$0 Fed increase = \$3,258,000 State decrease = \$3,258,000 | 5/11/2018 | | \$3,258,000 | \$0 | \$0 | \$0 | 3,258,000 | |
| LOVE | 43 | 7 | 2880306 | US077 | 0.3 | UTILITIES | 2018 | US-77 RAIL ROAD OVERPASS BEGIN APPROX 1.9 MIS N. OF JCT SH 153 AT THACKERVILLE (UT FOR 28803(04)) | | STP | \$389,873 | \$97,468 | \$0 | \$0 | 487,341 | |
| LOVE | 43 | 7 | 2881405 | SH032 | 6.45 | RIGHT OF WAY | 2018 | SH-32: BEGIN AT SH-77S JCT, EXTEND E. 6.45 MIS TO WEST END OF HICKORY CREEK BRIDGE 5/10/18 Amendment Total Increase = \$0 Fed increase = 4,250,000 State decrease = \$4,250,000 | 5/10/2018 | STP | \$4,250,000 | \$0 | \$0 | \$0 | 4,250,000 | |
| LOVE | 43 | 7 | 2881406 | SH032 | 6.45 | UTILITIES | 2018 | SH-32: BEGIN AT SH-77S JCT, EXTEND E. 6.45 MIS TO WEST END OF HICKORY CREEK BRIDGE | | STP | \$621,435 | \$155,358 | \$0 | \$0 | 776,793 | |
| LOVE | 43 | 7 | 2957605 | SH032 | 0.1 | RIGHT OF WAY | 2018 | SH-32 OVER WILSON CREEK BEGIN APPROX 0.3 MILES W. OF MARSHALL C/L (RW FOR JP 29576(04)) | | | \$0 | \$305,201 | \$0 | \$0 | 305,201 | |
| LOVE | 43 | 7 | 2957606 | SH032 | 0.1 | UTILITIES | 2018 | SH-32 OVER WILSON CREEK BEGIN APPROX 0.3 MILES W. OF MARSHALL C/L (UT FOR JP 29576(04)) | | STP | \$366,240 | \$91,560 | \$0 | \$0 | 457,800 | |
| LOVE | 43 | 7 | 2965005 | US077 | 5.1 | RIGHT OF WAY | 2018 | US-77 BEGIN APPROX 1.0 MILE N. OF TEXAS STATE LINE, EXTEND N. 5.1 MILES. (RW FOR JP 29650(04)) | | | \$0 | \$1,024,600 | \$0 | \$0 | 1,024,600 | |
| LOVE | 43 | 7 | 2965006 | US077 | 5.1 | UTILITIES | 2018 | US-77 BEGIN APPROX 1.0 MILE N. OF TEXAS STATE LINE, EXTEND N. 5.1 MILES. (UT FOR JP 29650(04)) | | | \$1,229,521 | \$307,380 | \$0 | \$0 | 1,536,901 | |
| LOVE | 43 | 7 | 3036504 | IS035 | 0.2 | BRIDGE & APPROACHES | 2018 | I-35: COUNTY ROAD E2180 OVER I-35 9.3 MIS. N. OF THE TEXAS STATE LINE | | | \$3,254,202 | \$813,551 | \$0 | \$0 | 4,067,753 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|------------------------|---------|------|---------|-------|--------|-----------------------------------|------|--|-------------------------|--------------------------|--------------|-------------|--------------|----------------------------|-------------|
| LOVE | 43 | 7 | 3270804 | | | ENVIRONMENTAL MITIGATION | 2018 | I-35: CONSTRUCTION OF KIOSK AT THE REST AREA ON I-35 FOR MITIGATION OF JEFFERSON COUNTY SH 79 RED RIVER BRIDGE REPLACEMENT | | | \$0 | \$500,000 | \$0 | \$0 | 500,000 |
| LOVE Total | | | | | | | | | | | \$13,369,271 | \$3,295,118 | \$0 | \$0 | 16,664,389 |
| MAJOR | 47 | 6 | 1256905 | SH008 | 5.3 | RIGHT OF WAY | 2018 | SH-8: FR US 412 NORTH TO ALFALFA C/L | | | \$0 | \$1,155,400 | \$0 | \$0 | 1,155,400 |
| MAJOR | 47 | 6 | 1256906 | SH008 | 5.3 | UTILITIES | 2018 | SH-8: FR US 412 NORTH TO ALFALFA C/L | | STP | \$479,947 | \$119,987 | \$0 | \$0 | 599,934 |
| | | | | | | | | | | | | | | | |
| MAJOR | 47 | 6 | 2700507 | US060 | 0.31 | SAFETY IMPROVEMENT | 2018 | DIVISION SIX SAFETY IMPROVEMENTS (SITES TO BE DETERMINED) 8/2/2017 Modification Moved to FFY 18 | 8/2/2018 | STP | \$179,215 | \$0 | \$0 | \$0 | 179,215 |
| MAJOR Total | | | | | | | | | | | \$659,162 | \$1,275,387 | \$0 | \$0 | \$1,934,549 |
| MARSHALL | 48 | 2 | 1883505 | US070 | 2 | RIGHT OF WAY | 2018 | US-70: MADILL REALIGNMENT FROM SH-199 EAST 2.0 MILES | | | \$0 | \$2,811,385 | \$0 | \$0 | 2,811,385 |
| MARSHALL | 48 | 2 | 1883506 | US070 | 2 | UTILITIES | 2018 | US-70: MADILL REALIGNMENT FROM SH-199 EAST 2.0 MILES | | | \$452,376 | \$113,094 | \$0 | \$0 | 565,470 |
| | | | | | | | | | | | | | | | |
| MARSHALL | 48 | 2 | 1883510 | US070 | 2.8 | RIGHT OF WAY | 2018 | US-70 MADILL REALIGNMENT FROM 2.0 MI EAST & SOUTH OF SH-199 SOUTH 2.8 MI | | | \$0 | \$583,495 | \$0 | \$0 | 583,495 |
| MARSHALL | 48 | 2 | 1883511 | US070 | 2.8 | UTILITIES | 2018 | US-70 MADILL REALIGNMENT FROM 2.0 MI EAST & SOUTH OF SH-199 SOUTH 2.8 MI | | | \$212,180 | \$53,045 | \$0 | \$0 | 265,225 |
| | | | | | | | | | | | | | | | |
| MARSHALL | 48 | 2 | 2800607 | SH032 | 0.1 | BRIDGE & APPROACHES | 2018 | SH-32 OVER HAUJANI CREEK, 1.75 MILES EAST OF LOVE COUNTY LINE 7/13/18 Amendment Total Increase = \$352,141 Fed increase = \$1,439,701 State decrease = \$1,087,560 | 7/13/118 | STP | \$5,789,941 | \$0 | \$0 | \$0 | 5,789,941 |
| | | | | | | | | | | | | | | | |
| MARSHALL | 48 | 2 | 2882804 | SH099 | 1 | BRIDGE & APPROACHES | 2018 | SH-99/US-377 OVER LAKE TEXOMA (WILLIS BRIDGE) (PENDING 50% FROM TXDOT) 4/17/18 Modification Total increase = \$1,895,628 Fed increase = \$5,675,176 State decrease = \$5,225,000 Other increase = \$27,570,452 5/30/18 Modification Total Increase = \$2,971,388 Fed increase = \$1,983,332 Other increase = \$988,056 9/10/18 Modification Total Increase = \$130,263 Fed decrease = \$308,757 State increase = \$439,020 | 9/10/2018 | STP | \$28,249,751 | \$0 | \$28,997,528 | \$0 | 57,247,279 |
| MARSHALL Total | | | | | | | | | | | \$34,704,248 | \$3,561,019 | \$28,997,528 | \$0 | 67,262,795 |
| | | | | | | | | | | | | | | | |
| MAYES | 49 | 8 | 2706804 | SH082 | 0.3 | BRIDGE & APPROACHES | 2018 | SH-82: SALINE CREEK, 5 MI. NORTH OF US412 3/6/2018 Modification Total Increase = \$382,891 Fed increase = \$306,313 State increase = \$76,578 4/17/18 Modification Total increase = \$0 Fed increase = \$637,453 State decrease = \$637,453 | 4/17/2018 | STP | \$3,187,262 | \$0 | \$0 | \$0 | 3,187,262 |
| MAYES | 49 | 8 | 3194405 | | | JOINT SEAL/REPAIR | 2018 | JOINT SEAL/REPAIR - MULTIPLE BRIDGES ALONG US-69 AND US-412 | | | \$0 | \$2,055,000 | \$0 | \$0 | 2,055,000 |
| MAYES Total | | | | | | | | | | | \$3,187,262 | \$2,055,000 | \$0 | \$0 | \$5,242,262 |
| MCCLAIN | 44 | 3 | 2328304 | IS035 | 0.1 | GRADE, DRAIN & SURFACE | 2018 | I-35: RECONSTRUCT SOUTHBOUND RAMP AT SH-74 IN GOLDSBY | | | \$1,761,336 | \$298,664 | \$0 | \$0 | 2,060,000 |
| MCCLAIN | 44 | 3 | 2722004 | IS035 | 0.1 | GRADE, DRAINING, BRIDGE & SURFACE | 2018 | I-35 UNDER LADD ROAD, 5.9 MI SOUTH OF CLEVELAND C/L (RAMP ACCELERATION & DECELERATION IMPROVEMENT) | | | \$6,530,926 | \$1,632,732 | \$0 | \$0 | 8,163,658 |
| MCCLAIN | 44 | 3 | 2945906 | SH059 | 0.02 | UTILITIES | 2018 | SH-59 OVER CRINER CREEK, 5.03 MI SOUTH OF SH-39 | | STP | \$337,018 | \$84,255 | \$0 | \$0 | 421,273 |
| MCCLAIN Total | | | | | | | | | | | \$8,629,280 | \$2,015,651 | \$0 | \$0 | 10,644,931 |
| MCCURTAIN | 45 | 2 | 2421906 | SH003 | 5.09 | UTILITIES | 2020 | SH-3 FROM JCT US-259 EXTEND WEST 5.09 MI 8/20/18 Moved from FFY20. Modification Total Decrease = \$96,898 Fed decrease = \$72,997 State decrease = \$23,901 | 8/20/2018 | NHPP | \$1,291,985 | \$322,996 | \$0 | \$0 | 1,614,981 |
| MCCURTAIN | 45 | 2 | 1885910 | US070 | 0.54 | GRADE, DRAINING, BRIDGE & SURFACE | 2018 | US-70: BEGIN 2.25 MILES EAST OF CHOCTAW COUNTY LINE & EXTEND EAST 0.54 MILES | | | \$1,570,080 | \$392,520 | \$0 | \$0 | 1,962,600 |
| MCCURTAIN | 45 | 2 | 2421908 | SH003 | 0.1 | BRIDGE REHABILITATION | 2018 | SH-3 OVER LUKFATA CREEK AND YASHAU CREEK 5/30/18 Modification Total Decrease = \$ 883,859 Fed increase = \$455,181 State decrease = \$1,339,040. | 5/30/2018 | NHPP | \$5,811,341 | \$0 | \$0 | \$0 | 5,811,341 |
| MCCURTAIN | 45 | 2 | 2440406 | US259 | 13.2 | UTILITIES | 2018 | US-259 BEG APPROX 2.0 MI NORTH OF TEXAS S/L & EXT NORTH APPROX 13.2 MILE. | | | \$962,686 | \$240,672 | \$0 | \$0 | 1,203,358 |
| MCCURTAIN Total | | | | | | | | | | | \$9,636,092 | \$633,192 | \$0 | \$0 | 8,977,299 |
| MCINTOSH | 46 | 1 | 2711305 | IS040 | 0.07 | JOINT SEAL/REPAIR | 2018 | I-40: US-69 BRIDGES OVER I-40, 19.1 MILES EAST OF OKMULGEE C/L | | | \$283,120 | \$70,780 | \$0 | \$0 | 353,900 |
| MCINTOSH | 46 | 1 | 2972405 | US266 | 1.08 | RIGHT OF WAY | 2018 | US-266: BRIDGE OVER BACKWALL CREEK, 1.18 MILES EAST & BRIDGE OVER ELK CREEK, 1.74 MILES EAST OF US-69 BUS. | | | \$0 | \$218,000 | \$0 | \$0 | 218,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|-----------------------|---------|------|---------|-------|--------|-------------------------|------|---|-------------------------|--------------------------|--------------|--------------|-------------|----------------------------|------------|--------------|
| MCINTOSH | 46 | 1 | 2972406 | US266 | 1.08 | UTILITIES | 2018 | US-266: BRIDGE OVER BACKWALL CREEK, 1.18 MILES EAST & BRIDGE OVER ELK CREEK, 1.74 MILES EAST OF US-69 BUS. | | STP | \$74,121 | \$18,530 | \$0 | \$0 | 92,651 | |
| MCINTOSH | 46 | 1 | 2975504 | US069 | 5.27 | PAVEMENT REHABILITATION | 2018 | US-69: FROM PITTSBURG C/L NORTH APPROX. 5.27 MILES TO JCT SH-9 8/2/2017 Modification Total increase = \$2,800,000 Fed increase = \$2,240,000 State increase = \$560,000 Moved to FFY 18 9/12/2017 Modification total increase = \$2,321,800 Fed increase = \$1,857,440 state increase = \$464,360 | 9/12/2017 | | \$20,897,440 | \$5,224,360 | \$0 | \$0 | 26,121,800 | |
| MCINTOSH | 46 | 1 | 2975505 | US069 | 5.27 | RESURFACE | 2018 | US-69: FROM PITTSBURG C/L NORTH APPROX. 5.27 MILES TO JCT SH-9 | | NHPP | \$2,000,000 | \$500,000 | \$0 | \$0 | 2,500,000 | |
| MCINTOSH Total | | | | | | | | | | | | \$23,254,681 | \$6,031,670 | \$0 | \$0 | \$29,286,351 |
| MURRAY | 50 | 7 | 2880204 | US077 | 0.15 | BRIDGE REHABILITATION | 2018 | US-77 OVER HONEY CREEK, BEGIN APPROX. 5.0 MI N. OF CARTER C/L, EXTEND N. 0.15 MIS. | | | \$1,519,465 | \$379,866 | \$0 | \$0 | 1,899,331 | |
| MURRAY | 50 | 7 | 3332004 | SH007 | 0.51 | RESURFACE | 2018 | SH 7: PAVEMENT REPLACEMENT FROM 3RD ST. TO 10TH ST. IN DAVIS | | | \$0 | \$1,626,327 | \$0 | \$0 | 1,626,327 | |
| MURRAY Total | | | | | | | | | | | | \$1,519,465 | \$2,006,193 | \$0 | \$0 | \$3,525,658 |
| MUSKOGEE | 51 | 1 | 2310513 | | 0.1 | BRIDGE WATER PROOF SEAL | 2018 | DIVISION WIDE (BRIDGE WATERPROOF SEAL), FOR DIVISION (1) SILANE | | STP | \$43,600 | \$10,900 | \$0 | \$0 | 54,500 | |
| MUSKOGEE | 51 | 1 | 2710805 | US069 | 2.5 | RIGHT OF WAY | 2018 | US-69: BEGIN 0.1 MI N OF US-64 E (PEAK BLVD) & EXT N 2.5 MILES RW FOR JP 27108(04) | | | \$0 | \$6,242,700 | \$0 | \$0 | 6,242,700 | |
| MUSKOGEE | 51 | 1 | 2710806 | US069 | 2.5 | UTILITIES | 2018 | US-69: BEGIN 0.1 MI N OF US-64 E (PEAK BLVD) & EXT N 2.5 MILES UTFOR JP 27108(04) | | | \$2,932,960 | \$733,240 | \$0 | \$0 | 3,666,200 | |
| MUSKOGEE | 51 | 1 | 2971404 | US062 | 0.6 | GRADE, DRAIN & SURFACE | 2018 | US-62: BRIDGE OVER ABANDONED R.R., APPROX. 2.2 MILES EAST OF SH-162 JCT. | | STP | \$2,240,000 | \$560,000 | \$0 | \$0 | 2,800,000 | |
| MUSKOGEE | 51 | 1 | 2971405 | US062 | 0.6 | UTILITIES | 2018 | US-62: OVER ABANDONED R.R., APPROX. 2.2 MILES EAST OF SH-162 JCT. UT FOR 29714(04) 2/5/18 Moved from FFY17 | 2/5/2018 | STP | \$2,870 | \$718 | \$0 | \$0 | 3,588 | |
| MUSKOGEE | 51 | 1 | 3041606 | US062 | 0.3 | RIGHT OF WAY | 2018 | US-62: BRIDGE OVER ARKANSAS RIVER, 2.4 MILES EAST OF SH-16 JCT. (WESTBOUND & EASTBOUND) | | | \$0 | \$654,000 | \$0 | \$0 | 654,000 | |
| MUSKOGEE | 51 | 1 | 3041607 | US062 | 0.3 | UTILITIES | 2018 | US-62: BRIDGE OVER ARKANSAS RIVER, 2.4 MILES EAST OF SH-16 JCT. (WESTBOUND & EASTBOUND) | | STP | \$218,000 | \$54,500 | \$0 | \$0 | 272,500 | |
| MUSKOGEE | 51 | 1 | 3281604 | SH965 | 0.96 | SAFETY IMPROVEMENT | 2018 | SH-165: FROM 1 MI. N. OF US-62, S. APPROX. 4 MI. 8/2/2017 Modification Total increase = \$0 Fed increase = \$1,200,000 State decrease = \$1,200,000 Moved to FFY 18 | | SSP | \$735,759 | \$183,940 | \$0 | \$0 | 919,699 | |
| MUSKOGEE Total | | | | | | | | | | | | \$6,173,189 | \$8,439,998 | \$0 | \$0 | \$14,613,187 |
| NOBLE | 52 | 4 | 2423807 | | | BRIDGE WATER PROOF SEAL | 2018 | DIVISION 4 - BRIDGE WATERPROOF SEAL | | | \$0 | \$750,000 | \$0 | \$0 | 750,000 | |
| NOBLE | 52 | 4 | 2423808 | | 0 | BRIDGE WATER PROOF SEAL | 2018 | DIVISION 4 - BRIDGE WATERPROOF SEAL | | | \$80,000 | \$20,000 | \$0 | \$0 | 100,000 | |
| NOBLE | 52 | 4 | 2423907 | | 0 | BRIDGE PAINTING | 2018 | DIVISION 4 - BRIDGE PAINT & JOINT REPAIR 12/20/2017 Modification Total increase = \$239,343 Fed increase = \$191,474 State increase = \$47,869 Moved from FFY17 to FFY18 2/23/18 Funding Category Change. Fed decrease = \$1,191,474 State increase = \$1,191,474 | 2/23/2018 | | \$0 | \$1,489,343 | \$0 | \$0 | 1,489,343 | |
| NOBLE | 52 | 4 | 2423814 | | 0 | JOINT SEAL/REPAIR | 2018 | DIVISION 4 - DIVISIONWIDE BRIDGE JOINT SEAL/ REPAIR | | | \$0 | \$150,000 | \$0 | \$0 | 150,000 | |
| NOBLE | 52 | 4 | 2423908 | | 0 | BRIDGE PAINTING | 2018 | DIVISION 4 - BRIDGE PAINT & JOINT REPAIR | | | \$800,000 | \$200,000 | \$0 | \$0 | 1,000,000 | |
| NOBLE | 52 | 4 | 3100405 | US064 | 5 | RIGHT OF WAY | 2018 | US-64, SHOULDERS AND RESURFACE FROM US-177 JCT, EAST 5.0 MILES, INCLUDING WIDENING FOR THIRD LANETHROUGH MORRISON (ROW FOR 31004(04)) | | | \$0 | \$1,100,000 | \$0 | \$0 | 1,100,000 | |
| NOBLE | 52 | 4 | 3100406 | US064 | 5 | UTILITIES | 2018 | US-64, SHOULDERS AND RESURFACE FROM US-177 JCT, EAST 5.0 MILES, INCLUDING WIDENING FOR THIRD LANETHROUGH MORRISON (UT FOR 31004(04)) | | | \$880,000 | \$220,000 | \$0 | \$0 | 1,100,000 | |
| NOBLE Total | | | | | | | | | | | | \$1,760,000 | \$3,929,343 | \$0 | \$0 | \$5,689,343 |
| NOWATA | 53 | 8 | 2701205 | US060 | 0.5 | BRIDGE & APPROACHES | 2018 | US-60: VERDIGRIS RIVER, 3.8 MI. EAST OF JCT. US169 6/13/18 Amendment Total increase = \$1,782,614 Fed increase = \$2,632,815 State decrease = \$850,201 | 6/13/2018 | NHPP | \$6,033,615 | \$0 | \$0 | \$0 | 6,033,615 | |
| NOWATA | 53 | 8 | 2885704 | SH028 | 0.5 | BRIDGE & APPROACHES | 2018 | SH 28 OVER SALT CREEK, 1.3 MI SOUTH OF THE JCT OF US 60 | | STP | \$1,482,812 | \$370,704 | \$0 | \$0 | 1,853,516 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|-------|--------|-----------------------------------|------|--|-------------------------|--------------------------|--------------|-------------|-------|----------------------------|------------|
| NOWATA | 53 | 8 | 3037504 | US060 | 0.1 | BRIDGE & APPROACHES | 2018 | US-60 OVER KENTUCKY CREEK, 4.7 MILES EAST OF US-60/US-169 JCT. 6/13/18 Amendment Total Decrease = \$1,494,561 Fed decrease = \$764,261 State decrease = \$730,300 | 6/13/2018 | NHPP | \$2,156,940 | \$0 | \$0 | \$0 | 2,156,940 |
| NOWATA Total | | | | | | | | | | | \$9,673,367 | \$370,704 | \$0 | \$0 | 10,044,071 |
| OKFUSKEE | 54 | 3 | 1297209 | US075 | 4.23 | RIGHT OF WAY | 2018 | US-75: FROM 7.07 MI NORTH OF HUGHES C/L, NORTH 4.23 MI TO JUST NORTH OF I-40 (RW FOR 12972(08)) | | | \$0 | \$840,640 | \$0 | \$0 | 840,640 |
| OKFUSKEE | 54 | 3 | 1297210 | US075 | 4.23 | UTILITIES | 2018 | US-75: FROM 7.07 MI NORTH OF HUGHES C/L, NORTH 4.23 MI TO JUST NORTH OF I-40 (UT FOR 12972(08)) 4/24/18 Modification Total Increase = \$471,640 Fed increase = \$377,312 State increase = \$94,328 | 3/24/2018 | STP | \$1,274,032 | \$318,508 | \$0 | \$0 | 1,592,540 |
| OKFUSKEE | 54 | 3 | 2796304 | US062 | 0.2 | BRIDGE & APPROACHES | 2018 | US-62 OVER BOLEY CREEK, 1.7 MI EAST OF BOLEY | | STP | \$2,397,460 | \$599,365 | \$0 | \$0 | 2,996,825 |
| OKFUSKEE | 54 | 3 | 2892704 | SH084 | 0.2 | BRIDGE & APPROACHES | 2018 | SH-84 OVER NORTH CANADIAN RIVER, 1.62 MI NORTH OF HUGHES C/L | | STP | \$3,722,317 | \$930,579 | \$0 | \$0 | 4,652,896 |
| OKFUSKEE Total | | | | | | | | | | | \$7,393,809 | \$2,689,092 | \$0 | \$0 | 10,082,901 |
| OKLAHOMA | 55 | 4 | 3209104 | SH003 | 6.08 | RESURFACE | 2018 | SH-3: RESURFACE FROM 0.78 MILES WEST OF CANADIAN/OKLAHOMA C/L EXTEND EAST 6.86 MILES TO SH-74 6/29/18 Amendment to add project into FFY18 STIP. 9/10/18 Modification Total Decrease = \$58,955 Fed decrease = \$58,955 State increase = \$0 | 9/10/2018 | NHPP | \$4,466,045 | \$0 | \$0 | \$0 | 4,466,045 |
| OKLAHOMA | 55 | 4 | 3324205 | SH152 | 0.6 | FORCE ACCOUNT | 2018 | SH-152: EB AND WB BRIDGES OVER BNSF RR, 2.5 MILES EAST OF THE CANADIAN CL (RR FORCE ACCOUNT) 3/22/18 Mod to add into STIP. Total increase = \$159,984 | 3/22/2018 | STP | \$159,984 | \$0 | \$0 | \$0 | 159,984 |
| OKLAHOMA | 55 | 4 | 0903222 | IS035 | 1 | UTILITIES | 2018 | I-35: OVER THE I-240 JCT. (RECONST INTERCHANGE) 01/31/18 Amendment. Total decrease = \$232,594 Fed decrease = \$9,335 State decrease = \$223,259 | 1/31/2018 | NHPP | \$1,590,665 | \$176,741 | \$0 | \$0 | 1,767,406 |
| OKLAHOMA | 55 | 4 | 1496408 | SH074 | 2.5 | GRADE, DRAIN & SURFACE | 2018 | SH-74 FROM APPROX. 0.5 MILE NORTH OF NW 164TH ST. NORTH 2.5 MI TO NW 206TH (COVELL ROAD) | | STP | \$19,200,000 | \$4,800,000 | \$0 | \$0 | 24,000,000 |
| OKLAHOMA | 55 | 4 | 1742888 | IS040 | 1.25 | GRADE, DRAINING, BRIDGE & SURFACE | 2018 | WP 5.1B: OKCY XTWN FROM WESTERN TO THE WEST SIDE OF WALKER 9/13/2017 Amendment Total increase = \$1,699,368 Fed increase = \$3,099,931 State decrease = \$1,400,563 | 9/13/2017 | NHPP | \$15,623,931 | \$1,730,437 | \$0 | \$0 | 17,354,368 |
| OKLAHOMA | 55 | 4 | 1742889 | IS040 | 1.25 | GRADE, DRAIN & SURFACE | 2018 | WP 5.1C: OKCY XTWN FROM WEST OF WALKER TO THE WEST SIDE OF EK GAYLORD | | NHPP | \$904,361 | \$1,219,128 | \$0 | \$4,876,511 | 7,000,000 |
| OKLAHOMA | 55 | 4 | 2423907 | | | BRIDGE PAINTING | 2018 | DIVISION 4 - BRIDGE PAINTING PROJECTS | | | \$0 | \$1,500,000 | \$0 | \$0 | 1,500,000 |
| OKLAHOMA | 55 | 4 | 2642210 | IS040 | 1.64 | MONEY ONLY | 2018 | I-40: FROM MILE MARKER 170 EAST TO MILE MARKER 171, WITHIN OTA EASTERN OKLAHOMA COUNTY TURNPIKE INTERCHANGE 7/27/2017 Amendment Total increase = \$16,000,000.00 Fed increase = \$14,400,000.00 State increase = \$1,600,000.00 Not previously in the STIP 8/2/2017 Modification Moved to FFY 18 | 8/2/2017 | | \$14,400,000 | \$1,600,000 | \$0 | \$0 | 16,000,000 |
| OKLAHOMA | 55 | 4 | 2789704 | IS035 | 0.2 | BRIDGE & APPROACHES | 2018 | I-35: NB & SB OVER DEEP FORK CR. & SERVICE RD. 4.6 MIS. N. OF THE I-40 JCT. 2/6/2018 Modification Total decrease = (\$285,133) Fed increase = \$3,076,379 State decrease = \$3,361,512 | 2/6/2018 | NHPP / NHFP | \$29,740,379 | \$3,304,488 | \$0 | \$0 | 33,044,867 |
| OKLAHOMA | 55 | 4 | 2790504 | IS235 | 0.1 | GRADE, DRAIN & SURFACE | 2018 | I-235: NORTHBOUND OFFRAMP IMPROVEMENTS AT 23RD ST. 12/21/2017 Modification total increase = \$285,156 Fed increase = \$297,040 State decrease = \$11,884 | 12/21/2017 | NHPP | \$620,240 | \$68,916 | \$0 | \$0 | 689,156 |
| OKLAHOMA | 55 | 4 | 2885504 | IS044 | 0.1 | BRIDGE REHABILITATION | 2018 | I-44: EB, WB & ON-RAMP BRIDGES OVER DEEP FORK CREEK 6.7 MIS. N. OF I-40 3/8/2018 Modification Total Increase = \$383,810 Fed increase = \$307,048 State increase = \$76,762 5/24/18 Amendment Total Increase = \$0 Fed increase = \$876,762 State decrease = \$876,762 | 5/24/2018 | NHPP | \$4,383,810 | \$0 | \$0 | \$0 | 4,383,810 |
| OKLAHOMA | 55 | 4 | 2899206 | IS044 | 0.5 | UTILITIES | 2018 | I-40: DOUGLAS BLVD. BRIDGE REPLACE & INTERCHANGE RECONSTRUCTION 6.5 MI S. E. OF I-35 (INCLUDES REMOVAL OF ENGLE RD. BR.) | | NHPP | \$45,000 | \$5,000 | \$0 | \$0 | 50,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|-------|--------|-------------------------------|------|---|-------------------------|--------------------------|--------------|--------------|-----------|----------------------------|--------------|
| OKLAHOMA | 55 | 4 | 2949504 | IS044 | 0.2 | BRIDGE REHABILITATION | 2018 | I-44: W-S RAMP OVER SH 66 & SH 3 3.4 MIS. NORTH OF I-40 01/08/18 Mod Total Increase = \$313,351 Fed increase= \$432,015 State decrease = (\$311,336) | 1/8/2018 | NHPP | \$3,432,015 | \$0 | \$381,336 | \$0 | 3,813,351 |
| OKLAHOMA | 55 | 4 | 2984406 | IS035 | 0.1 | RIGHT OF WAY | 2018 | I-35: NB & SB BRIDGES OVER 63RD STREET 5.0 MIS. N. OF I-40 (ROW FOR 2984404) | | | \$0 | \$20,200 | \$0 | \$0 | 20,200 |
| OKLAHOMA | 55 | 4 | 2984407 | IS035 | 0.1 | UTILITIES | 2018 | I-35: NB & SB BRIDGES OVER 63RD STREET 5.0 MIS. N. OF I-40 (UT FOR 2984404) | | NHPP | \$80,000 | \$20,000 | \$0 | \$0 | 100,000 |
| OKLAHOMA | 55 | 4 | 3044406 | IS035 | 0.5 | WIDEN & RESURFACE PAVEMENT | 2018 | I-35: ADD CAPACITY TO EXISTING BRIDGES AT I-35/I-40 INTERCHANGE INTERIM IMPROVEMENT FOR 3044404 | | NHPP | \$4,000,000 | \$1,000,000 | \$0 | \$0 | 5,000,000 |
| OKLAHOMA | 55 | 4 | 3101306 | IS240 | 5.75 | REHABILITATION | 2018 | I-240: DIAMOND GRINDING FROM 0.15 MILES EAST OF I-35, EXTEND WEST 5.75 MILES TO THE WEST SIDE OF AIR DEPOT | | | \$1,236,000 | \$309,000 | \$0 | \$0 | 1,545,000 |
| OKLAHOMA | 55 | 4 | 3226111 | US062 | 0.3 | RIGHT OF WAY | 2018 | US-62 OVER THE N. CANADIAN RIVER, BRIDGE AND ROADWAY SLOPES THREATENED BY RIVER SCOUR ER-OK2015-01 | | | \$0 | \$100,000 | \$0 | \$0 | 100,000 |
| OKLAHOMA | 55 | 4 | 3324204 | SH152 | 0.6 | MONEY ONLY | 2018 | SH-152: EB AND WB BRIDGES OVER BNSF RR, 2.5 MILES EAST OF THE CANADIAN CL | | | \$0 | \$1,000,000 | \$0 | \$0 | 1,000,000 |
| OKLAHOMA Total | | | | | | | | | | | \$99,882,430 | \$16,853,910 | \$381,336 | \$4,876,511 | 117,368,158 |
| OKMULGEE | 56 | 1 | 1046504 | SH056 | 0.64 | BRIDGE & APPROACHES | 2018 | SH56: BRIER CR AND TRIB LOCATED 0.42 & 0.61 MI E OF OKFUSKEE C/L. 8/2/2017 Modification moved to FFY 18 5/3/18 Modification Total Increase = \$25,211 Fed increase \$20,169 State increase = \$5,132 5/24/18 Amendment Total Increase = \$0 Fed increase = \$722,363 State decrease = \$722,363 | 5/24/2018 | | \$3,611,814 | \$0 | \$0 | \$0 | 3,611,814 |
| OKMULGEE | 56 | 1 | 2896704 | US075 | 4.7 | INTERSECTION MODIFICATION | 2018 | US-75: FROM 7.5 MI NORTH OF US-62 NORTH 4.7 MI (LEFT TURN LANES) 7/18/18 Modification Total Decrease = \$1,171,077 Fed decrease = \$486,861 State decrease = \$234,216 | 7/18/2018 | NHPP | \$783,139 | \$195,784 | \$0 | \$0 | 978,923 |
| OKMULGEE | 56 | 1 | 2967304 | US075 | 0.2 | BRIDGE & APPROACHES | 2018 | US-75: BRIDGES OVER KO & G R.R. (ABANDONED), 1.2 MILE NORTH OF I-40 | | NHPP | \$3,771,401 | \$942,850 | \$0 | \$0 | 4,714,251 |
| OKMULGEE | 56 | 1 | 2967305 | US075 | 0.2 | UTILITIES | 2018 | US-75: BRIDGES OVER KO & G R.R. (ABANDONED), 1.2 MILE NORTH OF I-40 9/4/18 Modification Total Increase = \$218,785 Fed increase = \$175,028 State increase = \$39,257 | 9/4/2018 | NHPP | \$305,828 | \$76,457 | \$0 | \$0 | 382,285 |
| OKMULGEE | 56 | 1 | 2967306 | US075 | 0.2 | RIGHT OF WAY | 2018 | US-75: BRIDGES OVER KO & G R.R. (ABANDONED), 1.2 MILE NORTH OF I-40 | | | \$0 | \$50,000 | \$0 | \$0 | 50,000 |
| OKMULGEE | 56 | 1 | 2969905 | US075 | 0.2 | RIGHT OF WAY | 2018 | US-75: BRIDGES AT US-75/SH-16 JCT., 9.84 MILES NORTH OF OKMULGEE OK. | | | \$0 | \$54,500 | \$0 | \$0 | 54,500 |
| OKMULGEE | 56 | 1 | 2969906 | US075 | 0.2 | UTILITIES | 2018 | US-75: BRIDGES AT US-75/SH-16 JCT., 9.84 MILES NORTH OF OKMULGEE OK. | | NHPP | \$28,818 | \$7,204 | \$0 | \$0 | 36,022 |
| OKMULGEE | 56 | 1 | 2976004 | US075 | 3.514 | INTERSECTION MODIFICATION | 2018 | US-75: SAFETY IMPROVEMENT(LEFT TURN LANES),(BETWEEN OKMULGEE & BEGGS) FROM APPROX. 1.4 MI. N. OF SH-56 LOOP, N. APPROX. 3.5 MI. 8/9/19 Amendment Total Increase = \$1,086,567 Fed increase = \$549,255 State increase = \$537,312 | 8/9/2018 | NHPP | \$2,149,255 | \$537,312 | \$0 | \$0 | 2,686,567 |
| OKMULGEE Total | | | | | | | | | | | \$10,650,255 | \$1,864,107 | \$0 | \$0 | \$12,514,362 |
| OSAGE | 57 | 8 | 2028805 | SH011 | 2 | RIGHT OF WAY | 2018 | SH-11: FR BARNSDALL, EXTEND SOUTHEAST APPROX. 2.0 MILES | | | \$0 | \$1,917,100 | \$0 | \$0 | 1,917,100 |
| OSAGE | 57 | 8 | 2028806 | SH011 | 2 | UTILITIES | 2018 | SH-11: FR BARNSDALL, EXTEND SOUTHEAST APPROX. 2.0 MILES | | | \$901,171 | \$225,293 | \$0 | \$0 | 1,126,464 |
| OSAGE | 57 | 8 | 2426104 | SH099 | 1.1 | BRIDGE & APPROACHES | 2018 | SH-99: OVER BIRCH CREEK & AN ABANDONED RR APPROX 11.6 MI NORTH OF SH-20 | | | \$0 | \$8,149,875 | \$0 | \$0 | 8,149,875 |
| OSAGE | 57 | 8 | 2426505 | SH011 | 3.75 | RIGHT OF WAY | 2018 | SH-11: FROM 2 MILES S.E. OF BARNSDALL EXTEND S.E. 3.75 MILES | | | \$0 | \$137,660 | \$0 | \$0 | 137,660 |
| OSAGE | 57 | 8 | 2426506 | SH011 | 3.75 | UTILITIES | 2018 | SH-11: FROM 2 MILES S.E. OF BARNSDALL EXTEND S.E. 3.75 MILES | | | \$147,826 | \$36,956 | \$0 | \$0 | 184,782 |
| OSAGE | 57 | 8 | 2426705 | SH020 | 2.4 | RIGHT OF WAY | 2018 | SH-20: FROM 4.06 MILES WEST OF THE TULSA C/L, EAST 2.4 MILES RW FOR 24267(04) | | | \$0 | \$2,443,166 | \$0 | \$0 | 2,443,166 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|---------------------|---------|------|---------|--------|--------|-----------------------------------|------|---|-------------------------|--------------------------|--------------|--------------|-------|----------------------------|------------|
| OSAGE | 57 | 8 | 2426706 | SH020 | 2.4 | UTILITIES | 2018 | SH-20: FROM 4.06 MILES WEST OF THE TULSA C/L, EAST 2.4 MILES UT FOR 24267(04) | | STP | \$881,214 | \$220,303 | \$0 | \$0 | 1,101,517 |
| OSAGE | 57 | 8 | 2475204 | SH020 | 0.13 | BRIDGE & APPROACHES | 2018 | SH-20 OVER GRAY HORSE CR APPROX. 1.6 MILE EAST OF SH-18 6/20/18 Modification Total Decrease = \$951,800 Fed decrease = \$213,652 State decrease = \$738,148 | 6/20/2018 | STP | \$2,738,940 | \$0 | \$0 | \$0 | 2,738,940 |
| OSAGE | 57 | 8 | 2475205 | SH020 | 0.25 | BRIDGE & APPROACHES | 2018 | SH-20: SYCAMORE CREEK, 7.9 MILE EAST OF SH-18 | | | \$1,697,440 | \$424,360 | \$0 | \$0 | 2,121,800 |
| OSAGE | 57 | 8 | 2708404 | SH020 | 0.3 | BRIDGE & APPROACHES | 2018 | SH-20: BUG CREEK, 11.5 MI EAST OF JCT. SH18 | | | \$5,290,282 | \$1,322,571 | \$0 | \$0 | 6,612,853 |
| OSAGE | 57 | 8 | 2958704 | US060 | 0.1 | BRIDGE & APPROACHES | 2018 | US 60 OVER SALT CREEK, 1.2 MI WEST OF THE JCT OF SH 18 | | | \$1,865,936 | \$466,484 | \$0 | \$0 | 2,332,420 |
| OSAGE | 57 | 8 | 2968605 | SH099 | 0.1 | RIGHT OF WAY | 2018 | SH-99 OVER PENN CREEK, 0.3 MILES NORTH OF THE JCT. SH-20 | | | \$0 | \$112,270 | \$0 | \$0 | 112,270 |
| OSAGE | 57 | 8 | 2968606 | SH099 | 0.1 | UTILITIES | 2018 | SH-99 OVER PENN CREEK, 0.3 MILES NORTH OF THE JCT. SH-20 | | STP | \$89,816 | \$22,454 | \$0 | \$0 | 112,270 |
| OSAGE | 57 | 8 | 3107505 | SH018 | 0.2 | RIGHT OF WAY | 2018 | SH 18 BRIDGE AND APPROACHES OVER SALT CREEK LOCATED 5.3 MI N PAWNEE CL | | | \$0 | \$106,090 | \$0 | \$0 | 106,090 |
| OSAGE | 57 | 8 | 3107506 | SH018 | 0.2 | UTILITIES | 2018 | SH 18 BRIDGE AND APPROACHES OVER SALT CREEK LOCATED 5.3 MI N PAWNEE CL | | | \$84,872 | \$21,218 | \$0 | \$0 | 106,090 |
| OSAGE Total | | | | | | | | | | | \$13,697,497 | \$15,605,800 | \$0 | \$0 | 29,303,297 |
| OTTAWA | 58 | 8 | 2427304 | US060 | 0.5 | BRIDGE & APPROACHES | 2018 | US-60: OVER HORSE CREEK, 2.6 MILES NORTH OF THE DELAWARE C/L | | | \$0 | \$2,791,125 | \$0 | \$0 | 2,791,125 |
| OTTAWA | 58 | 8 | 2427708 | SH010C | 4.35 | RIGHT OF WAY | 2018 | SH-10C: FROM JCT. SH-10/SH10C EAST TO MISSOURI STATE LINE | | | \$0 | \$518,775 | \$0 | \$0 | 518,775 |
| OTTAWA | 58 | 8 | 2427709 | SH010C | 4.35 | UTILITIES | 2018 | SH-10C: FROM JCT. SH-10/SH10C EAST TO MISSOURI STATE LINE | | STP | \$239,372 | \$59,843 | \$0 | \$0 | 299,215 |
| OTTAWA | 58 | 8 | 2794405 | SH069A | 1.3 | RIGHT OF WAY | 2018 | SH-69A: FROM APPROX. 1.65 MILES NORTH OF SH-10, NORTH 1.3 MILES 5/9/18 Amendment Total Increase = \$ 2,073,963 Fed increase = \$2,368,000 State decrease = \$294,037 | 5/9/2018 | STP | \$2,368,000 | \$0 | \$0 | \$0 | 2,368,000 |
| OTTAWA | 58 | 8 | 2794406 | SH069A | 1.3 | UTILITIES | 2018 | SH-69A: FROM APPROX. 1.65 MILES NORTH OF SH-10, NORTH 1.3 MILES | | STP | \$145,272 | \$36,318 | \$0 | \$0 | 181,590 |
| OTTAWA | 58 | 8 | 2887104 | SH125 | 0.1 | BRIDGE REHABILITATION | 2018 | SH 125 OVER NEOSHO RIVER, 9.4 MILES NORTH OF US 60 4/17/18 Modification Total Increase = \$167,131 Fed increase = \$652,261 State decrease = \$539,222 | 4/17/2018 | STP | \$2,592,781 | \$0 | \$0 | \$0 | 2,592,781 |
| OTTAWA | 58 | 8 | 2958904 | US060 | 0.1 | BRIDGE & APPROACHES | 2018 | US 60 OVER UNNAMED CREEK, 12.8 MI EAST OF US 69 2/6/18 Modification Total increase = \$241,980 Fed increase = \$193,584 State increase = \$48,396 2/23/18 Mod - Funding Category Change. Fed decrease = \$431,425 State increase= \$431,484 | 2/23/2018 | STP | \$0 | \$539,222 | \$0 | \$0 | 539,222 |
| OTTAWA | 58 | 8 | 2961005 | US060 | 0.1 | RIGHT OF WAY | 2018 | US 60 OVER SPRING AND NEOSHO RIVER, 11.1 MI EAST OF US 69 | | | \$0 | \$112,270 | \$0 | \$0 | 112,270 |
| OTTAWA | 58 | 8 | 2961006 | US060 | 0.1 | UTILITIES | 2018 | US 60 OVER SPRING AND NEOSHO RIVER, 11.1 MI EAST OF US 69 | | | \$0 | \$112,270 | \$0 | \$0 | 112,270 |
| OTTAWA Total | | | | | | | | | | | \$5,345,425 | \$4,169,823 | \$0 | \$0 | 9,515,248 |
| PAWNEE | 59 | 8 | 2432307 | US064 | 3.1 | GRADE, DRAINING, BRIDGE & SURFACE | 2018 | US-64: FROM 9 MILES EAST OF SH-18 EAST APPROX. 3.1 MILES 7/18/18 Modification. Moved from FFY20 to FFY18. Modification Total Decrease = \$223,995 Fed decrease = \$179,196 State decrease = \$44,799 | 7/18/2018 | STP | \$12,221,080 | \$3,055,271 | \$0 | \$0 | 15,276,351 |
| PAWNEE | 59 | 8 | 3032104 | US064 | 7.85 | GRADE & DRAIN | 2018 | US-64/US-412 PIPE REPLACEMENT, 13.7 MILES EAST OF US-64/SH 99W JCT. | | NHPP | \$796,878 | \$199,220 | \$0 | \$0 | 996,098 |
| PAWNEE Total | | | | | | | | | | | \$13,017,958 | \$199,220 | \$0 | \$0 | 996,098 |
| PAYNE | 60 | 4 | 2896806 | SH018 | 6.5 | UTILITIES | 2018 | SH 18: ADD SHOULDERS & RESURFACE FROM 2.0 MILES N. OF SH 33 N. 6.5 MIS. TO SH 51 8/28/18 Modification Total increase = \$348,760 Fed increase = \$276,608 State increase = \$72,152 | 8/28/2018 | STP | \$676,608 | \$172,152 | \$0 | \$0 | 848,760 |
| PAYNE | 60 | 4 | 2983706 | SH018 | 3.75 | UTILITIES | 2018 | SH 18: ADD SHOULDERS & RESURFACE FROM SH 51 N. 3.75 MIS. TO THE PAWNEE C/L | | STP | \$320,000 | \$80,000 | \$0 | \$0 | 400,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|---------------------------|---------|------|---------|--------|--------|--|------|--|-------------------------|--------------------------|--------------|--------------|-------------|----------------------------|-------------|--------------|
| PAYNE | 60 | 4 | 3100506 | SH051 | 13.5 | RIGHT OF WAY | 2018 | SH-51: SHOULDERING AND RESURFACING ON WB SH-51 FROM JCT I-35, EAST TO JCT SH-86; EB FROM SH-86 EAST 10 MILES (ROW FOR 31005(04)(05)) | | | \$0 | \$101,000 | \$0 | \$0 | 101,000 | |
| PAYNE | 60 | 4 | 3100507 | SH051 | 13.5 | UTILITIES | 2018 | SH-51: SHOULDERING AND RESURFACING ON WB SH-51 FROM JCT I-35, EAST TO JCT SH-86; EB FROM SH-86 EAST 10 MILES (UTFOR 31005(04)(05)) | | STP | \$161,600 | \$40,400 | \$0 | \$0 | 202,000 | |
| PAYNE Total | | | | | | | | | | | | \$1,158,208 | \$393,552 | \$0 | \$0 | \$1,551,760 |
| PITTSBURG | 61 | 2 | 1499908 | US069 | 0.2 | UTILITIES | 2018 | US-69 CONSTRUCT INTERCHANGE @ KINKEAD ROAD IN MCALESTER | | NHPP | \$89,888 | \$22,472 | \$0 | \$0 | 112,360 | |
| PITTSBURG | 61 | 2 | 2891204 | SH031 | 0.1 | BRIDGE REHABILITATION | 2018 | SH-31 OVER GAINES CREEK, 7.2 MILES NE OF US-270 7/18/18 Modification Total Increase = \$164,585 Fed increase = \$131,667 State increase = \$32,918 | 7/18/2018 | STP | \$4,261,267 | \$1,065,318 | \$0 | \$0 | 5,326,585 | |
| PITTSBURG | 61 | 2 | 2898604 | SH031 | 0.1 | BRIDGE REHABILITATION | 2018 | SH-31 OVER ASH CREEK APPROXIMATE 10.7 MILES EAST OF US-270 7/18/18 Modification Total Decrease = \$117,502 Fed decrease = \$94,001 State decrease = \$23,501 | 7/18/2018 | STP | \$2,676,799 | \$669,199 | \$0 | \$0 | 3,345,998 | |
| PITTSBURG Total | | | | | | | | | | | | \$7,027,954 | \$1,756,989 | \$0 | \$0 | 8,784,943 |
| PONTOTOC | 62 | 3 | 2297316 | | 0 | BRIDGE WATER PROOF SEAL | 2018 | DIVISION 3: BRIDGE WATER PROOFING SEAL (SILANE) | | | \$80,000 | \$20,000 | \$0 | \$0 | \$0 | |
| PONTOTOC | 62 | 3 | 2328409 | | 0 | BRIDGE PAINTING | 2018 | DIVISION 3: BRIDGE PAINT PROJECTS | | | \$745,500 | \$154,500 | \$0 | \$0 | \$0 | |
| PONTOTOC | 62 | 3 | 2328509 | | 0 | JOINT SEAL/REPAIR | 2018 | DIVISION 3: BRIDGE JOINT SEAL/REPAIR PROJECTS | | | \$422,750 | \$77,250 | \$0 | \$0 | \$0 | |
| PONTOTOC | 62 | 3 | 2328610 | SH099 | 2.45 | WIDEN & RESURFACE | 2018 | SH-99: FROM 5.5 MI NORTH OF SH-99A, NORTH TO SH-3 | | | \$5,088,000 | \$1,272,000 | \$0 | \$0 | \$0 | |
| PONTOTOC Total | | | | | | | | | | | | \$6,336,250 | \$1,523,750 | \$0 | \$0 | \$0 |
| POTTAWATOMIE | 63 | 3 | 2328805 | SH009 | 5.49 | RIGHT OF WAY | 2018 | SH-9: FROM SH-102, EAST 5.49 MI TO END OF EXISTING CONCRETE SECTION AT WEST SIDE OF TECUMSEH | | | \$0 | \$2,206,373 | \$0 | \$0 | \$2,206,373 | |
| POTTAWATOMIE | 63 | 3 | 2328806 | SH009 | 5.49 | UTILITIES | 2018 | SH-9: FROM SH-102, EAST 5.49 MI TO END OF EXISTING CONCRETE SECTION AT WEST SIDE OF TECUMSEH | | | \$980,644 | \$245,160 | \$0 | \$0 | \$1,225,804 | |
| POTTAWATOMIE | 63 | 3 | 2956904 | US270 | 0.02 | BRIDGE REHABILITATION RECONSTRUCT-NO ADDED LANES | 2018 | US-270 OVER US-270B, 4.25 MI SOUTH OF I-40 | | | \$1,810,430 | \$452,607 | \$0 | \$0 | \$2,263,037 | |
| POTTAWATOMIE | 63 | 3 | 3225504 | US270E | 0.52 | LANES | 2018 | SH-3E OVER ROCK CREEK, 3.8 MI EAST OF SH-18 | | | \$6,360,000 | \$1,590,000 | \$0 | \$0 | \$7,950,000 | |
| POTTAWATOMIE Total | | | | | | | | | | | | \$9,151,074 | \$4,494,140 | \$0 | \$0 | \$13,645,214 |
| PUSHMATAHA | 64 | 2 | 2314414 | | 0 | BRIDGE WATER PROOF SEAL | 2018 | DIVISION 2: DIVISION WIDE SILANE PROJECTS (BRIDGE WATERPROOFING SEAL) | | STP | \$43,600 | \$10,900 | \$0 | \$0 | 54,500 | |
| PUSHMATAHA | 64 | 2 | 2433309 | | 0.01 | JOINT SEAL/REPAIR | 2018 | DIVISION 2: BRIDGE MAINTENANCE - VARIOUS LOCATIONS (JOINT REPAIR) 2/23/18 Mod - Funding Category Change & Change in Estimate. Total decrease = \$7,630 Fed decrease = \$487,110 State increase = \$479,480 | 2/23/2018 | | \$0 | \$601,257 | \$0 | \$0 | 601,257 | |
| PUSHMATAHA | 64 | 2 | 2433315 | | 0.1 | BRIDGE PAINTING | 2018 | DIVISION 2: MAINTENANCE - VARIOUS LOCATIONS BRIDGE PAINTING | | | \$994,394 | \$248,599 | \$0 | \$0 | 1,242,993 | |
| PUSHMATAHA | 64 | 2 | 2800706 | SH003 | 0.1 | UTILITIES | 2018 | SH-3 OVER KIAMICHI RIVER, 8 MILES EAST OF ANTLERS | | NHPP | \$193,040 | \$48,260 | \$0 | \$0 | 241,300 | |
| PUSHMATAHA | 64 | 2 | 2969606 | US271 | 1 | UTILITIES | 2018 | US-271 OVER BLACK SULPHUR CANYON APPROXIMATELY 4.5 MILES SOUTH OF JCT SH-144 | | STP | \$87,890 | \$21,972 | \$0 | \$0 | 109,862 | |
| PUSHMATAHA Total | | | | | | | | | | | | \$1,318,924 | \$930,988 | \$0 | \$0 | \$2,249,912 |
| ROGERS | 66 | 8 | 2031504 | is044 | 0.04 | INTERCHANGE | 2018 | I-44: INTERCHANGE AT 165TH E AVE - SPLIT FUNDING REQUIRED 6/20/18 Modification moved from 2020 to 2018. Modification Total Decrease = \$1,294,526 Fed increase = \$870,846 State decrease = \$2,165,373 | 6/20/2018 | NHPP | \$17,158,197 | \$1,906,466 | \$0 | \$0 | 19,064,663 | |
| ROGERS | 66 | 8 | 2624205 | SH020 | 4.2 | RIGHT OF WAY | 2018 | SH-20: REALIGNMENT FROM .65 MILES EAST OF THE VERDIGRIS RIVER, SE APPROX. 4.2 MILES TO KING RD | | | \$0 | \$3,501,658 | \$0 | \$0 | 3,501,658 | |
| ROGERS | 66 | 8 | 2624206 | SH020 | 4.2 | UTILITIES | 2018 | SH-20: REALIGNMENT FROM .65 MILES EAST OF THE VERDIGRIS RIVER, SE APPROX. 4.2 MILES TO KING RD | | NHPP | \$1,058,718 | \$264,680 | \$0 | \$0 | 1,323,398 | |
| ROGERS | 66 | 8 | 2960104 | US412 | | BRIDGE & APPROACHES | 2018 | US 412 OVER THE VERDIGRIS RIVER O'FLOW | | | \$4,978,617 | \$1,244,653 | \$0 | \$0 | 6,223,270 | |
| ROGERS Total | | | | | | | | | | | | \$23,195,532 | \$5,010,991 | \$0 | \$0 | \$30,112,989 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|--------|--------|-----------------------------------|------|--|-------------------------|--------------------------|--------------|-------------|-------|----------------------------|------------|
| SEMINOLE | 67 | 3 | 2892304 | US270 | 0.2 | BRIDGE & APPROACHES | 2019 | US-270 OVER UNNAMED CREEK, 2.83 MI EAST OF POTTAWATOMIE C/L 8/21/18 Modification - Moved from FFY19. Total Increase = \$247,494 Fed increase = \$197,995 State increase = \$49,499 | 8/21/2018 | STP | \$1,567,102 | \$391,776 | \$0 | \$0 | 1,958,878 |
| SEMINOLE | 67 | 3 | 2100604 | US270 | 7.57 | BRIDGE & APPROACHES | 2018 | US-270 OVER CARTER & 8 UNNAMED CR, FROM SH-270A IN SEMINOLE, EAST TO Y AT US-270B WEST OF WEWOKA | | STP | \$7,680,000 | \$1,920,000 | \$0 | \$0 | 9,600,000 |
| SEMINOLE | 67 | 3 | 2100606 | US270 | 7.57 | UTILITIES | 2018 | US-270 OVER CARTER & 8 UNNAMED CR, FROM SH-270A IN SEMINOLE, EAST TO Y AT US-270B WEST OF WEWOKA | | STP | \$583,840 | \$145,960 | \$0 | \$0 | 729,800 |
| SEMINOLE | 67 | 3 | 2100607 | US270 | 1.2 | BRIDGE & APPROACHES | 2018 | US-270 OVER WEWOKA CREEK & RAILROAD, FROM 4.89 MI EAST OF SH-270A IN SEMINOLE, EAST 1.2 MI 7/18/18 Modification Total Increase = \$493,994 Fed increase = \$395,196 State increase = \$98,528 | 7/18/2018 | STP | \$10,122,080 | \$2,530,520 | \$0 | \$0 | 12,652,600 |
| SEMINOLE | 67 | 3 | 2100609 | US270 | 1.2 | UTILITIES | 2018 | US-270 OVER WEWOKA CREEK & RAILROAD, FROM 4.89 MI EAST OF SH-270A IN SEMINOLE, EAST 1.2 MI | | STP | \$22,025 | \$5,507 | \$0 | \$0 | 27,532 |
| SEMINOLE | 67 | 3 | 2328910 | SH003E | 0.2 | BRIDGE & APPROACHES | 2018 | SH-99 OVER SALT & SANDY CREEKS, 11.76 & 13.65 MI SOUTH OF US-270 5/24/18 Amendment Total Increase = \$0 Fed increase = \$2,348,162 State decrease = \$2,348,162 | 5/24/2018 | NHPP | \$11,740,811 | \$0 | \$0 | \$0 | 11,740,811 |
| SEMINOLE | 67 | 3 | 2495804 | SH099A | 0.02 | BRIDGE & APPROACHES | 2018 | SH-99A OVER TURKEY CREEK, 5.32 MI EAST OF POTTAWATOMIE C/L 03/08/2018 Modification Total Increase = \$142,210 Fed increase = \$113,768 State increase = \$28,442 4/17/18 Modification Total decrease = \$1,801 Fed increase = \$500,859 State decrease = \$502,660 | 4/17/2018 | STP | \$2,511,497 | \$0 | \$0 | \$0 | 2,511,497 |
| SEMINOLE | 67 | 3 | 2891104 | SH056 | 0.02 | GRADE, DRAINING, BRIDGE & SURFACE | 2018 | SH-56 OVER JUMPER CREEK, 1.3 MI EAST OF SH-3E | | STP | \$2,966,440 | \$741,610 | \$0 | \$0 | 3,708,050 |
| SEMINOLE | 67 | 3 | 2894304 | SH009 | 0.2 | BRIDGE & APPROACHES | 2018 | SH-9 OVER UNNAMED CREEK, 4.39 MI EAST OF SH-3E 12/21/2017 Modification, moving from FFY17 to FFY 18 & estimate change. Total decrease = \$10,498 Fed decrease = \$7,399 State decrease = \$2,099 | 12/21/2017 | STP | \$1,563,217 | \$390,805 | \$0 | \$0 | 1,954,022 |
| SEMINOLE | 67 | 3 | 2894404 | SH009 | 0.45 | BRIDGE & APPROACHES | 2018 | SH-9 OVER TWO UNNAMED CREEKS, 6.0 & 6.25 MI EAST SH-3E 12/21/2017 Modification, moving from FFY17 to FFY18 & change in estimate. Total increase = \$58,315 Fed increase = \$82,236 State decrease = \$23,921 | 12/21/2017 | STP | \$2,383,852 | \$595,963 | \$0 | \$0 | 2,979,815 |
| SEMINOLE | 67 | 3 | 2910904 | US270 | 0.02 | BRIDGE & APPROACHES | 2018 | US-270 OVER MAGNOLIA CREEK, 0.8 MI EAST OF SH-99 | | NHPP | \$2,417,101 | \$604,275 | \$0 | \$0 | 3,021,376 |
| SEMINOLE | 67 | 3 | 2946004 | SH099A | 0.02 | BRIDGE & APPROACHES | 2018 | SH-99A OVER SAND CREEK, 9.98 MI EAST OF SH-99 4/17/18 Modification Total Increase = \$109,505 Fed increase = \$592,003 State decrease = \$482,498 | 4/17/2018 | STP | \$2,521,992 | \$0 | \$0 | \$0 | 2,521,992 |
| SEMINOLE | 67 | 3 | 2953904 | SH099A | 0.02 | BRIDGE REHABILITATION | 2018 | SH-99A OVER SNAKE CREEK, 4.82 MI EAST OF SH-99 (REDECK AND SUBSTRUCTURE REPAIR) 12/27/2017 Modification, moving from FFY17 to FFY18 & change in estimate. Total decrease = \$271,554 Fed decrease = \$545,957 State decrease = \$136,489 | 12/27/2017 | STP | \$630,757 | \$157,689 | \$0 | \$0 | 788,446 |
| SEMINOLE Total | | | | | | | | | | | \$46,710,714 | \$7,092,329 | \$0 | \$0 | 52,235,941 |
| SEQUOYAH | 68 | 1 | 2896108 | IS040 | 0.25 | FORCE ACCOUNT | 2018 | I-40: OVER CO. RD. (OLD US-64) & KCS R.R., 1.40 MI. E. OF JCT. US 59 9/13/18 Amendment, Added to FFY18 | 9/13/2018 | NHPP | \$82,878 | \$9,209 | \$0 | \$0 | 92,087 |
| SEQUOYAH | 68 | 1 | 1061807 | IS040 | 1 | INTERCHANGE | 2018 | I-40 INTERCHANGE @ US 64 IN SALLISAW (BR @ US-64 & LITTLE SALLISAW CR) 5/10/18 Amendment Total Increase = \$5,540,158 Fed increase = \$7,576,142 State decrease = \$2,035,984 5/30/18 Modification Total Increase = \$1,902,356 Fed increase = \$5,046,372 State decrease = \$3,144,016 | 5/30/2018 | NHPP / NHFP | \$33,342,514 | \$0 | \$0 | \$0 | 33,342,514 |
| SEQUOYAH | 68 | 1 | 2896104 | IS040 | 0.25 | BRIDGE & APPROACHES | 2018 | I-40: BRIDGE OVER CO. RD. (OLD US-64) & KCS R.R., 1.40 MI. E. OF JCT. US-59 5/10/18 Amendment Total Increase = \$4,041,087 Fed increase = \$4,725,997 State decrease = \$684,910 5/30/18 Modification Total Increase = \$719,791 Fed increase = \$3,212,554 State decrease = \$1,493,128 | 5/30/2018 | NHPP | \$15,651,068 | \$0 | \$0 | \$0 | 15,651,068 |
| SEQUOYAH Total | | | | | | | | | | | \$48,993,582 | \$0 | \$0 | \$0 | 48,993,582 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|-----------------------|---------|------|---------|-------|--------|-----------------------------------|------|--|-------------------------|--------------------------|--------------|-------------|-------|----------------------------|--------------|------------|
| STEPHENS | 69 | 7 | 2441204 | SH029 | 4.8 | GRADE, DRAINING, BRIDGE & SURFACE | 2018 | SH-29 FROM 2.60 MIS. EAST OF US-81 EAST 4.4 MIS. (PHASE I) 4/17/18 Modification Total Increase = \$1,282,889 Fed increase = \$3,664,404 State decrease = \$2,381,515 | 4/17/2018 | STP | \$13,190,460 | | \$0 | \$0 | \$0 | 13,190,460 |
| STEPHENS | 69 | 7 | 2792804 | | 0 | BRIDGE WATER PROOF SEAL | 2018 | DIVISION WIDE BRIDGE WATERPROOFING SEAL FOR DIVISION 7 (FFY 2018) 3/5/18 Modification - Funding Category Change. No change in Total. New Fed = \$0 New State = \$80,000 | | STP | \$0 | \$80,000 | \$0 | \$0 | \$0 | 80,000 |
| STEPHENS | 69 | 7 | 2793004 | | 0 | BRIDGE PAINTING | 2018 | DIVISION 7: BRIDGE PAINTING & JOINT REPAIR (SITES TO BE DETERMINED) 5/3/18 Modification Total Increase = \$0 Fed decrease = \$736,000 State increase = \$736,000 | 5/3/2018 | STP | \$0 | \$920,000 | \$0 | \$0 | \$0 | 920,000 |
| STEPHENS | 69 | 7 | 2796604 | SH053 | 0.4 | BRIDGE & APPROACHES | 2018 | SH-53 OVER S. FORK DEER CREEK BEGIN 4.1 MIS E. OF US-81 0.4 MIS | | | \$869,574 | \$217,393 | \$0 | \$0 | \$0 | 1,086,967 |
| STEPHENS Total | | | | | | | | | | | \$14,060,034 | \$1,217,393 | \$0 | \$0 | \$15,277,427 | |
| TEXAS | 70 | 6 | 2094704 | US054 | 3.7 | GRADE & DRAIN | 2020 | US-54: FR 4.8 MILES NORTH OF US-64, EXTEND NORTH 3.7 MILES 9/19/18 Moved from FFY20 to FFY18. No funding change. | 9/19/2018 | NHPP / NHFP | \$2,600,000 | \$650,000 | \$0 | \$0 | \$0 | 3,250,000 |
| TEXAS | 70 | 6 | 2094707 | US054 | 3.7 | SURFACE | 2021 | US-54: FR 4.8 MILES NORTH OF US-64, EXTEND NORTH 3.7 MILES 9/19/18 Moved from FFY21 to FFY18. No funding change. 10/17/18 Moved to FFY19 | 10/17/2018 | NHPP / NHFP | \$0 | \$0 | \$0 | \$0 | \$0 | 0 |
| TEXAS | 70 | 6 | 2094708 | US054 | 3.7 | R/R CROSSING SURFACING | 2021 | US-54: FR 4.8 MILES NORTH OF US-64, EXTEND NORTH 3.7 MILES 9/19/18 Moved from FFY21 to FFY18. No funding change. | 9/19/2018 | NHPP / NHFP | \$111,482 | \$27,870 | \$0 | \$0 | \$0 | 139,352 |
| TEXAS | 70 | 6 | 1497136 | US054 | 3.7 | RIGHT OF WAY | 2018 | US-54: BEG. APPROX. 10.5 MI NORTH OF JCT OF US-54/US-64 WEST & EXT NORTH 3.6 MILES | | NHPP / NHFP | \$640,000 | \$162,000 | \$0 | \$0 | \$0 | 802,000 |
| TEXAS | 70 | 6 | 2083908 | US054 | 2 | GRADE, DRAIN & SURFACE | 2018 | US-54 BEG APPROX 8.5 MILE NORTH OF US-64 & EXT NORTH 2.0 MILE THRU TYRONE 8/2/2017 Modification Moved to FFY 18 | 8/2/2017 | NHPP / NHFP | \$6,815,488 | \$1,703,872 | \$0 | \$0 | \$0 | 8,519,360 |
| TEXAS | 70 | 6 | 2792004 | SH136 | 1.15 | GRADE, DRAINING, BRIDGE & SURFACE | 2018 | SH-136: BEGIN 6.5 MILES NORTH OF THE OK/TX ST LN, EXTEND NORTH 1.15 MILES 2/6/18 Modification Total decrease = (\$309,610) Fed increase = \$392,312 State decrease = \$701,922 2/23/18 Mod - Funding Category Change & Change in Estimate. Total decrease = \$1,317 Fed decrease = \$3,352,312 State increase = \$ 3,350,995 | 2/23/2018 | STP | \$0 | \$4,189,073 | \$0 | \$0 | \$0 | 4,189,073 |
| TEXAS Total | | | | | | | | | | | \$10,166,970 | \$6,054,945 | \$0 | \$0 | \$13,510,433 | |
| TILLMAN Total | 71 | 5 | 2952608 | | | BRIDGE PAINTING | 2018 | DIVISION 5 BRIDGE PAINTING - VARIOUS LOCATIONS, MOST IN TILLMAN CO. | | NHPP | \$544,000 | \$136,000 | \$0 | \$0 | \$0 | 680,000 |
| TILLMAN Total | | | | | | | | | | | \$544,000 | \$136,000 | \$0 | \$0 | \$680,000 | |
| TULSA | 72 | 8 | 2907607 | SH011 | 0.2 | FORCE ACCOUNT | 2018 | SH-11 BRIDGE REHAB OVER BNSF & PINE ST. IN TULSA. DOT NO. 663 750R, MP 424.1, CHEROKEE SUBDVSN | 9/13/2018 | NHPP | \$133,320 | \$33,330 | \$0 | \$0 | \$0 | 166,650 |
| TULSA | 72 | 8 | 1147604 | SH051 | 0.1 | BRIDGE REHABILITATION | 2018 | TULSA: BA EXPWY/SH 51 OVER LEWIS AVENUE | | NHPP | \$3,140,260 | \$785,070 | \$0 | \$0 | \$0 | 3,925,330 |
| TULSA | 72 | 8 | 1147704 | SH051 | 0.094 | BRIDGE REHABILITATION | 2018 | TULSA: BA EXPWY/SH 51 OVER 15TH STREET EAST AND WESTBOUND & SH-51 OVER MK&T RR | | | \$0 | \$9,122,711 | \$0 | \$0 | \$0 | 9,122,711 |
| TULSA | 72 | 8 | 2317010 | | | SAFETY IMPROVEMENT | 2018 | SAFETY IMPROVEMENT PROJECTS WITHIN DIVISION 8(SITES TO BE SELECTED LATER) | | | \$0 | \$1,000,000 | \$0 | \$0 | \$0 | 1,000,000 |
| TULSA | 72 | 8 | 2434604 | SH020 | 3.83 | GRADE, DRAINING, BRIDGE & SURFACE | 2018 | SH-20: FROM 0.09 MI. EAST OF US-75, EAST 3.83 MILES I-244 OVER ARKANSAS RIVER (EASTBOUND) VIEWING PLATFORM | | | \$21,119,649 | \$5,279,911 | \$0 | \$0 | \$0 | 26,399,560 |
| TULSA | 72 | 8 | 2660412 | IS244 | 0.56 | PEDESTRIAN IMPROVEMENTS | 2018 | AESTHETICS | | NHPP | \$240,000 | \$60,000 | \$0 | \$0 | \$0 | 300,000 |
| TULSA | 72 | 8 | 2707305 | US169 | 0.25 | RIGHT OF WAY | 2018 | US-169 OVER 76TH STREET (SH-135), 8.7 MI. NORTH OF I-44 | | | \$0 | \$350,755 | \$0 | \$0 | \$0 | 350,755 |
| TULSA | 72 | 8 | 2707306 | US169 | 0.25 | UTILITIES | 2018 | US-169 OVER 76TH STREET (SH-135), 8.7 MI. NORTH OF I-44 4/24/18 Modification Total decrease = \$390,558 Fed Decrease = \$312,447 State decrease = \$78,111 | 4/24/2018 | NHPP | \$19,293 | \$4,823 | \$0 | \$0 | \$0 | 24,116 |
| TULSA | 72 | 8 | 2885304 | SH051 | 0.34 | MONEY ONLY | 2018 | 193 RD STREET OVER SH 51, AT THE WAGONER C/L. (MONEY ONLY PARTNERSHIP WITH CITY OF BROKEN ARROW) | | | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | 4,000,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|----------------------|---------|------|---------|-------|--------|-------------------------|------|---|-------------------------|--------------------------|--------------|--------------|-------|----------------------------|------------|
| TULSA | 72 | 8 | 2885904 | IS244 | 0.5 | BRIDGE & APPROACHES | 2018 | 129TH E. AVE I-244 UNDER, 1.54 MI EAST OF JCT US 169 2/6/18 Modification Total Increase = \$140,406 Fed increase = \$755,488 State decrease = (\$615,082) 2/23/18 Mod - Funding Category Chang. Fed decrease= \$5,788,480 State increase= \$5,788,480 | 2/23/2018 | NHPP / NHFP | \$0 | \$6,431,646 | \$0 | \$0 | 6,431,646 |
| TULSA | 72 | 8 | 2887804 | SH051 | 0.1 | BRIDGE REHABILITATION | 2018 | SH 51 OVER SHERIDAN NORTH AND SOUTHBOUND 2.6 MILES SOUTHEAST OF 21ST STREET | | NHPP | \$1,892,096 | \$643,100 | \$0 | \$0 | 2,535,196 |
| TULSA | 72 | 8 | 2888104 | IS444 | 0.1 | BRIDGE REHABILITATION | 2018 | I-444 OVER 11TH AND 6TH STREET, .3 MILES NORTH OF SH 51 5/3/18 Modification Total Decrease = \$301,493 Fed increase = \$148,656 State decrease = \$450,149 5/8/18 Modification Total Increase = \$0 Fed increase = \$389,851 State decrease = \$389,851 | 5/8/2018 | NHPP | \$3,898,507 | \$0 | \$0 | \$0 | 3,898,507 |
| TULSA | 72 | 8 | 2888804 | IS244 | 0.1 | BRIDGE REHABILITATION | 2018 | I-244 RAMP N-E OVER I-244 EAST AND WESTBOUND UNDER AND I-244 RAMP W-N 5.54 MILES EAST OF JCT I-444 (TIE TO 28867(04),28886(04),29076(04) 5/30/18 Modification Total Decrease = \$336,974 Fed increase = \$234,186 State decrease = \$571,160 | | NHPP | \$2,518,825 | \$0 | \$0 | \$0 | 2,518,825 |
| TULSA | 72 | 8 | 2890004 | IS444 | 1.3 | PAVEMENT REHABILITATION | 2018 | I-444 FROM ARKANSAS RIVER EXTEND EAST APROX. 1.68 MILES 5/21/18 Amendment Total Increase = \$2,749,432 Fed increase = \$6,849,432 State decrease = \$4,100,000 | 5/21/2018 | NHPP | \$23,249,432 | \$0 | \$0 | \$0 | 23,249,432 |
| TULSA | 72 | 8 | 2907604 | SH011 | 0.2 | BRIDGE REHABILITATION | 2018 | SH-11 OVER SL & SF RR., 1.2 MILES SE OF SHERIDAN RD & SH-11 OVER PINE, (TIE TO 28867(04),28886(04),28888(04)) 6/13/18 Amendment Total Increase = \$3,214,326 Fed increase = \$4,014,326 State decrease = \$800,000 | 6/13/2018 | NHPP | \$7,214,326 | \$0 | \$0 | \$0 | 7,214,326 |
| TULSA | 72 | 8 | 2960604 | US075 | 0.1 | BRIDGE REHABILITATION | 2018 | PEORIA OVER US 75, 1.1 MILES NORTH OF THE JCT. OF I-244 | | NHPP | \$600,000 | \$150,000 | \$0 | \$0 | 750,000 |
| TULSA | 72 | 8 | 3031808 | | | BRIDGE PAINTING | 2018 | 2018 DIVISION 8 BRIDGE PAINT (VARIOUS LOCATIONS) | | | \$0 | \$1,000,000 | \$0 | \$0 | 1,000,000 |
| TULSA | 72 | 8 | 3037405 | US075 | 0.2 | RIGHT OF WAY | 2018 | US-75 OVER 81ST STREET NORTH AND SOUTHBOUND, 7 MILES NORTH JCT. US-75/SH-67 ROW FOR 30374(04) | | | \$0 | \$109,000 | \$0 | \$0 | 109,000 |
| TULSA | 72 | 8 | 3037406 | US075 | 0.2 | UTILITIES | 2018 | US-75 OVER 81ST STREET NORTH AND SOUTHBOUND, 7 MILES NORTH JCT. US-75/SH-67 UTL FOR 30374(04) 8/27/18 Modification Total Decrease = \$84,884 Fed decrease = \$67,907 State decrease = \$16,977 | 8/27/2018 | NHPP | \$19,293 | \$4,823 | \$0 | \$0 | 24,116 |
| TULSA | 72 | 8 | 3193805 | IS044 | 1.95 | RESURFACE | 2018 | I-44 FROM 0.48 MI EAST OF I-244 EXT EAST 1.95 MI | | | \$0 | \$1,415,803 | \$0 | \$0 | 1,415,803 |
| TULSA | 72 | 8 | 3194305 | | 1.95 | BRIDGE WATER PROOF SEAL | 2018 | DIVISION 8 SILANE PROJECTS - BRIDGE WATERPROOF SEAL - MULTIPLE LOCATIONS | | | \$0 | \$189,750 | \$0 | \$0 | 189,750 |
| TULSA | 72 | 8 | 3194306 | | | BRIDGE WATER PROOF SEAL | 2018 | 2018 DIVISION 8 SILANE PROJECTS | | | \$0 | \$1,000,000 | \$0 | \$0 | 1,000,000 |
| TULSA | 72 | 8 | 3194404 | | | JOINT SEAL/REPAIR | 2018 | JOINT SEAL/REPAIR I-44 EB & WB BRIDGES OVER ARKANSAS RIVER | | | \$0 | \$1,497,340 | \$0 | \$0 | 1,497,340 |
| TULSA | 72 | 8 | 3194406 | | | JOINT SEAL/REPAIR | 2018 | 2018 DIVISION 8 JOINT SEAL/REPAIR (VARIOUS LOCATIONS) | | | \$0 | \$1,500,000 | \$0 | \$0 | 1,500,000 |
| TULSA | 72 | 8 | 3262604 | IS044 | 14.4 | SIGNING | 2018 | DIVISION 8: REPLACEMENT OF SIGNS ON I-44 I-244 I-444 US169 US75 US412 SH51 IN THE TULSA METRO AREA 9/5/2017 Moved to 2018 | 9/5/2017 | | \$1,169,970 | \$0 | \$0 | \$0 | 1,169,970 |
| TULSA Total | | | | | | | | | | | \$65,214,971 | \$34,544,732 | \$0 | \$0 | 99,626,383 |
| WAGONER | 73 | 1 | 3120905 | US069 | 0.81 | RIGHT OF WAY | 2018 | US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT. | | | \$100,000 | \$25,000 | \$0 | \$0 | \$125,000 |
| WAGONER | 73 | 1 | 3120906 | US069 | 0.81 | UTILITIES | 2018 | US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT. UT FOR 31209(04) | | | \$40,000 | \$10,000 | \$0 | \$0 | \$50,000 |
| WAGONER Total | | | | | | | | | | | \$140,000 | \$35,000 | \$0 | \$0 | 175,000 |
| WASHINGTON | 74 | 8 | 2317009 | | | SAFETY IMPROVEMENT | 2018 | SAFETY IMPROVEMENT - GUARDRAIL REPLACEMENT ALONG US-60 IN BARTLESVILLE | | STP | \$191,419 | \$47,855 | \$0 | \$0 | 239,274 |
| WASHINGTON | 74 | 8 | 2434808 | SH123 | 0.2 | RIGHT OF WAY | 2018 | SH-123: OVER CANEY RIVER, 1.68 MILES NORTH OF SH-123/US-60 JCT. | | | \$0 | \$142,360 | \$0 | \$0 | 142,360 |
| WASHINGTON | 74 | 8 | 2434809 | SH123 | 0.2 | UTILITIES | 2018 | SH-123: OVER CANEY RIVER, 1.68 MILES NORTH OF SH-123/US-60 JCT. | | STP | \$15,360 | \$3,840 | \$0 | \$0 | 19,200 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|-------------------------|---------|------|---------|-------|--------|---------------------------|------|--|-------------------------|--------------------------|--------------|---------------|---------------|----------------------------|--------------|-----------------|
| WASHINGTON | 74 | 8 | 3269204 | US075 | 1.5 | INTERSECTION MODIFICATION | 2018 | US 75 ADD J-TURNS, BEGIN 11.5 MILES NORTH OF TULSA C/L, EXTEND NORTH 1.5 MILES 5/3/18 Modification Total Decrease = \$364,570 Fed decrease = \$291,656 State decrease = \$72,914 5/8/18 Modification Total Increase = \$0 Fed increase = \$127,086 State decrease = \$ 127,086 | 5/8/2018 | NHPP | \$635,430 | \$0 | \$0 | \$0 | 635,430 | |
| WASHINGTON Total | | | | | | | | | | | | \$842,209 | \$194,055 | \$0 | \$0 | 1,036,264 |
| WASHITA | 75 | 5 | 2700104 | SH152 | 0.35 | BRIDGE & APPROACHES | 2018 | SH-152: OVER EAST ELK CREEK BEGIN 0.2 M WEST OF SH-44 AND EXTEND EAST 0.35 M. PROJECT INCLUDES THE SH-44 INTERSECTION. 5/3/18 Modification Total Decrease = \$125,018 Fed decrease = \$100,015 State decrease = \$ 25,00 5/24/18 Amendment Total Increase = \$0 Fed increase = \$564,421 State decrease = \$564,421 | 5/24/2018 | STP | \$2,822,103 | \$0 | \$0 | \$0 | 2,822,103 | |
| WASHITA | 75 | 5 | 2790204 | SH055 | 0.3 | BRIDGE & APPROACHES | 2018 | SH-55: BRIDGE AND APPROACHES OVER LITTLE ELK CREEK LOCATED 5.6 MILES EAST OF THE SH-44 JCT. 5/3/18 Modification Total Decrease = \$36,681 Fed decrease = \$29,345 State decrease = \$7,336 5/24/18 Amendment Total Increase = \$0 Fed increase = \$589,943 State decrease = \$589,943 | 5/24/2018 | STP | \$2,949,713 | \$0 | \$0 | \$0 | 2,949,713 | |
| WASHITA | 75 | 5 | 2793504 | IS040 | 8 | RESURFACE | 2018 | I-40: RESURFACE FROM MP 45 TO MP 53 12/4/2017 Amendment Total increase = \$3,237,376.00 Fed increase = \$3,742,039.00 State decrease = (\$504,663.00) 2/15/2018 Amendment Total increase = \$1,688,015 Fed increase = \$1,519,213 State increase = \$168,802 2/23/18 Mod - Funding Source Change & Change in Estimate.Total increase = \$517,548 Fed decrease = \$8,974,813 State increase = \$9,492,361 4/17/18 Modification Total Increase = \$267,586 Fed increase = \$10,757,149 State decrease = \$10,489,563 | 4/17/2018 | NHPP | \$10,757,149 | \$0 | \$0 | \$0 | 10,757,149 | |
| WASHITA | 75 | 5 | 2900304 | IS040 | 0.4 | BRIDGE & APPROACHES | 2018 | I-40 NORTH FRONTAGE ROAD: BRIDGE AND APPROACHES OVER AN UNNAMED CREEK LOCATED 0.11 MILE EAST OF SH-44. | | | \$0 | \$742,630 | \$0 | \$0 | 742,630 | |
| WASHITA Total | | | | | | | | | | | | \$16,528,965 | \$742,630 | \$0 | \$0 | 17,271,595 |
| WOODS | 76 | 6 | 2792307 | US064 | 4 | FORCE ACCOUNT | 2018 | US-64 BR REPLACEMENT OVER BNSF RAILROAD (RR CONSTRUCTION BNSF DOT NO. 014 318P, MILE POST 327.54, PANHANDLE SUBDIVISION 9/14/18 Amendment, Added to FFY18 | 9/14/2018 | | \$279,972 | \$69,993 | \$0 | \$0 | 349,965 | |
| WOODS | 76 | 6 | 2792204 | US064 | 1 | BRIDGE & APPROACHES | 2018 | US-64: BRIDGE OVER ANDERSON CREEK, 2.1 MILES EAST OF SH-50 JCT. 6/11/18 Amendment Total Decrease = \$56,395 Fed increase = \$488,605 State decrease = \$ 545,000 | 6/11/2018 | STP | \$2,668,605 | \$0 | \$0 | \$0 | 2,668,605 | |
| WOODS | 76 | 6 | 2792304 | US064 | 1 | BRIDGE & APPROACHES | 2018 | US-64: BNSF RAILROAD BRIDGE OVERPASS, 2.1 MILES WEST OF US-281 JCT. 4/23/18 Amendment Total Increase = \$915,882 Fed increase = \$732,705 State increase = \$183,177 | 4/23/2018 | STP | \$3,342,087 | \$835,522 | \$0 | \$0 | 4,177,609 | |
| WOODS Total | | | | | | | | | | | | \$6,010,692 | \$835,522 | \$0 | \$0 | 6,846,214 |
| WOODWARD | 77 | 6 | 1745720 | US183 | 4 | GRADE & DRAIN | 2018 | US-183/US-270: FROM APPROX. 10.5 MI. S.E. OF JCT. SH-50, EXT. S.E. 4 MI. (PARALLEL LANES) | | | \$2,180,000 | \$545,000 | \$0 | \$0 | \$2,725,000 | |
| WOODWARD | 77 | 6 | 1745721 | US183 | 4 | SURFACE | 2018 | US-183/US-270: FROM APPROX. 10.5 MI. S.E. OF JCT. SH-50, EXT. S.E. 4 MI. SURFACE FOR 17457(20) (PARALLEL LANES) | | | \$11,600,000 | \$2,900,000 | \$0 | \$0 | \$14,500,000 | |
| WOODWARD | 77 | 6 | 2697404 | | | JOINT SEAL/REPAIR | 2018 | DIVISION 6 BRIDGE JOINT/REPAIR PROJECTS | | | \$0 | \$209,717 | \$0 | \$0 | 209,717 | |
| WOODWARD | 77 | 6 | 2697504 | | | BRIDGE WATER PROOF SEAL | 2018 | DIVISION 6 BRIDGE SILANE (WATERPROOF SEAL) | | | \$0 | \$116,441 | \$0 | \$0 | 116,441 | |
| WOODWARD | 77 | 6 | 2944905 | SH034 | 1 | RIGHT OF WAY | 2018 | SH-34 OVER NORTH CANADIAN RV., 0.8 MILES NORTH OF JCT. SH-15 | | | \$0 | \$150,000 | \$0 | \$0 | 150,000 | |
| WOODWARD | 77 | 6 | 2944906 | SH034 | 1 | UTILITIES | 2018 | SH-34 OVER NORTH CANADIAN RV., 0.8 MILES NORTH OF JCT. SH-15 | | | \$80,000 | \$20,000 | \$0 | \$0 | 100,000 | |
| WOODWARD | 77 | 6 | 2944908 | SH034 | 0.1 | BRIDGE & APPROACHES | 2018 | SH-34 OVER NORTH CANADIAN RV. O'FLOW, 0.9 MILES NORTH OF JCT. SH-15 | | STP | \$1,012,584 | \$0 | \$0 | \$0 | 1,012,584 | |
| WOODWARD Total | | | | | | | | | | | | \$14,872,584 | \$3,941,158 | \$0 | \$0 | \$1,531,991,551 |
| Grand Total | | | | | | | | | | | | \$993,503,826 | \$289,419,429 | \$81,335,177 | \$22,363,816 | 1,386,622,248 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|--------|---------|------|-------|-----|--------|-----------|-----|-------------|-------------------------|--------------------------|---------|-------|-------|----------------------------|-------|
|--------|---------|------|-------|-----|--------|-----------|-----|-------------|-------------------------|--------------------------|---------|-------|-------|----------------------------|-------|

| ADVANCE CONSTRUCTION FUNDING CONVERSION | JP NO PREFIX | JP NO | 2018 | PROJECTS UTILIZING ADVANCE CONSTRUCTION FUNDS THAT HAVE BEEN CONVERTED TO FEDERAL FUNDING SOURCES | CONVERSION DATE | BUDGETED FFY 2018 AC FUNDING | AMOUNT CONVERTED |
|--|--------------|-------|------|---|-----------------|------------------------------|------------------|
| | AC | | | | | | |
| | AC | | | | | | |
| AC FUNDS CONVERTED TO FEDERAL FUNDS | | | | | \$0 | | |
| CURRENT ADVANCE CONSTRUCTION FUNDS TOTAL | | | | | \$0 | | |

FFY 2019 PROJECTS

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|------------------------------|---------|------|---------|-----|--------|----------------------------------|------|---|-------------------------|--------------------------|-------------|-----------|----------|----------------------------|-------|-------------|
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1704925 | R R | 0 | SAFETY IMPROVEMENT | 2019 | FFY 2019 STIP: STATEWIDE RAIL CROSSING PROJECTS- PROTECTION DEVICES, CROSSING SURFACES, ADVANCE WARNING SIGNS, STRIPING, CLOSURES, ETC | | SPR | \$8,000,000 | | \$0 | \$0 | \$0 | \$8,000,000 |
| ROGERS | 66 | 8 | 2940009 | | | FORCE ACCOUNT | 2019 | UPRR FORCE ACCOUNT FOR EW590 SECTION LINE RD.(OLD SH-33)BRIDGE REPLACEMENT OVER UPRR, DOT NO. 434046N, MILE POST 597.87, WAGONER SUBDIVISION | 9/12/2019 | | \$48,864 | | \$0 | \$12,216 | \$0 | \$61,080 |
| BECKHAM | 5 | 5 | 3396030 | | | RAILROAD SIGNALS | 2019 | CD V: MULTIPLE COUNTIES, INSTALLATION OF NEW SIGNS, 155 LOCATIONS W/ FARMRAIL | 9/11/2019 | STP | \$303,659 | | \$0 | \$33,740 | \$0 | \$337,399 |
| SEMINOLE | 67 | 3 | 2100615 | | | FORCE ACCOUNT | 2019 | US-270 OVER WEWOKA CREEK & RAILROAD, FROM 4.89 MI EAST OF SH-270A IN SEMINOLE, EAST 1.2 MI (RAILROAD CONSTRUCTION MANAGEMENT) | 9/4/2019 | | \$12,739 | \$3,185 | \$0 | \$0 | \$0 | \$15,924 |
| STATEWIDE | 99 | 9 | 3396036 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | RR: NEW CROSSING SIGNS & POSTS AT 85 LOCATIONS THROUGH DIVISIONS III, IV, V, VII & VIII | 9/3/2019 | STP | \$158,898 | | \$0 | \$17,655 | \$0 | \$176,553 |
| ROGERS | 66 | 8 | 3396035 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | RR: SOUTH KANSAS & OKLAHOMA RAIL LINES: CROSSBUCK SIGNS, YIELD SIGNS AND BREAK-AWAY POSTS AT 17 LOCATIONS IN ROGERS, TULSA AND WASHINGTON COUNTIES | 9/3/2019 | STP | \$33,428 | | \$0 | \$3,714 | \$0 | \$37,142 |
| MCCURTAIN | 45 | 8 | 3396034 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | RR: TEXAS, OKLAHOMA & EASTERN RAIL LINES: YIELD SIGNS REFLECTIVE METAL STRIPS AND FASTENERS AT 27 LOCATIONS NEAR MIAMI UPGRADE OF SIGNAL W/ GATE ARMS AND | 9/3/2019 | STP | \$4,295 | | \$0 | \$477 | \$0 | \$4,772 |
| TULSA | 72 | 8 | 3396033 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | CONCRETE CURB DOT 6704135 W/ BNSF SW 12TH ST MIAMI IN TULSA & CREEK CO: NEW SIGNS AT 27 LOCATIONS W/ TULSA | 9/3/2019 | STP | \$86,315 | | \$0 | \$9,591 | \$0 | \$95,906 |
| TULSA | 72 | 8 | 3396032 | | | RAILROAD SIGNALS | 2019 | SAPULPA UNION | 9/3/2019 | STP | \$55,668 | | \$0 | \$6,186 | \$0 | \$61,854 |
| TULSA | 72 | 8 | 3396021 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | NEAR SAND SPRINGS LIGHT/SIGNAL/GATE AND CONCRETE @65 AVE W/ SAND SPRINGS ML XING 839494T | 9/3/2019 | STP | \$742,612 | | \$0 | \$82,515 | \$0 | \$825,127 |
| MCINTOSH | 46 | 1 | 2795806 | | | FORCE ACCOUNT | 2019 | I-40: BRIDGES OVER RAILROAD & CO RD, 20 MI EAST OF OKMULGEE C/L, UPRR DOT NO. 413 644U, MP 525.73, CHEROKEE SUBDIVISION (RR CONST MANAGEMENT) | 8/22/2019 | NHPP | \$40,000 | \$10,000 | \$0 | \$0 | \$0 | \$50,000 |
| BRYAN | 7 | 2 | 3118206 | | | RAILROAD PRELIMINARY ENGINEERING | 2019 | CHICKASAW ROAD WIDENING & RESURFACING AT UPRR AT-GRADE CROSSING, CALERA UPRR, DOT NO 413769U MI POST 648.45 CHOCTAW SUBDIVISION | 8/22/2019 | STP | \$12,000 | | \$0 | \$3,000 | \$0 | \$15,000 |
| STATEWIDE | 99 | 9 | 2926011 | | | RAILROAD PRELIMINARY ENGINEERING | 2019 | CONTINUED OPERATION OF THE STATEWIDE OKLAHOMA RAIL ASSESSMENT, INVENTORY AND LOCATION SYSTEM 2020 | 8/15/2019 | STP | \$144,245 | \$16,028 | \$0 | \$0 | \$0 | \$160,273 |
| POTTAWATOMIE | 63 | 3 | 3038807 | | | RAILROAD PRELIMINARY ENGINEERING | 2019 | US-270 UNDER THE UPRR IN EARLSBORO DOT 597067G, MILE 439.11, OK SUBDIV, (PARENT PROJ 30388[04]) | 8/1/2019 | STP | \$12,000 | \$3,000 | \$0 | \$0 | \$0 | \$15,000 |
| CADDO | 8 | 7 | 1257109 | | | RAILROAD PRELIMINARY ENGINEERING | 2019 | US-62/SH-281 SHOULDER WIDENING AT UPRR CROSSING IN APACHE, CADDO COUNTY DOT NO. 596 581W, MILE POST 31.09, LAWTON SUBDIVISION | 8/1/2019 | STP | \$12,000 | \$3,000 | \$0 | \$0 | \$0 | \$15,000 |
| BECKHAM | 5 | 5 | 3396031 | | | RAILROAD SIGNALS | 2019 | CD IV, V, & VI: MULTIPLE COUNTIES, NEW SIGNS AT 195 LOCATIONS W/ GRAINBELT | 7/31/2019 | STP | \$377,212 | | \$0 | \$41,912 | \$0 | \$419,124 |
| CRAIG | 18 | 8 | 3396029 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | IN VINITA SIGNAL, GATE ARMS & DRAINAGE IMPROVEMENTS AT 1ST STREET W/ BNSF XING 668455D | 6/28/2019 | STP | \$97,315 | | \$0 | \$10,814 | \$0 | \$108,129 |
| TULSA | 72 | 8 | 3396028 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | IN TULSA LIGHT SIGNAL GATE ARMS SIDEWALK MEDIAN AND CONCRETE W/ BNSF SOUTHWEST BOULEVARD XING 669341U | 6/28/2019 | STP | \$274,026 | | \$0 | \$30,448 | \$0 | \$304,474 |
| CRAIG | 18 | 8 | 3396017 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | NEAR VINITA SIGNAL/GATE ARMS & SURFACE AT CO RD S4460 WITH BNSF XING 668447L | 5/3/2019 | STP | \$299,296 | | \$0 | \$33,256 | \$0 | \$332,552 |
| GARFIELD | 24 | 4 | 3396015 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | BETWEEN HAYWARD AND FAIRMONT SIGNAL/SURFACE (673796G) & CLOSURE W/ BNSF | 4/23/2019 | STP | \$387,915 | | \$0 | \$43,102 | \$0 | \$431,017 |
| GARFIELD | 24 | 4 | 3396027 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | BETWEEN HAYWARD AND FAIRMONT SIGNAL (673818E) W/ BNSF | 4/19/2019 | STP | \$344,020 | \$38,225 | \$0 | \$0 | \$0 | \$382,245 |
| GARFIELD | 24 | 4 | 3396026 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | BETWEEN HAYWARD AND FAIRMONT SIGNAL/SURFACE (673811G) W/ BNSF | 4/19/2019 | STP | \$305,736 | | \$0 | \$33,971 | \$0 | \$339,707 |
| OKLAHOMA | 55 | 4 | 3307558 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | IN OKLAHOMA CITY RAILROAD SIGNAL SURFACE PROJECT AT SW 15TH STREET WITH STILLWATER CENTRAL RAILROAD | 4/19/2019 | | \$24,590 | \$418,029 | \$49,180 | \$0 | \$0 | \$491,799 |
| NOBLE | 52 | 4 | 3396019 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | NEAR PERRY PEDESTAL LIGHT SIGNAL/GATE/CONCRETE ON CO RD S4360 W/ BNSF XING 011961M | 3/21/2019 | STP | \$516,339 | | \$0 | \$57,371 | \$0 | \$573,710 |
| KAY | 36 | 4 | 3396018 | | | RAILROAD SIGNALS | 2019 | NEAR PONCA CITY PEDESTAL LIGHT, SIGNAL & GATE ARMS AT CO RD E0250 W/ BNSF XING 011936E | 3/21/2019 | STP | \$437,918 | | \$0 | \$48,658 | \$0 | \$486,576 |
| OKLAHOMA | 55 | 4 | 3396025 | | | RAILROAD SIGNALS | 2019 | IN OKC FLASHING LIGHTS W/ GATE ARMS AT NW 89TH ST. W/ BNSF XING 012082T | 3/21/2019 | STP | \$254,174 | | \$0 | \$28,242 | \$0 | \$282,416 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|--|---------|------|---------|-------|--------|--|------|---|---------------------------------|--------------------------|-------------|-------------|-------|----------------------------|-----------|--------------|
| CRAIG | 18 | 8 | 3396020 | | | RAILROAD SIGNALS | 2019 | NEAR VINITA SIGNAL/GATE ARMS AT CO RD 54360 WITH BNSF XING 668471M | 3/21/2019 | STP | \$371,199 | | \$0 | \$41,244 | \$0 | \$412,443 |
| WOODS | 76 | 6 | 3396016 | | | RAILROAD SIGNALS | 2019 | NEAR WAYNOKA SIGNAL/GATE ARMS AT CO RD N2350 WITH BNSF XING 014335F | 3/21/2019 | STP | \$223,655 | | \$0 | \$24,851 | \$0 | \$248,506 |
| OKLAHOMA | 55 | 4 | 3396024 | | | RAILROAD SIGNALS | 2019 | IN OKC FLASHING LIGHT W/ GATE ARM & CONCRETE XING NW 96 ST W/ BNSF XING 012081L | 3/21/2019 | STP | \$259,332 | | \$0 | \$28,815 | \$0 | \$288,147 |
| OKLAHOMA | 55 | 4 | 3396023 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | IN OKC FLASHING LIGHT W/ GATE ARM & CONCRETE XING NW 96 ST W/ BNSF | 3/21/2019 | STP | \$545,269 | | \$0 | \$60,585 | \$0 | \$605,854 |
| OKLAHOMA | 55 | 4 | 3396022 | | | RAILROAD SIGNALS | 2019 | IN OKC FLASHING LIGHTS W/ GATE ARMS AT NW 97TH ST. W/ BNSF XING 012077W | 3/21/2019 | STP | \$232,296 | | \$0 | \$25,811 | \$0 | \$258,107 |
| OTTAWA | 58 | 8 | 3396014 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | IN AFTON SIGNAL/GATE ARM & 32' CONCRETE XING SURF AT MONROE AVE WITH BNSF XING 668442C | 12/11/2018 | STP | \$0 | | \$0 | \$32,776 | \$294,983 | \$327,759 |
| OTTAWA | 58 | 8 | 3396013 | | | RAILROAD SIGNALS | 2019 | NEAR AFTON SIGNAL/GATE ARMS AT CO RD S0520 WITH BNSF XING 668439U | 12/11/2018 | STP | \$0 | | \$0 | \$35,738 | \$321,642 | \$357,380 |
| GARFIELD | 24 | 4 | 3396012 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | NEAR FAIRMONT SIGNAL/GATE ARMS & 32' CONCRETE XING SURF AT CO RD N2980 W/ BNSF XING 673815J | 12/11/2018 | STP | \$0 | | \$0 | \$40,950 | \$368,540 | \$409,490 |
| OKFUSKEE | 54 | 3 | 3396008 | | | RAILROAD SIGNALS | 2019 | NEAR WELEETKA SIGNALS/GATE ARMS AT CO RD N3890 WITH BNSF XING 671908W | 12/11/2018 | STP | \$0 | | \$0 | \$33,114 | \$298,023 | \$331,137 |
| NOBLE | 52 | 4 | 3396011 | | | RAILROAD SIGNALS | 2019 | IN PERRY SIGNAL/GATE ARM AT FIR STREET/US-64 WITH BNSF XING 673763U | 11/30/2018 | STP | \$0 | | \$0 | \$9,455 | \$85,094 | \$94,549 |
| JOHNSTON | 35 | 3 | 3396010 | | | RAILROAD SIGNALS | 2019 | NEAR RAVIA SIGNAL/GATE ARMS AT COBB ROAD WITH BNSF XING 673060S | 11/30/2018 | STP | \$0 | | \$0 | \$21,694 | \$195,246 | \$216,940 |
| MARSHALL | 48 | 2 | 3396007 | | | RAILROAD SIGNALS | 2019 | NEAR NEW WOODVILLE, SIGNAL/GATE ARMS AT TIMBERLINE ROAD/N3590 WITH BNSF XING 672973F | 11/30/2018 | STP | \$0 | | \$0 | \$22,256 | \$200,299 | \$222,555 |
| OKMULGEE | 56 | 1 | 3396006 | | | RAILROAD SIGNALS | 2019 | NEAR HENRYETTA LIGHT SIGNAL/GATE ARMS AT SH-124/DUSTIN RD. WITH BNSF XING 671899A | 11/30/2018 | STP | \$0 | | \$0 | \$5,556 | \$50,004 | \$55,560 |
| OKMULGEE | 56 | 1 | 3396005 | | | RAILROAD SIGNALS | 2019 | IN HENRYETTA LIGHT SIGNAL/GATE ARMS AT S 4TH ST WITH BNSF XING 671895X | 11/30/2018 | STP | \$0 | | \$0 | \$20,433 | \$183,897 | \$204,330 |
| OKMULGEE | 56 | 1 | 3396004 | | | RAILROAD SIGNALS | 2019 | IN HENRYETTA LIGHT SIGNAL/GATE ARMS AT MAXINE AVENUE WITH BNSF XING 671886Y | 11/30/2018 | STP | \$0 | | \$0 | \$20,433 | \$183,897 | \$204,330 |
| HUGHES | 32 | 3 | 3396009 | | | CROSSING IMPR. & R/R SIGNALS | 2019 | NEAR WETUMKA SIGNAL/GATE ARM & 32' CONCRETE XING SURF AT CO RD E1250 WITH BNSF XING 671932X | 11/30/2018 | STP | \$0 | | \$0 | \$26,059 | \$234,528 | \$260,587 |
| STATEWIDE RAIL CROSSING PROJECTS | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$6,617,015 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$1,382,985 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1705025 | | 0 | BRIDGE IMPR. | 2019 | FFY 2019 STIP: STATEWIDE-SMALL SCALE BRIDGE IMPROVEMENT-- PAINTING MINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TREATMENT, ETC | | STP | \$2,000,000 | | \$0 | \$0 | \$0 | \$2,000,000 |
| PONTOTOC | 3 | 3 | 2297316 | | | BRIDGE WATER PROOF SEAL | 2019 | DIVISION 3: BRIDGE WATER PROOFING SEAL (SILANE) 4/9/19 Modification Total Decrease = \$145,045 Fed decrease = \$116,036 State decrease = \$29,009 | 4/9/2019 | STP | \$123,964 | \$30,991 | | | | \$154,955 |
| STATEWIDE SMALL SCALE BRIDGE IMPROVEMENT | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$123,964 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$1,876,036 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1705125 | | 0 | SAFETY IMPROVEMENT | 2019 | FFY 2019 STIP: STATEWIDE SMALL SCALE TRAFFIC SAFETY: SIGNING, INT MOD, LIGHTING, INTERCONNECT SYSTEMS, GUARDRAIL, DELINEATION, ETC | | SPR | \$8,524,600 | \$3,475,400 | \$0 | \$0 | \$0 | \$12,000,000 |
| LOVE | 43 | 7 | 3414404 | IS035 | 24.47 | SIGNING | 2019 | COMM DISTRICT 7: I-35 REPLACEMENT OF OVERHEAD AND GROUND MOUNTED SIGNS FROM TEXAS STATE LINE TO MURRAY/GARVIN COUNTY LINE | 9/6/2019 | HSIP | \$2,699,961 | | \$0 | \$0 | \$0 | \$2,699,961 |
| ADAIR | 1 | 1 | 3421804 | SH100 | 1.67 | SCHOOL ZONE HIGHWAY SAFETY IMPROVEMENT | 2019 | CITY OF STILWELL SH-100 SCHOOL SIGNS W/ FLASHING BEACONS AND CROSSWALKS | 9/6/2019 | STP | \$22,778 | | \$0 | \$5,694 | \$0 | \$28,472 |
| BLAINE | 6 | 5 | 3422604 | US270 | 17.16 | IMPROVEMENT | 2019 | DIV 5 MULTIPLE LOCATIONS: PAVEMENT MARKINGS & CENTER LINE RUMBLE STRIPS | 8/1/2019 | HSIP | \$1,182,000 | | \$0 | \$0 | \$0 | \$1,182,000 |
| OKLAHOMA | 55 | 4 | 3414904 | IS044 | 3.5 | PAVEMENT MARKING | 2019 | PAVEMENT MARKINGS IN VARIOUS LOCATIONS IN DIVISION IV | 7/31/2019 | HSIP | \$2,726,500 | | \$0 | \$0 | \$0 | \$2,726,500 |
| TULSA | 72 | 8 | 3262604 | IS044 | 14.47 | SIGNING | 2019 | DIVISION 8: REPLACEMENT OF SIGNS ON I-44 I-244 I-444 US169 US75 US412 SH51 IN THE TULSA METRO AREA | 7/29/2019 | HSIP | \$1,169,969 | | \$0 | \$0 | \$0 | \$1,169,969 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | | |
|--------------------------------------|---------|------|---------|-------|--------|--|------|---|---------------------------------|--------------------------|--------------|-------|-------------|----------------------------|-------|--------------|--|
| GRADY | 26 | 7 | 3347804 | US081 | 7.07 | LONGITUDINAL BARRIER | 2019 | US-81: INSTALL CABLE BARRIER ALONG US-81 BEG @ STEPHENS C/L & EXT NORTH APPROX 7.1 MILE TO SH-17 IN RUSH SPRINGS | 7/29/2019 | HSIP | \$2,137,726 | | \$0 | \$0 | \$0 | \$2,137,726 | |
| MUSKOGEE | 51 | 1 | 3373004 | IS040 | 6.1 | STRIPING & PAVEMENT MARKING | 2019 | DIVISION I INSTALLATION OF PAVEMENT MARKINGS CENTERLINE STRIPS SHOULDER RUMBLE STRIPS AT VARIOUS LOCATIONS 4/9/19 Modification Total Increase = \$10,995 Fed increase = \$10,995 | 4/9/2019 | HSIP | \$1,268,995 | | \$0 | \$0 | \$0 | \$1,268,995 | |
| STATEWIDE SMALL SCALE TRAFFIC SAFETY | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$11,207,929 | | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$792,071 | | | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1766325 | ENHAN | 0 | ENHANCEMENT | 2019 | FFY 2019 STIP: STATEWIDE ENHANCEMENT, BICYCLE & PEDESTRIAN PATHS, SCENIC OR HISTORIC HIGHWAY PROGRAMS, LANDSCAPING, HISTORIC PRESERVATION, ETC | | TAP | \$12,000,000 | | \$0 | \$0 | \$0 | \$12,000,000 | |
| STEPHENS | 69 | | 3298204 | | | PEDESTRIAN IMPROVEMENTS | 2019 | DUNCAN: HERITAGE TRAIL PHASE 1A | 9/9/2019 | TAP | \$700,000 | | \$0 | \$355,458 | \$0 | \$1,055,458 | |
| ROGERS | 66 | 8 | 3301604 | | | PEDESTRIAN IMPROVEMENTS | 2019 | INOLA: SUMMERLIN TRAIL | 9/9/2019 | TAP | \$334,856 | | \$0 | \$64,170 | \$0 | \$399,026 | |
| KAY | 36 | 4 | 3300004 | | | PEDESTRIAN IMPROVEMENTS | 2019 | TONKAWA: MAIN STREET SIDEWALKS | 9/9/2019 | TAP | \$423,875 | | \$0 | \$65,914 | \$0 | \$489,789 | |
| CANADIAN | 9 | 4 | 3143904 | | | ENHANCEMENT | 2019 | WEST OVERHOLSER BIKE ROUTE & SIDEWALK FORMERLY TAP-255D(332)AG | 9/6/2019 | TAP | \$130,730 | | \$0 | \$201,558 | \$0 | \$332,288 | |
| OTTAWA | 58 | 8 | 2884304 | | | ENHANCEMENT | 2019 | MIAMI ENHANCEMENT PROJECT | 8/21/2019 | STP | \$458,224 | | \$0 | \$152,741 | \$0 | \$610,965 | |
| WAGONER | 73 | 1 | 3300206 | | | RAILROAD PRELIMINARY ENGINEERING | 2019 | SH-51: ROADWAY STREETScape AT UNION PACIFIC RAILROAD DOT NO. 413589W, MILE POST 488.01, CHEROKEE SUBDIVISION | 8/12/2019 | TAP | \$12,000 | | \$3,000 | \$0 | \$0 | \$15,000 | |
| CANADIAN | 9 | 4 | 3144107 | | | SIDEWALK, NOISE ABATEMENT, ETC PEDESTRIAN IMPROVEMENTS | 2019 | SIDEWALK ACROSS UPRR (CORNWELL DR) IN YUKON AARDOT NO. 596 854N, MILE POST 500.55, OKLAHOMA CITY SUBDIVISION | 8/1/2019 | TAP | \$4,560 | | \$0 | \$1,140 | \$0 | \$5,700 | |
| BLAINE | 6 | 5 | 3301004 | | | PEDESTRIAN IMPROVEMENTS | 2019 | OTR: ROMAN NOSE BOARDWALK TRAIL PHASE 2 | 6/3/2019 | TAP | \$235,487 | | \$0 | \$58,872 | \$0 | \$294,359 | |
| BLAINE | 6 | 5 | 3300904 | | | PEDESTRIAN IMPROVEMENTS | 2019 | OTR: ROMAN NOSE MULTI-USE TRAIL PHASE 3 | 6/3/2019 | TAP | \$737,248 | | \$0 | \$184,312 | \$0 | \$921,560 | |
| BLAINE | 6 | 5 | 2883004 | | | ENHANCEMENT | 2019 | ROMAN NOSE STATE PARK LODGE TRAIL & SCENIC OVERLOOK | 6/3/2019 | STP | \$437,549 | | \$0 | \$109,387 | \$0 | \$546,936 | |
| OKLAHOMA | 55 | 4 | 3305504 | | | ENHANCEMENT PEDESTRIAN IMPROVEMENTS | 2019 | EDMOND SHWY 66 MULTI-USE TRAIL PHASE 1 FROM MIDWEST BLVD TO POST RD DESIGN | 2/26/2019 | NHPP | \$473,020 | | \$0 | \$701,980 | \$0 | \$1,175,000 | |
| OKLAHOMA | 55 | 4 | 3298404 | | | PEDESTRIAN IMPROVEMENTS | 2019 | EDMOND: SH66 TRAIL ARCADIA LAKE PHASE 2 | 2/26/2019 | TAP | \$700,000 | | \$0 | \$1,900,000 | \$0 | \$2,600,000 | |
| OKLAHOMA | 55 | 4 | 3143404 | | | IMPROVEMENTS | 2019 | FOX LAKE TRAIL LINKAGES I-35 FRONTAGE RD. (PHASE 1) | 2/26/2019 | TAP | \$70,000 | | \$0 | \$480,000 | \$0 | \$550,000 | |
| OKMULGEE | 56 | 1 | 2880604 | | | ENHANCEMENT | 2019 | OKLMULGEE DOWNTOWN STREETScape PHASE V | 1/10/2019 | STP | \$341,208 | | \$0 | \$85,302 | \$0 | \$426,510 | |
| KAY | 36 | 4 | 3299304 | | | PEDESTRIAN IMPROVEMENTS | 2019 | PONCA CITY: LAKE TRAILS | 12/28/2018 | TAP | \$593,394 | | \$0 | \$572,762 | \$0 | \$1,166,156 | |
| POTTAWATOMIE | 63 | 3 | 3299004 | | | IMPROVEMENTS | 2019 | MCLLOUD: SIDEWALKS | 11/29/2018 | TAP | \$114,583 | | \$0 | \$20,570 | \$0 | \$135,153 | |
| MURRAY | 50 | 7 | 3298104 | | | ENHANCEMENT | 2019 | DAVIS: STREETScape PROJECT | 11/28/2018 | TAP | \$246,503 | | \$0 | \$50,752 | \$0 | \$297,255 | |
| BECKHAM | 5 | 5 | 3298504 | | | PEDESTRIAN IMPROVEMENTS | 2019 | ELK CITY: STREETScape PHASE 1 | 11/28/2018 | TAP | \$572,227 | | \$1,747,773 | \$0 | \$0 | \$2,320,000 | |
| STATEWIDE ENHANCEMENT | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$6,585,464 | | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$5,414,536 | | | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1826222 | IN RD | 0 | MONEY ONLY | 2019 | FFY 2019 STIP: STATEWIDE LINE ITEM: RECREATIONAL TRAILS | | TAP | \$1,800,000 | | \$0 | \$0 | \$0 | \$1,800,000 | |
| STATEWIDE RECREATIONAL TRAILS | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$0 | | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$1,800,000 | | | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1972020 | | 0 | RIGHT OF WAY CLEARANCE | 2019 | FFY 2019 STIP: R/W CLEARANCE: REMOVAL & DISPOSAL OF OBSTRUCTIONS ON PUBLIC R/W PRIOR TO UTILITY RELOCATION OR PROJECT STARTUP | | STP | \$1,000,000 | | \$0 | \$0 | \$0 | \$1,000,000 | |
| OSAGE | 57 | 8 | 2426808 | SH020 | 5 | RIGHT OF WAY CLEARANCE | 2019 | SH-20 FROM SH-99 IN HOMINY, EAST 5.0 MI RW CLEARANCE FOR 24268(04) | 7/30/2019 | STP | \$159,326 | | \$39,831 | \$0 | \$0 | \$199,157 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|------------------------------|---------|------|---------|--------|--------|------------------------|------|--|---------------------------------|--------------------------|-------------|--------------|-------|----------------------------|--------------|
| ROGERS | 66 | 8 | 2703108 | SH020 | 3.9 | RIGHT OF WAY CLEARANCE | 2019 | SH-20: FROM 4 MILES EAST OF TULSA COUNTY LINE EAST TO .65 MILE EAST OF VERDIGRIS RIVER 5/15/19 Modification Total Increase = \$19,560 Fed increase = \$15,648 State increase = \$3,912 | 5/15/2019 | STP | \$276,448 | \$69,112 | \$0 | \$0 | \$345,560 |
| BECKHAM | 5 | 5 | 2790008 | IS040B | 0.1 | RIGHT OF WAY CLEARANCE | 2019 | I-40B: OVER ELK CREEK LOCATED .15 MILE EAST OF THE SH 6 JCT IN ELK CITY | 10/16/2018 | NHPP | \$79,087 | \$0 | \$0 | \$0 | \$79,087 |
| STATEWIDE R/W CLEARANCE | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$514,861 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$485,139 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2078019 | | 0 | RESURFACE | 2019 | FFY 2019 STIP:3R/3P (RDY, IN CONJUNCTION WITH FHWA, SIMPLE PAVEMENT PRESERVE & RESTORE (ASPHALT OVERLAY, STRIPE, SIGNING & GUARDRAIL) 9/25/19 Amendment - Total Increase = 2,317,202 | | STP | \$0 | \$37,317,202 | \$0 | \$0 | \$37,317,202 |
| LOGAN | 42 | 4 | 3277704 | SH074 | 6 | RESURFACE | 2019 | SH-74: BEGIN AT OKLAHOMA C/L AND EXTEND NORTH 6 MILES | 9/25/2019 | STP | \$1,720,897 | \$0 | \$0 | \$0 | \$1,720,897 |
| GRANT | 27 | 4 | 3063204 | US081 | 3 | RESURFACE | 2019 | US-81: FROM HARMON RD TO SH-11 | 9/25/2019 | STP | \$2,141,924 | \$0 | \$0 | \$0 | \$2,141,924 |
| OKLAHOMA | 55 | 4 | 3377704 | IS040 | 3.5 | RESURFACE | 2019 | I-40: MILL & OVERLAY FROM THE FORT SMITH JCT EAST APPROX. 3.5 MILES | 6/3/2019 | NHPP | \$1,592,700 | \$0 | \$0 | \$0 | \$1,592,700 |
| PONTOTOC | 62 | 3 | 3375604 | SH048 | 4 | RESURFACE | 2019 | SH-48: BEGIN 5.0 MI NORTH OF COAL C/L, EXTEND NORTH 4.0 MI SH-1: BEGIN 0.60 MI NORTH OF CHICKASAW TP JCT, EXTEND NORTH 8.0 MI (NB ONLY) | 5/1/2019 | STP | \$564,067 | \$0 | \$0 | \$0 | \$564,067 |
| PONTOTOC | 62 | 3 | 3276804 | SH001 | 8 | RESURFACE | 2019 | US-62: BEGIN 0.07 MI EAST OF SH-99 IN PRAGUE, EXTEND EAST 3.60 MI | 5/1/2019 | STP | \$2,986,907 | \$0 | \$0 | \$0 | \$2,986,907 |
| LINCOLN | 41 | 3 | 2820204 | US062 | 3.51 | RESURFACE | 2019 | US-62: BEGIN 0.07 MI EAST OF SH-99 IN PRAGUE, EXTEND EAST 3.60 MI | 5/1/2019 | STP | \$1,855,716 | \$0 | \$0 | \$0 | \$1,855,716 |
| ROGERS | 66 | 8 | 3194104 | SH028 | 4.11 | RESURFACE | 2019 | SH-28: FROM SH-66/SH-28 JCT, EXTEND SOUTH 4.11 MI | 4/9/2019 | STP | \$840,250 | \$0 | \$0 | \$0 | \$840,250 |
| ATOKA | 3 | 2 | 3394004 | US069 | 1.81 | RESURFACE | 2019 | US-69: BEGIN 0.66 MI NORTH OF JCT SH-3/SH-7, EXTEND NORTH 1.81 MI 5/6/19 Modification Total Increase = \$519,403 Fed increase = \$519,403 | 5/6/2019 | NHPP | \$978,903 | \$0 | \$0 | \$0 | \$978,903 |
| OSAGE | 57 | 8 | 3194204 | SH123 | 5.25 | RESURFACE | 2019 | SH-123: FROM 12.5 MI NORTH OF THE SH-11/SH-123 JCT, EXTEND NORTH 5.25 MI | 2/5/2019 | STP | \$1,559,215 | \$0 | \$0 | \$0 | \$1,559,215 |
| OSAGE | 57 | 8 | 3194004 | SH020 | 7.89 | RESURFACE | 2019 | SH-20: FROM THE SH-20/SH-18 JCT, EXTEND EAST 7.89 MI | 2/5/2019 | STP | \$1,621,275 | \$0 | \$0 | \$0 | \$1,621,275 |
| GRADY | 26 | 7 | 3195204 | US062 | 6.49 | RESURFACE | 2019 | US-62: FROM 1.00 MI. E. OF THE CADDO C/L, EXT. E. 6.49 MI. (E.B. ONLY) | 2/5/2019 | STP | \$2,001,460 | \$0 | \$0 | \$0 | \$2,001,460 |
| CADDO | 8 | 7 | 3282804 | US281 | 4.1 | RESURFACE | 2019 | US-281: FROM SH-152 EAST JCT. EXTEND WEST 4.10 MILES | 2/5/2019 | STP | \$1,896,415 | \$0 | \$0 | \$0 | \$1,896,415 |
| BRYAN | 7 | 2 | 2819304 | US070 | 5.3 | RESURFACE | 2019 | US-70 BEGIN NEAR MEAD EXTEND EAST 5.30 MILES | 2/5/2019 | NHPP | \$2,247,746 | \$0 | \$0 | \$0 | \$2,247,746 |
| PITTSBURG | 61 | 2 | 3339304 | US069 | 1.7 | RESURFACE | 2019 | US-69: BEGIN 3 MI NORTH OF THE ATOKA C/L AND EXTEND NORTH 1.7 MI 4/9/19 Modification Total Increase = \$94,581 Fed increase = \$94,581 | 4/9/2019 | NHPP | \$1,094,482 | \$0 | \$0 | \$0 | \$1,094,482 |
| OKMULGEE | 56 | 1 | 3205404 | SH056 | 3.59 | RESURFACE | 2019 | SH-56: BEGIN 400 FEET EAST US-75, EXTEND EAST 3.59 MI TO US-62 | 1/9/2019 | STP | \$1,218,738 | \$0 | \$0 | \$0 | \$1,218,738 |
| MCINTOSH | 46 | 1 | 3344204 | US069 | 3.41 | RESURFACE | 2019 | US-69: BEGIN 3.43 MI SOUTH OF I-40 JCT, EXT NORTH 3.41 MI | 1/9/2019 | NHPP | \$1,329,989 | \$0 | \$0 | \$0 | \$1,329,989 |
| KIOWA | 38 | 5 | 3176804 | SH009 | 5.3 | RESURFACE | 2019 | SH-9: BEGIN 0.37 MILES EAST OF SH-9 & SH-115 N. JCT., EXT. EAST 5.30 MILES | 1/9/2019 | STP | \$1,142,323 | \$0 | \$0 | \$0 | \$1,142,323 |
| HASKELL | 31 | 1 | 3205304 | SH002 | 5.723 | RESURFACE | 2019 | SH-2: BEGIN AT PITTSBURG C/L EXTEND EAST 5.723 MI TO SH-2 JCT, WITH A 0.92 MI EXCEPTION AT BEAVER CREEK BRIDGE | 1/9/2019 | STP | \$1,141,261 | \$0 | \$0 | \$0 | \$1,141,261 |
| GREER | 28 | 5 | 3111204 | SH034 | 2.62 | RESURFACE | 2019 | SH-34: BEGIN 600' NORTH OF JCT. US-283 & S.H.34 IN GREER CO., EXT NORTH 10.43 MILES | 1/9/2019 | STP | \$2,440,399 | \$0 | \$0 | \$0 | \$2,440,399 |
| CIMARRON | 13 | 6 | 3275904 | US287 | 7 | RESURFACE | 2019 | US-287: BEGIN AT TEXAS S/L, EXTEND NORTH 7 MILES | 1/9/2019 | NHPP | \$2,699,114 | \$0 | \$0 | \$0 | \$2,699,114 |
| CIMARRON | 13 | 6 | 3275704 | US287 | 6.25 | RESURFACE | 2019 | US-287: BEGIN 7.20 MILES SOUTH OF JCT US-64, EXTEND NORTH 6.28 MILES | 1/9/2019 | NHPP | \$2,045,802 | \$0 | \$0 | \$0 | \$2,045,802 |
| BLAINE | 6 | 5 | 3171104 | SH051A | 7.49 | RESURFACE | 2019 | SH-51A: BEGIN AT SH-51/SH-51A JCT AT SOUTHWARD, EXTEND NORTH 7.57 MILES | 1/9/2019 | STP | \$2,197,619 | \$0 | \$0 | \$0 | \$2,197,619 |
| STATEWIDE 3R/3P | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$37,317,202 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$0 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2078119 | | 0 | JOINT SEAL/REPAIR | 2019 | FFY 2019 STIP: 3B(BRIDGE) IN CONJUNCTION WITH FHWA- PREVENTIVE MAINTENANCE INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR | | NHPP | \$5,000,000 | \$0 | \$0 | \$0 | \$5,000,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|------------------------------|---------|------|---------|-------|--------|----------------------------------|------|--|-------------------------|--------------------------|--------------|-----------|----------|----------------------------|--------------|
| TULSA | 72 | 8 | 3415705 | | | RAILROAD PRELIMINARY ENGINEERING | 2019 | I-44: BRIDGE PREVENTATIVE MAINTENANCE, BRIDGE J & K JOINT/SEAL & PIER REPAIR OVER UPRR IN TULSA. DOT4133205, MILEPOST 284.18, TULSA SUBDIVISION | 8/1/2019 | NHPP | \$12,000 | \$3,000 | \$0 | \$0 | \$15,000 |
| WOODS | 76 | 6 | 3413804 | | | JOINT SEAL/REPAIR | 2019 | DIVISION 6 BRIDGE PREVENTIVE MAINTENANCE PROGRAM (JOINT SEAL/REPAIR) NBI 29791 25809 25746 25747 25748 25750 30004 | 7/29/2019 | STP | \$162,044 | \$40,511 | \$0 | \$0 | \$202,555 |
| WASHITA | 75 | 5 | 3409904 | | | JOINT SEAL/REPAIR | 2019 | DIV 5 BRIDGE PREVENTIVE MAINTENANCE PROGRAM (JOINT SEAL/REPAIR) NBI 26354 21301 21323 19222 18087 | 7/29/2019 | STP | \$565,647 | \$141,412 | \$0 | \$0 | \$707,059 |
| TULSA | 72 | 8 | 3415704 | | | JOINT SEAL/REPAIR | 2019 | DIVISION 8: BRIDGE PREVENTIVE MAINTENANCE PROGRAM (MULTIPLE LOCATIONS) NBI 14165 14166 14183 14184 22672 22673 24954 24955 25418 25419 26913 | 7/29/2019 | STP | \$750,228 | \$187,557 | \$0 | \$0 | \$937,785 |
| STEPHENS | 69 | 7 | 3412904 | | | JOINT SEAL/REPAIR | 2019 | DIVISION 7 BRIDGE PREVENTIVE MAINTENANCE PROGRAM (JOINT SEAL / REPAIR) NBI 19605 18494 | 7/29/2019 | STP | \$482,529 | \$120,632 | \$0 | \$0 | \$603,161 |
| OKLAHOMA | 55 | 4 | 3418004 | | | JOINT SEAL/REPAIR | 2019 | DIV 4: BRIDGE PREVENTIVE MAINTENANCE PROGRAM (JOINT SEAL/REPAIR) NBI 20862, 19775, 19786, 23101, 19812, 18264 | 7/29/2019 | STP | \$594,329 | \$148,582 | \$0 | \$0 | \$742,911 |
| MCINTOSH | 46 | 1 | 3409304 | US069 | 6 | BRIDGE PAINTING | 2019 | DIV 1 BRIDGE PREVENTIVE MAINTENANCE PROJECT (BRIDGE PAINTING) US-69 NBI: 18761, 18762, 18767 | 7/29/2019 | NHPP | \$404,335 | \$101,084 | \$0 | \$0 | \$505,419 |
| MCCLAIN | 44 | 3 | 3409804 | | | JOINT SEAL/REPAIR | 2019 | DIV 3 BRIDGE PREVENTIVE MAINTENANCE PROJECT (JOINT SEAL) NBI 18526 24061 18580 27683 22635 22682 23054 23132 23777 24066 24091 25273 27229 18526 | 7/29/2019 | STP | \$402,957 | \$100,739 | \$0 | \$0 | \$503,696 |
| CLEVELAND | 14 | 3 | 3409704 | IS035 | 0.01 | BRIDGE PAINTING | 2019 | DIV 3 BRIDGE PREVENTIVE MAINTENANCE PROJECT (BRIDGE PAINTING) NBI 15543 27683 22082 | 7/29/2019 | STP | \$201,609 | \$50,402 | \$0 | \$0 | \$252,011 |
| ATOKA | 3 | 2 | 3409404 | SH131 | 1 | JOINT SEAL/REPAIR | 2019 | DIV 2 BRIDGE PREVENTIVE MAINTENANCE PROJECT (JOINT SEAL/REPAIR) NBI: 10725, 16723 | 7/29/2019 | STP | \$356,078 | \$89,019 | \$0 | \$0 | \$445,097 |
| STATEWIDE 3B | | | | | | | | | | | | | | | |
| | | | | | | | | | | | \$3,931,756 | | | | |
| | | | | | | | | | | | \$1,068,244 | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2101619 | | 0 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | FFY 2019 STIP: STATEWIDE PRELIMINARY ENGINEERING | | STP | \$25,000,000 | \$0 | \$0 | \$0 | \$25,000,000 |
| OKLAHOMA | 55 | 4 | 3242509 | IS035 | 10 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | I-35: FRONTAGE ROAD MODIFICATIONS FROM MEMORIAL RD TO SH-66 CI-2120 POE & ASSOCIATES PE FOR 32425(05) 9/24/19 Modification Total Increase = \$0 Fed decrease = \$1,174,263 AC increase = \$1,174,263 | 9/24/2019 | NHPP | \$0 | \$293,566 | \$0 | \$1,174,263 | \$1,467,829 |
| LINCOLN | 41 | 3 | 3132407 | US177 | 5 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | US-177: FROM 1 MI SOUTH OF SH-40A, EXTEND NORTH 5.0 MI TO JCT SH-105 CI-2116 ATKINS NORTH AMERICA PE FOR 31324(04) | 9/9/2019 | STP | \$495,982 | \$123,996 | \$0 | \$0 | \$619,978 |
| JONHSTON | 35 | 3 | 3126707 | SH022 | 0.2 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | SH-22 OVER UNNAMED CREEK, 4.6 MI EAST AND SOUTH OF JCT SH-99 CI-2115 TETRA TECH PE FOR 31267(04) | 9/9/2019 | STP | \$219,549 | \$54,887 | \$0 | \$0 | \$274,436 |
| GARFIELD | 24 | 4 | 3268805 | US060 | 3 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | US-412: FROM GARLAND, EXTEND EAST 6.0 MILES TO THE US-64 JUNCTION CI-2118 TRIAD DESIGN GROUP PE FOR 32688(04) | 9/9/2019 | NHPP | \$527,656 | \$131,914 | \$0 | \$0 | \$659,570 |
| OKLAHOMA | 55 | 4 | 2423919 | US062 | 0.22 | RAILROAD PRELIMINARY ENGINEERING | 2019 | US-62 BRIDGE PAINTING, BRIDGE "A" OVER THE UPRR IN CHOCTAW DOT NO. 596918X, MILEPOST 472.20, OKLAHOMA SUBDIVISION | 9/3/2019 | NHPP | \$12,000 | \$3,000 | \$0 | \$0 | \$15,000 |
| PITTSBURG | 61 | 2 | 3186005 | US270 | 0.01 | RAILROAD PRELIMINARY ENGINEERING | 2019 | US-270 OVER A-OK RAILROAD & 9TH ST UNDER, UPRR DOT NO. 600 226T, MILE POST 365.77. | 6/18/2019 | STP | \$12,000 | \$3,000 | \$0 | \$0 | \$15,000 |
| SEQUOYAH | 68 | 1 | 3210607 | IS040 | 0.5 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | I-40: ACCESS IMPROVEMENTS AT I-40/US-64 JCT. (MP 325) | 6/5/2019 | HSIP | \$352,220 | \$88,056 | \$0 | \$0 | \$440,276 |
| OKMULGEE | 56 | 1 | 3057107 | US075 | 0.5 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | US-75: US-75 PRESTON RD, INTERSECTION MODIF., 7.00 MIS N OF US-62 E JCT | 6/5/2019 | HSIP | \$1,120,956 | \$280,239 | \$0 | \$0 | \$1,401,195 |
| SEQUOYAH | 68 | 1 | 3122207 | IS040 | 6.1 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | I-40: BRGS OVER US-64 9.10 MI. & BRGS OVER OLD US-64 15 MI E OF US-59 JCT | 5/7/2019 | NHPP | \$1,063,112 | \$265,778 | \$0 | \$0 | \$1,328,890 |
| LEFLORE | 0 | 2 | 2880905 | | | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | CITY OF POTEAU - TRAIL PHASE 1 (PE FOR 28809(04)) | 4/23/2019 | STP | \$66,652 | \$0 | \$16,663 | \$0 | \$83,315 |
| JACKSON | 33 | 5 | 2877807 | SH006 | 0.2 | RAILROAD PRELIMINARY ENGINEERING | 2019 | SH-6 OVER UNNAMED CREEK APPROX 2.6 MILE NORTHEAST OF SH-34 | 4/12/2019 | STP | \$5,000 | \$0 | \$0 | \$0 | \$5,000 |
| STATEWIDE | 99 | 9 | 3408804 | | | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | STATEWIDE ON-SYSTEM TRUSS AND FRACTURE CRITICAL BRIDGE | 4/1/2019 | STP | \$1,994,656 | \$0 | \$0 | \$0 | \$1,994,656 |
| STATEWIDE | 99 | 9 | 3408704 | | | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | STATEWIDE OFF SYSTEM TRUSS AND FRACTURE CRITICAL BRIDGE INSPECTIONS | 4/1/2019 | STP | \$4,457,012 | \$0 | \$0 | \$0 | \$4,457,012 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------------------|---------|------|---------|--------|--------|----------------------------------|------|---|-------------------------|--------------------------|--------------|-----------|-----------|----------------------------|--------------|
| STATEWIDE | 99 | 9 | 3408904 | | | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | STATEWIDE ON-DEMAND ENGINEERING SERVICES FOR ADA IMPROVEMENTS | 3/22/2019 | STP | \$1,500,000 | \$0 | \$0 | \$0 | \$1,500,000 |
| PITTSBURG | 61 | 2 | 3185906 | US270 | 0.01 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | US-270 OVER UPRR RAILROAD IN MCALESTER | 3/22/2019 | NHPP | \$773,160 | \$193,290 | \$0 | \$0 | \$966,450 |
| PITTSBURG | 61 | 2 | 3185905 | US270 | 0.01 | RAILROAD PRELIMINARY ENGINEERING | 2019 | US-270 OVER UPRR RAILROAD IN MCALESTER, UPRR DOT NO. 413 680P, MILE POST | 3/21/2019 | STP | \$15,900 | \$0 | \$0 | \$0 | \$15,900 |
| GARVIN | 25 | 3 | 3187309 | US177 | 5.5 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | US-177: FROM MURRAY C/L (EW 1640), N. APPROX 5.5 MI | 3/21/2019 | STP | \$1,615,092 | \$403,773 | \$0 | \$0 | \$2,018,865 |
| DELAWARE | 21 | 8 | 3196407 | SH116 | 2.2 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | SH-99: FROM 3.05 MI SOUTH OF US-270, SOUTH 4.0 MI (NEW LNS RESURF) | 3/21/2019 | STP | \$902,077 | \$215,180 | \$0 | \$0 | \$1,117,257 |
| SEMINOLE | 67 | 3 | 2328917 | SH003E | 4 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | SH-99: FROM 3.05 MI SOUTH OF US-270, SOUTH 4.0 MI (NEW LNS RESURF) | 3/21/2019 | NHPP | \$1,422,393 | \$355,598 | \$0 | \$0 | \$1,777,991 |
| GRADY | 26 | 7 | 2716907 | US081 | 2.1 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | US-81: PARALLEL LANES FROM 0.9 MI N. OF US-62 IN CHICKASHA, N. APPX 2.4 MI | 3/21/2019 | NHPP | \$1,078,302 | \$269,576 | \$0 | \$0 | \$1,347,878 |
| STATEWIDE | 99 | 9 | 3405404 | | | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | ON-SYSTEM BRIDGE INSPECTIONS | 3/21/2019 | STP | \$950,839 | \$0 | \$0 | \$0 | \$950,839 |
| OKLAHOMA | 55 | 4 | 3288210 | SH152 | 6.94 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | SH-152:PHASE I - AUX. LN. FROM MERIDIAN EB-SW74TH; WB-PORTLAND. WIDEN BDG | 3/21/2019 | NHPP | \$600,232 | \$150,059 | \$0 | \$0 | \$750,291 |
| OKLAHOMA | 55 | 4 | 3288211 | SH152 | 6.94 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | SH-152:PHASE II - AUX. LN FROM MERIDIAN EB-COUNCIL/ WB-MACARTHUR. WIDEN BDG | 3/21/2019 | NHPP | \$481,336 | \$120,335 | \$0 | \$0 | \$601,671 |
| CHEROKEE | 11 | 1 | 3124607 | SH080 | 0.5 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | SH-80: FROM 0.85 MI. S. OF JCT. SH-80/SH-51, N. 0.5 MI. (ON NEW ALIGNMENT) | 1/17/2019 | STP | \$0 | \$126,292 | \$0 | \$505,168 | \$631,460 |
| OKLAHOMA | 55 | 4 | 3335407 | IS044 | 0.5 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | I-44/SH-74/SH-66 INTERCHANGE OPERATIONAL IMPROVEMENTS | 12/11/2018 | NHPP | \$0 | \$205,156 | \$0 | \$820,620 | \$1,025,776 |
| SEMIONLE | 40 | 3 | 3187007 | US270 | 0.42 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | US-270: SH-59 OVERPASS, 1.28 MIS S. OF US-270B | 12/4/2018 | STP | \$321,480 | \$80,370 | \$0 | \$0 | \$401,850 |
| TULSA | 72 | 8 | 3378805 | IS044 | 1 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | I-44/US-75 INTERCHANGE RECONSTRUCTION FROM UNION AVE TO THE ARKANSAS RIVER | 11/30/2018 | NHPP | | \$758,013 | | \$3,032,050 | \$3,790,063 |
| POTTAWATOMIE | 63 | 3 | 2100714 | IS040 | 2.5 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | I-40: FROM OKLAHOMA C/L, EAST 2.5 MILES; I-40 FROM 2.5 MI E OF C/L E 2.2 MI; I-40 FROM 4.7 MI E OF C/L E 2.7 MI | 11/30/2018 | NHPP | | \$314,296 | | \$2,828,663 | \$3,142,959 |
| WOODS | 76 | 6 | 3280707 | US281 | 1.45 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | US-281: 1.45 MLS SOUTH OF JCT US-64/US-281 SOUTH IN ALVA, NORTH 1.45 MLS | 11/1/2018 | NHPP | \$408,536 | \$102,134 | \$0 | \$0 | \$510,670 |
| OTTAWA | 58 | 8 | 3269807 | SH069A | 0.6 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | INTERSECTION AT SH-69A & SH-10 IN MIAMI, TURNING MOVEMENTS | 10/24/2018 | STP | \$244,704 | \$61,175 | \$0 | \$0 | \$305,879 |
| CUSTER | 20 | 6 | 3169608 | IS040 | 0.2 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | I-40: REPLACE BRIDGES ON US-183 OVER I-40; 10.7 MI E OF WASHITA CO LN N&S | 10/24/2018 | NHPP | \$396,388 | \$99,097 | \$0 | \$0 | \$495,485 |
| ROGERS | 66 | 8 | 3109205 | SH066 | 5.25 | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | SH 66 BEGIN 5.25 MI SW OF CRAIG CL AND EXTEND NE 5.25 MI | 10/24/2018 | STP | \$694,000 | \$173,500 | \$0 | \$0 | \$867,500 |
| STATEWIDE PRELIMINARY ENGINEERING | | | | | | | | | | | | | | | |
| | | | | | | | | | | | \$21,731,234 | | | | |
| | | | | | | | | | | | \$3,268,766 | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2361219 | COBRGE | 0 | BRIDGE & APPROACHES | 2019 | FFY 2019 STIP: STATEWIDE COUNTY BRIDGE PROGRAM | | STP | \$20,000,000 | \$0 | \$0 | \$0 | \$20,000,000 |
| CARTER | 10 | 7 | 3046804 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES (EW-176) OVER RATLIFF WEST CREEK, 0.8 MILES WEST AND 1.0 MILE NORTH OF RATLIFF CITY 9/24/19 <i>Modification Total Decrease = \$22,007 Fed increase = \$101,333 State decrease = \$601,333 Other increase = \$477,993</i> | 9/24/2019 | STP | \$400,000 | \$0 | \$477,993 | \$0 | \$877,993 |
| JACKSON | 33 | 5 | 3114904 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES OVER BITTER CREEK. 3 MI. S. & 2.9 MI. W. OF JCT. US-62/US-283 IN ALTUS 9/24/19 <i>Modification Total Increase = \$0 Fed increase = \$191,875 Other decrease = \$191,875</i> | 9/24/2019 | STP | \$229,510 | \$0 | \$523,184 | \$0 | \$752,694 |
| GREER | 28 | 5 | 3232204 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES OVER TITTLE CREEK, 0.5 MI. N & 5.7 MI. E OF JCT. SH-9 & US-283 (E141.5&N200.7) | 6/27/2019 | STP | \$284,716 | \$0 | \$81,280 | \$0 | \$365,996 |
| DEWEY | 22 | 5 | 3230404 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES OVER TRIB CANADIAN RIVER (E073&N235.1) 1.8 MI N & 5.9 MI W OF OAKWOOD (LOW WATER XING) (MC-2216C) | 6/27/2019 | STP | \$613,146 | \$0 | \$153,286 | \$0 | \$766,432 |
| OKLAHOMA | 55 | 4 | 3259104 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES ON EW-100 (BRITTON) 0.2 MILES WEST OF INDIAN MERIDIAN LOCAL 59 | 6/24/2019 | STP | \$447,723 | \$0 | \$227,396 | \$0 | \$675,119 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|-----------|---------|------|---------|-----|--------|---------------------|------|---|-------------------------|--------------------------|-------------|-----------|-------|----------------------------|-------|-------------|
| OKLAHOMA | 55 | 4 | 3292904 | | 0.1 | BRIDGE & APPROACHES | 2019 | BR & APPR ON EW-89(WATERLOO RD)(5502C) APPROX 0.5 MILE WEST OF SH-74. | 6/24/2019 | STP | \$161,858 | | \$0 | \$467,595 | \$0 | \$629,453 |
| PONTOTOC | 62 | 3 | 2857108 | | 0.5 | BRIDGE & APPROACHES | 2019 | CO BR: OVER LITTLE SANDY CREEK, 1.25 EAST OF OLD SH-99 ON EW 151 | 6/24/2019 | STP | \$907,804 | | \$0 | \$226,951 | \$0 | \$1,134,755 |
| ELLIS | 23 | 6 | 3112504 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE & APPROACHES OVER UNNAMED CREEK, 4.0 MILES NORTH & 4.0 MILES WEST OF JCT SH-15W/US-283 | 6/24/2019 | STP | \$518,308 | | \$0 | \$129,578 | \$0 | \$647,886 |
| TILLMAN | 71 | 5 | 3115404 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES OVER BOTTLE CREEK LOCATED 1.4 MILES NORTH AND 1.0 MI E EAST OF DAVIDSON | 6/24/2019 | STP | \$307,002 | | \$0 | \$76,750 | \$0 | \$383,752 |
| CUSTER | 20 | 5 | 3069604 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES OVER BARNITZ CREEK ON EW-99 (ARAPAHO RD), 4.5 MI. N. & 4.5 MI. W. OF JCT. I-40 BUS. & US-183 | 6/21/2019 | STP | \$611,670 | | \$0 | \$160,867 | \$0 | \$772,537 |
| JEFFERSON | 34 | 7 | 2936804 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES (NS-301) OVER TRIB. TO MUD CREEK, 2.3 MILES WEST AND 4.7 MILES NORTH OF RINGLING | 6/3/2019 | STP | \$524,403 | | | \$131,101 | \$0 | \$655,504 |
| KAY | 36 | 4 | 3184504 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES ON EW 23 OVER UNNAMED CREEK, 11.8 MILES EAST AND 1.0 MILES SOUTH OF JCT. I-35/US-60 | 5/13/2019 | STP | \$351,117 | | \$0 | \$113,741 | \$0 | \$464,858 |
| TULSA | 72 | 8 | 3356604 | | 0.25 | BRIDGE & APPROACHES | 2019 | CO RD 137TH E AVE OVER HORSEPEN CREEK BETWEEN 161ST ST N & 166TH ST N NORTH OF COLLINSVILLE | 5/2/2019 | | \$80,000 | | \$0 | \$3,420,000 | \$0 | \$3,500,000 |
| OSAGE | 57 | 8 | 2552804 | | 0.83 | BRIDGE & APPROACHES | 2019 | CO RD (5734C) OVER LITTLE DRUM CREEK APPROX 10 MILE WEST & 3.5 MILE NORTH OF FAIRFAX | 5/1/2019 | STP | \$221,098 | | \$0 | \$1,938,400 | \$0 | \$2,159,498 |
| ATOKA | 3 | 2 | 3117104 | | 0.5 | BRIDGE & APPROACHES | 2019 | CO BR: OVER UNNAMED CREEK ON NS-3965, 1.3 MI E. & 1.1 MI S. OF LANE, OK | 5/1/2019 | STP | \$425,850 | | \$0 | \$106,463 | \$0 | \$532,313 |
| MCCLAIN | 44 | 3 | 3011104 | | 0.5 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES ON EW-130 OVER NORTH FORK WALNUT CREEK, 0.6 MILE WEST & 2.0 MILES NORTH OF COLE (LN. 316) | 3/27/2019 | STP | \$816,468 | | \$0 | \$795,156 | \$0 | \$1,611,624 |
| MARSHALL | 48 | 2 | 2930504 | | 0.5 | BRIDGE & APPROACHES | 2019 | BRIDGE & APPROACHES OVER HAUANI CREEK, 1.0 MILE N. OF TYLER, OK ON NS-3423 | 3/27/2019 | STP | \$362,274 | \$362,274 | \$0 | \$0 | \$0 | \$724,548 |
| CANADIAN | 9 | 4 | 3118104 | | 0.25 | BRIDGE & APPROACHES | 2019 | BR & APPR ON EW-112(0952C) OVER UNNAMED CREEK APPROX 7.5 MILE SOUTH & 2.0 MILE WEST OF I-40/US-81 JCT. | 3/27/2019 | STP | \$1,060,604 | | \$0 | \$265,151 | \$0 | \$1,325,755 |
| STEPHENS | 69 | 7 | 2993204 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES (EW-173) OVER EAST COW CREEK, 2.3 MILES EAST AND 0.5 MILES NORTH OF DUNCAN | 2/26/2019 | STP | \$355,398 | | \$0 | \$682,095 | \$0 | \$1,037,493 |
| WASHITA | 75 | 5 | 3232304 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES OVER GYP CREEK, 3 MI. N. & 3.6 MI. W. OF CORN <i>6/27/19 Modification Total Increase = \$266,819 Fed decrease = \$314,784 Other increase = \$581,603 9/24/19 Modification Total Decrease = \$300 Fed increase = \$189,784 Other decrease = \$190,084</i> | 9/24/2019 | STP | \$225,000 | | \$0 | \$479,019 | \$0 | \$704,019 |
| KIOWA | 38 | 5 | 3007504 | | 0.25 | BRIDGE & APPROACHES | 2019 | BRIDGE AND APPROACHES OVER LONGHORN CREEK LOCATED 5.0 MILES EAST AND 4.4 MILES NORTH OF COOPERTON <i>6/27/19 Modification Total Increase = \$213,097 Fed increase \$170,475 Other increae = \$42,619</i> | 6/27/2019 | STP | \$520,478 | | \$0 | \$130,119 | \$0 | \$650,597 |
| ROGERS | 66 | 8 | 3071304 | | 0.25 | BRIDGE & APPROACHES | 2019 | CO RD EW 433 OVER SWEETWATER CREEK APPX 3.7 M S & 3M W OF SH66/SH28A JCT IN FOYIL | 1/9/2019 | STP | \$225,600 | \$781,353 | \$0 | \$0 | \$0 | \$1,006,953 |
| ROGERS | 66 | 8 | 3071204 | | 0.25 | BRIDGE & APPROACHES | 2019 | CO RD NS417 OVER SWEETWATER CREEK APPX 3.5 MI S AND 2.8 MI W OF SH66/SH28A JCT IN FOYIL | 1/9/2019 | STP | \$225,600 | \$191,346 | \$0 | \$0 | \$0 | \$416,946 |
| PITTSBURG | 61 | 2 | 2999604 | | 0.25 | BRIDGE & APPROACHES | 2019 | BR & APPRO OVER BIG WILD HORSE CREEK ON EW-142.5, 0.5 MI N. OF CABANISS CT BEAMS | 1/9/2019 | STP | \$584,557 | \$146,139 | \$0 | \$0 | \$0 | \$730,696 |
| ATOKA | 3 | 2 | 2992304 | | 0.2 | BRIDGE & APPROACHES | 2019 | BR. & APPR. OVER NOLLEYTUBY CREEK ON EW-167, 0.3 MI E. & 0.5 MI N. OF WESLEY | 1/9/2019 | STP | \$397,024 | \$99,257 | \$0 | \$0 | \$0 | \$496,281 |
| NOWATA | 53 | 8 | 3049404 | | 0.25 | BRIDGE & APPROACHES | 2019 | CO RD (EW-27) OVER PANTHER CREEK APPX 5 MI S & 1.75 MI W OF SH-28/US-60 JCT | 12/13/2018 | STP | \$510,244 | | \$0 | \$218,676 | \$0 | \$728,920 |
| PAWNEE | 59 | 8 | 3118004 | | 0.5 | BRIDGE & APPROACHES | 2019 | CO RD EW-50 OVER TRIBUTARY OF PEPPER CREEK BR 85 APPX 2 MI S & 4 MI E OF SH-108 & US-64 | 11/29/2018 | STP | \$604,127 | | \$0 | \$260,828 | \$0 | \$864,955 |
| OTTAWA | 58 | 8 | 3055404 | | 0.25 | BRIDGE & APPROACHES | 2019 | CO RD EW 190 OVER UNNAMED TRIB TO HORSE CREEK APPX .6 MI W & 1.75 MI N OF US-60/US-69 JCT NE OF AFTON | 11/29/2018 | CIRB | \$390,644 | | \$0 | \$170,989 | \$0 | \$561,633 |
| NOWATA | 53 | 8 | 3049404 | | 0.25 | BRIDGE & APPROACHES | 2019 | CO RD (EW-27) OVER PANTHER CREEK APPX 5 MI S & 1.75 MI W OF SH-28/US-60 JCT | 11/29/2018 | STP | \$510,244 | | \$0 | \$218,676 | \$0 | \$728,920 |
| NOWATA | 53 | 8 | 2855804 | | 0.3 | BRIDGE & APPROACHES | 2019 | CO RD(NS-414) OVER DOUBLE CREEK APPX 2.5 MILE SOUTH OF US-60 | 11/29/2018 | STP | \$779,748 | | \$0 | \$334,177 | \$0 | \$1,113,925 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|--|---------|------|---------|-------|--------|---------------------------------|------|---|---------------------------------|--------------------------|--------------|-----------|-------------|----------------------------|-------------|-----------|
| MCCURTAIN | 45 | 2 | 3065704 | | 0.25 | BRIDGE & APPROACHES | 2019 | CO BR OVER WHITE OAK CREEK APPROX 3.5 MILE NORTH & 2.0 MILE EAST OF VALLIANT 1/8/19 Modification Total Increase = \$37,658 Fed increase = \$37,658 | 1/8/2019 | STP | \$427,714 | | \$0 | \$106,930 | \$0 | \$534,644 |
| DELAWARE | 21 | 8 | 2989604 | | 0.5 | BRIDGE & APPROACHES | 2019 | CO RD(EW-519) OVER CRAZY CREEK APPROX 5.2 MILE EAST & 0.2 MILE NORTH OF COLCORD (XTOWN BEAMS) | 11/29/2018 | CIRB | \$611,016 | \$261,865 | \$0 | \$0 | \$872,881 | |
| BEAVER | 4 | 6 | 2834404 | | 0.2 | BRIDGE & APPROACHES | 2019 | BR & APPR ON EW-019(0416C) OVER CAMP CREEK, 8.0 MILE NORTH & 7.6 MILE EAST OF ELMWOOD | 11/29/2018 | STP | \$480,000 | \$226,169 | \$0 | \$0 | \$706,169 | |
| MURRAY | 50 | 7 | 2844004 | | 0.25 | BRIDGE & APPROACHES | 2019 | BR & APPR ON (EW178) OVER BRANCH CREEK, 2.5 MILE NORTH & 0.6 MILE WEST OF DRAKE LOCAL NO. 33 | 10/16/2018 | STP | \$145,833 | \$703,112 | | | \$848,945 | |
| COAL | 15 | 3 | 3001304 | | 0.5 | BRIDGE & APPROACHES | 2019 | CO BR OVER UNNAMED CREEK, ON EW-1770 1.5 MILES SOUTH AND 2.3 MILES WEST OF LEHIGH | 10/16/2018 | STP | \$468,402 | \$117,100 | \$0 | \$0 | \$585,502 | |
| BRYAN | 7 | 2 | 2990104 | | 0.2 | BRIDGE & APPROACHES | 2019 | BR. & APPRO. OVER ISLAND BAYOU CR ON NS-370.5, 2.9 MIS S. & 0.1 MIS E. OF CALERA, OK | 10/16/2018 | STP | \$640,916 | | \$160,229 | | \$801,145 | |
| STATEWIDE COUNTY BRIDGE PROGRAM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$16,426,096 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$3,573,904 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2361319 | CO RD | 0 | GRADE, DRAIN & SURFACE | 2019 | FFY 2019 STIP: STATEWIDE COUNTY ROAD PROGRAM | | STP | \$6,000,000 | \$0 | \$0 | \$0 | \$6,000,000 | |
| PAYNE | 60 | 4 | 3259704 | | 5 | RESURFACE | 2019 | RESURFACE NS-337(FAIRGROUNDS RD) FROM SH-51 SOUTH TO EW-67(68TH ST.) | 9/17/2019 | STP | \$500,000 | | \$0 | \$850,000 | \$1,350,000 | |
| ALFALFA | 2 | 6 | 3176904 | | 3 | RESURFACE | 2019 | COUNTY ROAD EW-33 (0230C) FROM GOLTRY EAST TO GARFIELD CL | 7/29/2019 | STP | \$500,000 | \$0 | \$2,049,935 | \$0 | \$2,549,935 | |
| SEQUOYAH | 68 | 1 | 3239604 | | 5.5 | GRADE, DRAIN, BRIDGE & SURFACE | 2019 | CO. RD DWIGHT MISSION ROAD (AKA MCKEY ROAD) (6828C) BEGIN AT I-40, EXTEND 5.5 MI. NORTH TO EW1020 (AKA PINHOOK CORNERS) | 6/24/2019 | STP | \$500,000 | \$0 | \$8,023,636 | \$0 | \$8,538,636 | |
| TULSA | 72 | 8 | 3220304 | | 0.75 | INTERSECT MODIF | 2019 | CO RD 86TH ST N AND SHERIDAN INTERSECTION | 5/2/2019 | STP | \$1,000,000 | \$0 | \$995,791 | \$0 | \$1,995,791 | |
| GRANT | 27 | 4 | 3184404 | | 3 | GRADE, DRAIN & SURFACE | 2019 | RECONSTRUCTION NS-291(2748C) FROM SH-11, EXTEND NORTH 3.0 MILES | 2/25/2019 | STP | \$1,000,000 | \$0 | \$1,317,673 | \$0 | \$2,317,673 | |
| WAGONER | 73 | 1 | 3239504 | | 1 | GRADE, DRAIN & SURFACE | 2019 | CO. RD 121ST ST FROM 193RD EAST AVE. EAST TO 209TH 73-41W | 2/1/2019 | STP | \$500,000 | \$0 | \$1,016,619 | \$0 | \$1,516,619 | |
| CIMARRON | 6 | 6 | 3177404 | | 2 | RESURFACE | 2019 | RESURFACE EW-23 FROM US-385 EXTEND EAST TO NS-028 | 2/1/2019 | STP | \$500,000 | \$0 | \$1,027,909 | \$0 | \$1,527,909 | |
| MARSHALL | 48 | 2 | 3235404 | | 4 | RESURFACE | 2019 | NS-351 BEG AT SH-32, 2.5 MIS W. OF KINGSTON, OK & EXT S. 4.0 MIS | 11/29/2018 | STP | \$1,000,000 | \$0 | \$454,928 | \$0 | \$1,454,928 | |
| MCCLAIN | 44 | 3 | 3259904 | | 3.5 | RESURFACE | 2019 | RESURFACING OF CO RD EW-136 (230TH ST) FROM EASTERN AVE. 1.0 MILE EAST TO NS-311 (BRYANT AVE) AND SOUTH ALONG NS-311 APPROX. 2.5 MILE, MC-4468C | 11/29/2018 | STP | \$500,000 | | \$500,739 | \$0 | \$1,000,739 | |
| STATEWIDE COUNTY ROAD PROGRAM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$6,000,000 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$0 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2361419 | CT ST | 0 | GRADE, DRAIN & SURFACE | 2019 | FFY 2019 STIP: STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | | STP | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 | |
| KAY | 36 | 4 | 3368704 | | | GRADE, DRAIN & SURFACE | 2019 | PONCA CITY: RECONSTRUCTION OF HIGHLAND AVE FROM HAMPTON DR TO LAKE ST. 5/15/19 Modification Total Decrease = \$56,299 Fed decrease = \$56,655 State decrease = \$595,223 Other increase \$595,579 | 5/15/2019 | STP | \$943,345 | \$595,579 | \$0 | \$0 | \$1,538,924 | |
| STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$943,345 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$2,056,655 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2562519 | IN RD | 0 | SAFETY IMPROVEMENT | 2019 | FFY 2019 STIP: SAFE ROUTES TO SCHOOL: DESIGN, DEVELOPMENT, & CONSTRUCTION & EDUCATIONAL PROGRAMS STATEWIDE | | SRS | \$2,000,000 | \$0 | \$0 | \$0 | \$2,000,000 | |
| MUSOKGEE | 51 | 1 | 3148006 | CT ST | | SAFETY IMPROVEMENT | 2019 | SRS - FORT GIBSON EARLY LEARNING CENTER, INTERMEDIATE & MIDDLE SCH. INFRASTRUCTURE | 9/6/2019 | SRS | \$165,000 | \$0 | \$0 | \$0 | \$165,000 | |
| ROGERS | 66 | 8 | 3148048 | | | R/R CROSSING SURF | 2019 | SRS: SIDEWALK ACROSS UPRR IN INOLA AARDOT NO 434 0491, MILE POST 597.03, VAN BUREN SUBDIVISION | 8/5/2019 | SRS | \$50,088 | \$12,522 | \$0 | \$0 | \$62,610 | |
| ADAIR | 1 | 1 | 3148040 | | | CONTRACT P.E. (AS OF 10/1/2013) | 2019 | SRS - STILWELL PR-K, GRADE SCHOOL & MIDDLE SCHOOL | 1/17/2019 | SRS | \$58,808 | \$0 | \$14,702 | \$0 | \$73,510 | |
| LATIMER | 39 | 2 | 3148010 | CT ST | | SAFETY IMPROVEMENT | 2019 | SRS - JOHN G. SHERO MIDDLE SCH, GRACE RUSSELL ELEM SCH. | 10/19/2018 | SRS | \$200,000 | \$0 | \$0 | \$0 | \$200,000 | |
| STATEWIDE SAFE ROUTES TO SCHOOL | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$473,896 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$1,526,104 | | | | | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | | |
|--|---------|------|---------|--------|--------|--------------------------------------|------|--|---------------------------------|--------------------------|---------------|--------------|--------------|----------------------------|---------------|-------------|--|
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 3102419 | | 0 | RIGHT OF WAY | 2019 | FFY 2019 STIP: STATEWIDE R/W ACQUISITION & UTILITY RELOCATION ESTIMATED COST \$750,000 OR LESS (FOR PROJECTS NOT IN THE STIP) 9/23/19 Add \$600,000 | | STP | \$4,100,000 | | \$0 | \$0 | \$0 | \$4,100,000 | |
| ROGERS | 66 | 8 | 2624209 | SH020 | 4.2 | RIGHT OF WAY | 2019 | SH-20:REALIGNMENT-RAIL/CITY STREET XING IMP & QUIET ZONE FR. 65 MI. E.OF VERDIGRIS RIVER SE APPROX. 4.2 MI. TO KING RD.(RW FOR 26242(04) & 26242(07) | 9/23/2019 | | \$3,304,138 | | \$0 | \$0 | \$0 | \$3,304,138 | |
| LEFLORE | 40 | 2 | 2969706 | SH112 | 1.6 | UTILITIES | 2019 | SH-112 OVER POTEAU RIVER APPROXIMATELY .4 MILES NORTH OF POTEAU | 6/3/2019 | STP | \$488,298 | \$122,075 | \$0 | \$0 | \$0 | \$610,373 | |
| LEFLORE | 3128906 | 40 | 2 | US271 | 0.25 | UTILITIES | 2019 | US-271/SH-112 INTERSECTION MODIFICATION | 5/21/2019 | NHPP | \$46,969 | \$11,743 | \$0 | \$0 | \$0 | \$58,712 | |
| LINCOLN | 41 | 3 | 3187906 | SH102 | 0.5 | UTILITIES | 2019 | SH-102: OVER EAST CAPTAIN CK CREEK, FROM 9.85 MI. NORTH OF US-62 JCT, EXT NORTH 0.50 MIS | 4/24/2019 | STP | \$61,306 | \$15,326 | \$0 | \$0 | \$0 | \$76,632 | |
| CHOCTAW | 12 | 2 | 3039406 | US271 | 0.1 | UTILITIES | 2019 | US-271 OVER KRR RAILROAD & COUNTY RD APPROX 2.38 MILE NORTH OF TEXAS S/L | 2/21/2019 | NHPP | \$18,126 | \$4,531 | \$0 | \$0 | \$0 | \$22,657 | |
| JOHNSTON | 35 | 3 | 3104906 | SH048 | 0.2 | UTILITIES | 2019 | SH-48 OVER UNNAMED CREEK, 5.8 MI SOUTH JCT SH-7 | 2/6/2019 | STP | \$41,959 | \$10,490 | \$0 | \$0 | \$0 | \$52,449 | |
| OTTAWA | 58 | 8 | 2968907 | SH125 | 0.77 | UTILITIES | 2019 | SH-125 OVER I-44: (WILL ROGERS TURNPIKE), 6.8 MILES NORTH OF US-60 | 2/1/2019 | STP | \$36,330 | \$9,083 | \$0 | \$0 | \$0 | \$45,413 | |
| WOODWARD | 77 | 6 | 2944906 | SH034 | 0.1 | UTILITIES | 2019 | SH-34 OVER NORTH CANADIAN RV., 0.8 MILES NORTH OF JCT. US-183 | 11/30/2018 | STP | | \$28,928 | | | \$115,710 | \$144,638 | |
| STATEWIDE R/W ACQUISITION & UTILITY RELOCATION | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$3,997,126 | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$102,874 | | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 3330719 | | 0 | A.D.A. COMPLIANCE | 2019 | FFY 2019 STIP: STATEWIDE A.D.A. PROJECTS FOR COMPLIANCE US-281:FROM MAIN ST. TO FLYNN ST., THEN NORTH TO BROADWAY ST. | 9/9/2019 | HSIP | \$5,150,000 | \$1,030,000 | \$0 | \$0 | \$0 | \$6,180,000 | |
| WOODS | | 6 | 3341004 | | | A.D.A. COMPLIANCE | 2019 | SH-74: A.D.A. FROM 0.24 MI SOUTH OF JCT SH-29/SH-74, NORTH 0.42 MI; | 7/29/2019 | HSIP | \$221,611 | | \$0 | \$0 | \$0 | \$221,611 | |
| GARVIN | 25 | 3 | 3292204 | SH074 | 0.42 | A.D.A. COMPLIANCE | 2019 | US-81:A.D.A. BEGIN 3.5 MILES NORTH OF SH-7 NORTH JCT, EXT. NORTH 0.95 MI 8/1/19 Modification Total Decrease = \$13,294 | 8/1/2019 | HSIP | \$509,589 | | \$0 | \$0 | \$0 | \$509,589 | |
| STEPHENS | 69 | 7 | 3293904 | US081 | 0.95 | A.D.A. COMPLIANCE | 2019 | Fed decrease = \$13,294 | | HSIP | \$236,706 | | \$0 | \$0 | \$0 | \$236,706 | |
| CHOCTAW | 12 | 2 | 3295604 | US070B | 4.76 | A.D.A. COMPLIANCE | 2019 | US-70B: BEGIN AT US-70B/US-271 JCT, EXTEND EAST TO US-70B/US-70 JCT | 6/24/2019 | HSIP | \$560,276 | | \$0 | \$0 | \$0 | \$560,276 | |
| HASKELL | 31 | 1 | 3283804 | SH009 | 0.5 | A.D.A. COMPLIANCE | 2019 | SH-9: A.D.A FR 3RD ST EXTEND EAST 0.50 MI TO 9TH STREET (REPLACEMENT AND INSTALLATION OF ADA RAMPS) | 6/24/2019 | HSIP | \$456,588 | | \$0 | \$0 | \$0 | \$456,588 | |
| GRADY | 26 | 7 | 3293704 | US062 | 0.66 | A.D.A. COMPLIANCE | 2019 | US-62: A.D.A. FROM CADDO C/L EXT. EAST 0.66 MILES | 6/3/2019 | HSIP | \$178,469 | | \$0 | \$0 | \$0 | \$178,469 | |
| CADDO | 8 | 7 | 3294804 | SH058 | 0.3 | A.D.A. COMPLIANCE | 2019 | SH-58: A.D.A. BEGIN 0.62 MILES N OF I-40, EXT. NORTH 0.30 MILES IN HYDRO. (FROM THE NORTH SIDE OF 2ND ST TO NORTH SIDE OF MAIN ST) | 2/25/2019 | HSIP | \$573,170 | | \$0 | \$0 | \$0 | \$573,170 | |
| BEAVER | 4 | 6 | 3290504 | US270 | 1 | A.D.A. COMPLIANCE | 2019 | US-270: A.D.A. IMPROVEMENTS ALONG US-270 APPROX 13.15 MI NORTH OF SH-3 EXTEND NORTH 1 MILE. | 10/16/2018 | HSIP | \$182,730 | | \$0 | \$0 | \$0 | \$182,730 | |
| STATEWIDE A.D.A. PROJECTS | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$2,697,528 | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$3,482,472 | | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 3330819 | | 0 | INTELLIGENT TRANSPORTATION SYSTEMS | 2019 | FFY 2019 STIP: PROJECTS FOR INTELLIGENT TRANSPORTATION SYSTEM ACTIVITIES 8/16/19 Amendment - Total Increase = \$20,000 | | HSIP | \$2,520,000 | | \$0 | \$0 | \$0 | \$2,520,000 | |
| STATEWIDE | 99 | 9 | 2812714 | MISC | | ITS MAINTENANCE & OPERATIONS | 2019 | STATEWIDE ITS: OU CONTRACT FOR P.E. SERVICES FFY 2020 | \$43,693 | STP | \$980,000 | | \$0 | \$0 | \$0 | \$980,000 | |
| STATEWIDE | 99 | 9 | 2308541 | MISC | | FIBER OPTIC MAINTENANCE & OPERATIONS | 2019 | RELOCATION AND REPAIR OF FIBER OPTIC AND COMMUNICATION EQUIPMENT | 7/30/2019 | STP | \$800,000 | | \$0 | \$0 | \$0 | \$800,000 | |
| STATEWIDE | 99 | 9 | 2555217 | MISC | | ITS MAINTENANCE & OPERATIONS | 2019 | ITS OPERATIONS AND MAINTENANCE ACTIVITIES FFY 8/23/19 Modification, change funding category from HSIP to STP. | 8/23/2019 | STP | \$700,000 | | \$0 | \$0 | \$0 | \$700,000 | |
| STATEWIDE | 99 | 9 | 3232807 | MISC | | MONEY ONLY | 2019 | STIC- CONNECTED AND AUTOMATED VEHICLE (CAV) PEER EXCHANGE | 7/3/2019 | STIC | \$40,000 | \$40,000 | | \$0 | \$0 | \$80,000 | |
| STATEWIDE INTELLIGENT TRANSPORTATION SYSTEM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$2,520,000 | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$0 | | | | | | |
| STATEWIDE LINE ITEM FEDERAL FUNDING AMOUNT TOTAL | | | | | | | | | | | \$106,094,600 | | | | | | |
| OBLIGATED FEDERAL FUNDS / OBLIGATED STATE FUNDS / OBLIGATED OTHER FUNDS / OBLIGATED ADVANCE CONSTRUCTION FUNDS / TOTAL | | | | | | | | | | | \$121,087,416 | \$53,798,886 | \$33,335,837 | \$8,476,474 | \$216,698,613 | | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|----------------------|---------|------|---------|--------|--------|---------------------------------|------|---|-------------------------|--------------------------|--------------|--------------|--------------|----------------------------|--------------|--------------|
| ADAIR | 1 | 1 | 1692817 | US059 | 3.48 | GRADE,DRAINING,BRIDGE & SURFACE | 2019 | THRU WATTS 10/16/18 Modification Total Increase = \$0 Fed decrease = \$7,627,767 State increase = \$7,632,802 | 10/16/2018 | NHPP | \$12,719,658 | \$12,719,658 | \$0 | \$0 | \$25,439,316 | |
| ADAIR Total | | | | | | | | | | | | \$12,719,658 | \$12,719,658 | \$0 | \$0 | \$25,439,316 |
| ALFALFA | 2 | 6 | 2649605 | SH008 | 6 | RIGHT OF WAY | 2019 | SH-8: FROM 4.0 MI NORTH OF THE MAJOR C/L, NORTH 4.0 MI | | | \$62,641 | \$62,641 | \$0 | \$0 | \$125,281 | |
| ALFALFA | 2 | 6 | 2649606 | SH008 | 6 | UTILITIES | 2019 | SH-8: FROM 4.0 MI NORTH OF THE MAJOR C/L, NORTH 4.0 MI | | STP | \$320,000 | \$80,000 | \$0 | \$0 | \$400,000 | |
| ALFALFA | 2 | 6 | 1766806 | SH008 | 4 | UTILITIES | 2019 | SH-8: FR MAJOR COUNTY LINE EXTEND NORTH 4 MILES 8/16/19 Modification Total Increase = \$2,879,262 Fed increase = \$2,303,410 State increase = \$575,853 9/3/19 Modification Total Increase = \$0 Fed decrease = \$2,623,410 AC increase = \$2,623,410 | 9/3/2019 | STP | \$0 | \$655,852 | \$0 | \$2,623,410 | \$3,279,262 | |
| ALFALFA | 2 | 6 | 1766805 | SH008 | 4 | RIGHT OF WAY | 2019 | SH-8: FR MAJOR COUNTY LINE EXTEND NORTH 4 MILES 8/16/19 Modification Total Increase = \$609,000 Fed increase = \$533,100 State increase = \$75,900 9/3/19 Modification Total Increase = \$0 Fed decrease = \$609,600 AC increase = \$609,600 | 9/3/2019 | STP | \$0 | \$152,400 | \$0 | \$609,600 | \$762,000 | |
| ALFALFA | 2 | 6 | 1766810 | SH045 | 2.1 | GRADE,DRAINING,BRIDGE & SURFACE | 2019 | SH-45 BEG APPROX. 2.1 MILE WEST OF SH-8 & EXT EAST 2.1 MILE TO SH-8. 6/25/19 Modification Total Increase = \$1,325,556 Fed increase = \$1,060,445 State increase = \$265,111 | 6/25/2019 | STP | \$5,560,445 | \$1,390,111 | \$0 | \$0 | \$6,950,556 | |
| ALFALFA | 2 | 6 | 2406404 | US064 | 1 | GRADE,DRAINING,BRIDGE & SURFACE | 2019 | US-64 FROM 9.0 MI EAST OF THE WOODS C/L, EAST 4.6 MI 4/9/19 Modification Total Decrease = \$306,813 Fed decrease = \$245,451 State decrease = \$61,363 | 4/9/2019 | STP | \$6,474,549 | \$1,618,637 | \$0 | \$0 | \$8,093,186 | |
| ALFALFA Total | | | | | | | | | | | | \$12,417,635 | \$3,959,641 | \$0 | \$3,233,010 | \$19,610,285 |
| BECKHAM | 5 | 5 | 2935307 | RR | | REHAB RAILROAD BRIDGES | 2019 | TIGER IX GRANT: REBUILD OPEN DECK PILE TRESTLE BRIDGE @ MP 636.4; REHAB 15 BRIDGES BETWEEN ENID & ELK CITY (FARMRAIL RR) | 12/5/2018 | STP | \$2,699,153 | \$0 | \$1,837,743 | \$0 | \$4,536,896 | |
| BECKHAM | 5 | 5 | 2935306 | RR | | RAILROAD REHABILITATION | 2019 | TIGER IX GRANT: RR CONST & REHAB 6K FEET OF SIDING NEAR OKEENE; 3800 FT OF SIDING IN ELK CITY & REPLACE 17 MILE OF RAIL & TIES BETWEEN ENID & CLINTON | 12/5/2018 | STP | \$7,172,996 | \$407,000 | \$4,326,097 | \$0 | \$11,906,093 | |
| BECKHAM | 5 | 5 | 2877504 | SH006 | 0.2 | BRIDGE & APPROACHES | 2019 | SH-6: OVER SADLER CREEK LOCATED 1.7 MILES NORTH OF SH-55 WEST JCT 10/16/18 Modification Total Increase = \$181,545 Fed increase = \$145,236 State increase = \$36,309 | 10/16/2018 | STP | \$1,919,732 | \$479,933 | \$0 | \$0 | \$2,399,665 | |
| BECKHAM | 5 | 5 | 2900404 | IS040B | 0.2 | BRIDGE & APPROACHES | 2019 | I-40 BUSINESS IN ELK CITY: BRIDGE AND APPROACHES OVER THE EAST FORK OF ELK CREEK LOCATED 1.1 MILES WEST OF THE I-40 EAST JCT. (WEST BOUND BRIDGE) 10/16/18 Modification Total Decrease = \$88,759 Fed decrease = \$71,008 State decrease = \$17,751 | 10/16/2018 | STP | \$1,273,266 | \$318,317 | \$0 | \$0 | \$1,591,583 | |
| BECKHAM | 5 | 5 | 2900504 | IS040B | 0.2 | BRIDGE & APPROACHES | 2019 | I-40 BUSINESS IN ERICK: BRIDGE AND APPROACHES OVER LITTLE TURKEY CREEK LOCATED 0.2 MILE WEST OF THE SH-30 SOUTH JCT. (WEST BOUND BRIDGE) 1/8/19 Modification Total Increase = \$469,991 Fed decrease = \$660,725 State increase = \$707,715 4/23/19 Modification Total Increase = \$0 Fed increase = \$698,317 State decrease = \$698,318 | 4/22/2019 | STP | \$1,862,180 | \$465,545 | \$0 | \$0 | \$2,327,725 | |
| BECKHAM | 5 | 5 | 3099505 | SH152 | 4 | RIGHT OF WAY | 2019 | SH-152, WIDEN AND RESURFACE BEGIN ON THE EAST SIDE OF THE SH-30 JCT AND EXT EAST 4.1 MILES. RW FOR (04) | | | \$0 | \$327,000 | \$0 | \$0 | \$327,000 | |
| BECKHAM | 5 | 5 | 3099506 | SH152 | 4 | UTILITIES | 2019 | SH-152, WIDEN AND RESURFACE BEGIN ON THE EAST SIDE OF THE SH-30 JCT AND EXT EAST 4.1 MILES. RW FOR (04) | | STP | \$261,600 | \$65,400 | \$0 | \$0 | \$327,000 | |
| BECKHAM Total | | | | | | | | | | | | \$15,188,927 | \$2,063,195 | \$6,163,840 | \$0 | \$23,415,962 |
| BLAINE | 6 | 5 | 2791310 | SH003 | 4.5 | WIDEN & RESURFACE | 2019 | SH-152, WIDEN AND RESURFACE BEGIN ON THE EAST SIDE OF THE SH-30 JCT AND EXT EAST 4.1 MILES. RW FOR (04) MILES. 6/25/19 Modification Total Increase = \$1,818,567 Fed increase = \$1,452,999 State increase = \$365,567 | 6/25/2019 | NHPP | \$7,025,917 | \$1,756,479 | \$0 | \$0 | \$8,782,396 | |
| BLAIN Total | | | | | | | | | | | | \$7,025,917 | \$1,756,479 | \$0 | \$0 | \$8,782,396 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|--------------------|---------|------|-------|---------|--------|-----------|---------------------------------|-------------|---|--------------------------|---------------|---------------|--------------|----------------------------|---------------|---------------|
| BRYAN | | 7 | 2 | 3185513 | US069 | 2.54 | FORCE ACCOUNT | 2019 | US-69 BEGIN AT SOUTH END OF CALERA AND EXTEND NORTH TO US-70 INTERCHANGE UNION PACIFIC RAILROAD DRAINAGE AGREEMENT (FORCE ACCOUNT) | 5/7/2019 | NHPP | \$626,025 | \$0 | \$0 | \$0 | 626,025 |
| BRYAN | | 7 | 2 | 3185512 | US069 | 2.54 | FORCE ACCOUNT | 2019 | US-69 BEGIN AT SOUTH END OF CALERA AND EXTEND NORTH TO US-70 INTERCHANGE FORCE ACCT FOR UNION PACIFIC RR AT MULTIPLE LOCATIONS. | 5/7/2019 | NHPP | \$635,386 | \$0 | \$0 | \$0 | 635,386 |
| BRYAN | | 7 | 2 | 3041104 | US069 | 1 | RESURFACE | 2021 | US-69 FROM 1 MILE SOUTH OF AT ATOKA C/L EXTEND NORTH APPROXIMATELY 6.5 MILES (SOUTHBOUND LANES ONLY) 5/6/19 Modification - Move from FFY21 to FFY19. No funding change. 6/24/19 Modification Total Increase = \$2,250,186 Fed increase = \$1,800,149 State increase = \$450,037 | 6/24/2019 | STP | \$19,240,149 | \$4,810,037 | \$0 | \$0 | 24,050,186 |
| BRYAN | | 7 | 2 | 3185511 | US069 | 2.54 | FORCE ACCOUNT | 2019 | US-69, NEW OVERPASS("B" ST. CONNECTOR BRIDGE) OVER THE UPRR DOT NO. 972 358E IN CALERA. (CONSTRUCTION MANAGEMENT ONLY) | 4/26/2019 | NHPP | \$121,893 | \$30,473 | \$0 | \$0 | \$152,366 |
| BYRAN | | 7 | 2 | 2800307 | SH078 | 0.4 | BRIDGE & APPROACHES | 2019 | SH-78 OVER RED RIVER BEGIN AT THE OKLAHOMA/TEXAS STATE LINE 3/1/19 Modification Total Increase = \$0 Fed decrease = \$252,215 State decrease = \$63,054 Other increase = \$315,266 | 3/1/2019 | STP | \$6,399,053 | \$1,599,763 | \$7,998,816 | \$0 | \$15,997,632 |
| BRYAN | | 7 | 2 | 2962205 | SH078 | 0.1 | RIGHT OF WAY | 2019 | SH-78 OVER YARNABY CREEK 3 MILES NORTH OF TEXAS STATE LINE 6/25/19 Modification Total Increase = \$48,500 Fed increase = \$38,800 State increase = \$9,700 | 6/25/2019 | STP | \$82,400 | \$20,600 | \$0 | \$0 | \$103,000 |
| BRYAN | | 7 | 2 | 2962206 | SH078 | 0.1 | UTILITIES | 2019 | SH-78 OVER YARNABY CREEK 3 MILES NORTH OF TEXAS STATE LINE 6/25/19 Modification Total Decrease = \$15,306 Fed increase = \$31,355 State decrease = \$23,145 | 6/25/2019 | STP | \$31,355 | \$7,839 | \$0 | \$0 | \$39,194 |
| BRYAN | | 7 | 2 | 3185504 | US069 | 2.5 | GRADE,DRAINING,BRIDGE & SURFACE | 2019 | US-69 BEGIN AT SOUTH END OF CALERA AND EXTEND NORTH TO US-70 INTERCHANGE 3/15/19 Amendment Total Increase = \$21,282,996 Fed increase = \$78,484,547 State increase = \$4,798,449 Other decrease = \$62,000,000 5/13/19 Modification Total Increase = \$783,100 Fed increase = \$621,200 State increase = \$161,900 | 5/13/2019 | NHPP / NHFP | \$113,105,747 | \$28,960,349 | \$0 | \$0 | \$142,066,096 |
| BRYAN Total | | | | | | | | | | | \$140,242,008 | \$35,429,061 | \$7,998,816 | \$0 | \$183,669,885 | |
| CADDO | | 8 | 7 | 2957406 | US281 | 0.7 | UTILITIES | 2018 | US-281: OVER WASHITA RIVER & TWO O'FLOWS FROM APPROX 0.74 MILES N. OF US-62 EXTEND N. APPROX 0.71 MILES | | STP | \$2,231,395 | \$557,848 | \$0 | \$0 | \$2,789,243 |
| CADDO | | 8 | 7 | 2957405 | US281 | 0.7 | RIGHT OF WAY | 2019 | US-281: OVER WASHITA RIVER AND TWO O'FLOWS FROM APPROX 0.74 MILES N. OF US-62 EXTEND N. APPROX 0.71 MILES | | | | | | | |
| CADDO | | 8 | 7 | 2171405 | SH009 | 1.2 | RIGHT OF WAY | 2019 | SH-9: FROM JUST E. OF THE STINKING CR. BRIDGE IN KIOWA CO. E. 2.75 MIS. TO THE SH 58 JCT. IN CARNEGIE | | | \$0 | \$799,000 | \$0 | \$0 | \$799,000 |
| CADDO | | 8 | 7 | 2171406 | SH009 | 1.2 | UTILITIES | 2019 | SH-9: FROM JUST E. OF THE STINKING CR. BRIDGE IN KIOWA CO. E. 2.75 MIS. TO THE SH 58 JCT. IN CARNEGIE | | STP | \$628,240 | \$157,060 | \$0 | \$0 | \$785,300 |
| CADDO | | 8 | 7 | 2707205 | SH008 | 5 | RIGHT OF WAY | 2019 | SH-8 BEGIN AT JCT SH-19/US-277 IN CYRIL, EXTEND WEST AND NORTH APPROX 5.0 MIS. | | | \$0 | \$1,566,616 | \$0 | \$0 | \$1,566,616 |
| CADDO | | 8 | 7 | 2707206 | SH008 | 5 | UTILITIES | 2019 | SH-8 BEGIN AT JCT SH-19/US-277 IN CYRIL, EXTEND WEST AND NORTH APPROX 5.0 MIS. | | STP | \$1,069,196 | \$267,300 | \$0 | \$0 | \$1,336,496 |
| CADDO | | 8 | 7 | 2707605 | US062 | 6.15 | RIGHT OF WAY | 2019 | US-62: FROM JCT. SH-9 EXTENDING E 6.15 MILES TO CURB SECTION IN ANADARKO | | | \$0 | \$2,250,000 | \$0 | \$0 | \$2,250,000 |
| CADDO | | 8 | 7 | 2707606 | US062 | 6.15 | UTILITIES | 2019 | US-62: FROM JCT. SH-9 EXTENDING E 6.15 MILES TO CURB SECTION IN ANADARKO | | STP | \$1,566,160 | \$391,540 | \$0 | \$0 | \$1,957,700 |
| CADDO | | 8 | 7 | 2883105 | SH152 | 1.8 | RIGHT OF WAY | 2019 | SH-58: INTERSECTION MODIFICATION AT JCT SH-152, EAST AND WEST | | | \$0 | \$489,800 | \$0 | \$0 | \$489,800 |
| CADDO | | 8 | 7 | 2883106 | SH152 | 1.8 | UTILITIES | 2019 | SH-58: INTERSECTION MODIFICATION AT JCT SH-152, EAST AND WEST 10/17/18 Modification Total Decrease = \$661,913 Fed decrease = \$529,170 State decrease = \$132,293 | 10/17/2018 | STP | \$88,670 | \$22,167 | \$0 | \$0 | \$110,837 |
| CADDO Total | | | | | | | | | | | \$5,583,661 | \$6,501,331 | \$0 | \$0 | \$12,084,992 | |
| CANADIAN | | 9 | 4 | 0475707 | SH004 | 3 | UTILITIES | 2020 | SH-4 BEG AT SH-66, IN YUKON, AND EXTENDING NORTH 3.0 MILE TO WILSHIRE BLVD 12/27/18 Modification to move from FFY20 | 12/27/2018 | STP | \$1,224,000 | \$306,000 | \$0 | \$0 | \$1,530,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|------------------------|---------|------|---------|--------|--------|-----------------------------------|------|---|-------------------------|--------------------------|--------------|--------------|-------|----------------------------|--------------|
| CANADIAN | 9 | 4 | 0475806 | SH004 | 3.65 | UTILITIES | 2020 | SH-4 FR. 3.0 MIS N. OF SH-66 IN YUKON @ WILSHIRE & EXT N. TO SH-3 (NW HWY) 12/27/18 Modification to move from FFY20 | 12/27/2018 | STP | \$571,200 | \$142,800 | \$0 | \$0 | \$714,000 |
| CANADIAN | 9 | 4 | 0475705 | SH004 | 0.34 | BRIDGE & APPROACHES | 2019 | SH-4 OVER THE N. CANADIAN RV, & 2 O'FLOWS 1.92, 2.13 & 2.26 MI NORTH OF SH-66 6/3/19 Modification Total Increase = \$723,201 Fed increase = \$578,561 State increase = \$144,640 | 6/3/2019 | STP | \$11,082,561 | \$2,770,640 | \$0 | \$0 | \$13,853,201 |
| CANADIAN | 9 | 4 | 2700404 | IS040B | 0.452 | BRIDGE & APPROACHES | 2019 | I-40B: OVER THE UPAC RAILROAD ON THE SOUTH EDGE OF EL RENO 9/11/19 Modification Total Increase = \$3,544,687 Fed increase = \$2,835,749 State increase = \$708,937 | 9/11/2019 | NHPP | \$8,895,749 | \$2,223,937 | \$0 | \$0 | \$11,119,686 |
| CANADIAN Total | | | | | | | | | | | \$21,773,510 | \$5,443,377 | \$0 | \$0 | \$27,216,887 |
| CARTER | 10 | 7 | 2410407 | SH053 | 7.93 | GRADE, DRAINING, BRIDGE & SURFACE | 2019 | SH-53: FROM 6.87 MI EAST OF SH-76, E. APPROX 7.67 MI 10/16/18 Modification Total Increase = \$ 2,038,139 Fed decrease = \$5,344,594 State increase = \$7,382,734 | 10/16/2018 | STP | \$11,625,176 | \$11,625,176 | \$0 | \$0 | \$23,250,352 |
| CARTER Total | | | | | | | | | | | \$11,625,176 | \$11,625,176 | \$0 | \$0 | \$23,250,352 |
| CHOCTAW | 12 | 2 | 2961805 | SH109 | 0.1 | RIGHT OF WAY | 2019 | SH-109 OVER HANUBBY CREEK NEAR GAY OKLAHOMA 6/25/19 Modification Total Decrease = \$18,500 Fed increase = \$28,800 State decrease = \$47,300 | 6/25/2019 | STP | \$28,800 | \$7,200 | \$0 | \$0 | \$36,000 |
| CHOCTAW | 12 | 2 | 2961806 | SH109 | 0.1 | UTILITIES | 2019 | SH-109 OVER HANUBBY CREEK NEAR GAY OKLAHOMA 6/25/19 Modification Total Decrease = \$23,816 Fed decrease = \$19,053 State decrease = \$4,763 | 6/25/2019 | STP | \$24,547 | \$6,137 | \$0 | \$0 | \$30,684 |
| CHOCTAW Total | | | | | | | | | | | \$53,347 | \$13,337 | \$0 | \$0 | \$66,684 |
| CIMARRON | 13 | 6 | 1333724 | US287 | 5.35 | RIGHT OF WAY | 2019 | US-287 BEG APPROX 13.2 MILE NORTH OF BOISE CITY NORTH APPROX 5.3 MI | | | \$0 | \$565,687 | \$0 | \$0 | \$565,687 |
| CIMARRON | 13 | 6 | 1333725 | US287 | 5.35 | UTILITIES | 2019 | US-287 BEG APPROX 13.2 MILE NORTH OF BOISE CITY NORTH APPROX 5.3 MI | | NHPP | \$571,280 | \$0 | \$0 | \$0 | \$571,280 |
| CIMARRON | 13 | 6 | 2094104 | US287 | 0.5 | GRADE, DRAIN & SURFACE | 2019 | US-385: BOISE CITY SQUARE AND NORTH CIMARRON AVENUE 6/3/19 Modification Total Increase = \$2,256,406 Fed increase = \$1,805,127 State increase = \$451,282 | 6/3/2019 | NHPP | \$6,381,127 | \$1,595,282 | \$0 | \$0 | \$7,976,409 |
| CIMARRON Total | | | | | | | | | | | \$6,952,407 | \$2,160,969 | \$0 | \$0 | \$9,113,376 |
| CLEVELAND | 14 | 3 | 2328809 | SH009 | 0.25 | RIGHT OF WAY | 2019 | SH-9: FROM EAST END OF PECAN CREEK BRIDGE, EAST 5.55 MI TO SH-102 | | | \$0 | \$1,635,000 | \$0 | \$0 | \$1,635,000 |
| CLEVELAND | 14 | 3 | 2328810 | SH009 | 0.25 | UTILITIES | 2019 | SH-9: FROM EAST END OF PECAN CREEK BRIDGE, EAST 5.55 MI TO SH-102 | | STP | \$436,000 | \$109,000 | \$0 | \$0 | \$545,000 |
| CLEVELAND | 14 | 3 | 2910606 | IS035 | 0.02 | RIGHT OF WAY | 2019 | I-35 UNDER INDIAN HILLS ROAD, 7.39 MI NORTH OF MCCLAIN C/L | | | \$0 | \$112,270 | \$0 | \$0 | \$112,270 |
| CLEVELAND | 14 | 3 | 2910607 | IS035 | 0.02 | UTILITIES | 2019 | I-35 UNDER INDIAN HILLS ROAD, 7.39 MI NORTH OF MCCLAIN C/L | | NHPP | \$50,521 | \$5,614 | \$0 | \$0 | \$56,135 |
| CLEVELAND | 14 | 3 | 3039105 | IS044 | 0.25 | RIGHT OF WAY | 2019 | I-44: FROM JUST SOUTH OF 89TH STREET, NORTH TO 0.5 MI NORTH OF 89TH STREET | | | \$0 | \$230,895 | \$0 | \$0 | \$230,895 |
| CLEVELAND | 14 | 3 | 3039106 | IS044 | 0.25 | UTILITIES | 2019 | I-44: FROM JUST SOUTH OF 89TH STREET, NORTH TO 0.5 MI NORTH OF 89TH STREET | | NHPP | \$646,510 | \$161,627 | \$0 | \$0 | \$808,137 |
| CLEVELAND | 14 | 3 | 3125705 | SH037 | 0.2 | RIGHT OF WAY | 2019 | SH-37 OVER UNNAMED CREEK, 5.3 MI EAST OF JCT I-44 | | | \$0 | \$344,000 | \$0 | \$0 | \$344,000 |
| CLEVELAND | 14 | 3 | 3125706 | SH037 | 0.2 | UTILITIES | 2019 | SH-37 OVER UNNAMED CREEK, 5.3 MI EAST OF JCT I-44 | | STP | \$43,600 | \$10,900 | \$0 | \$0 | \$54,500 |
| CLEVELAND Total | | | | | | | | | | | \$1,176,631 | \$2,609,306 | \$0 | \$0 | \$3,785,937 |
| COAL | 15 | 3 | 2756904 | SH043 | 0.2 | BRIDGE & APPROACHES | 2019 | SH-43 OVER MILL CREEK, 7.04 MI EAST OF US-75 6/13/19 Modification Total Increase = \$100,918 Fed increase = \$83,986 State increase = \$20,932 6/25/19 Modification Total Decrease = \$1,201 Fed decrease = \$960 State decrease = \$240 | 6/25/2019 | STP | \$2,964,704 | \$741,176 | \$0 | \$0 | \$3,705,880 |
| COAL | 15 | 3 | 2973104 | US075 | 0.02 | BRIDGE REHABILITATION | 2019 | US-75 OVER BRIAR CREEK, 5.56 MI NORTH OF ATOKA C/L 7/18/18 Modification - Moved to FFY18 | 7/18/2018 | NHPP | | | \$0 | \$0 | \$0 |
| COAL Total | | | | | | | | | | | \$2,964,704 | \$741,176 | \$0 | \$0 | \$3,705,880 |
| COMMANCHE | 16 | 7 | 2878205 | | | JOINT SEAL/REPAIR | 2019 | DIVISION 7: BRIDGE JOINT SEAL REPAIR (SITES TO BE DETERMINED) 5/6/19 Modification Total Increase = \$179,305 Fed increase = \$143,445 State increase = \$35,860 5/14/19 Modification Total Increase = \$0 Fed increase = \$57,931 State decrease = \$57,931 | 5/6/2019 | STP | \$521,376 | \$57,931 | \$0 | \$0 | \$579,307 |
| COMMANCHE | 16 | 7 | 3104406 | SH017 | 0.2 | UTILITIES | 2019 | SH 17: OVER LITTLE BEAVER CREEK 5.80 MIS. E. OF US 277 IN ELGIN | | | \$121,278 | \$30,319 | \$0 | \$0 | \$151,597 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|--------|--------|-------------------------|------|---|-------------------------|--------------------------|-------------|--------------|-------|----------------------------|--------------|
| COMMANCHE | 16 | 7 | 3104405 | SH017 | 0.2 | RIGHT OF WAY | 2019 | SH 17: OVER LITTLE BEAVER CREEK 5.80 MIS. E. OF US 277 IN ELGIN | | | \$236,000 | \$59,000 | \$0 | \$0 | \$295,000 |
| COMANCHE | 16 | 7 | 2881305 | US277 | 3 | RIGHT OF WAY | 2019 | US-277: BEGIN 1.56 MIS N. OF COTTON C/L, EXTEND N. 3.0 MILES 3/18/19 Modification Total Increase = \$1,183,268 Fed increase = \$1,221,600 State decrease = \$38,332 | 3/18/2019 | | \$1,221,600 | \$305,400 | \$0 | \$0 | \$1,527,000 |
| COMANCHE | 16 | 7 | 2881306 | US277 | 3 | UTILITIES | 2019 | US-277: BEGIN 1.56 MIS N. OF COTTON C/L, EXTEND N. 3.0 MILES 3/18/19 Modification Total Increase = \$894,633 Fed increase = \$715,706 State increase = \$178,927 | 3/18/2019 | STP | \$1,039,218 | \$259,805 | \$0 | \$0 | \$1,299,023 |
| COMANCHE | 16 | 7 | 2957905 | SH115 | 0.1 | RIGHT OF WAY | 2019 | SH-115 OVER UNNAMED CREEK JUST SOUTH OF MEERS STORE 8/2/19 Modification Total Increase \$19,999 State decrease = \$30,401 AC increase = \$50,400 | 8/2/2019 | STP | \$0 | \$12,600 | \$0 | \$50,400 | \$63,000 |
| COMANCHE | 16 | 7 | 2957906 | SH115 | 0.1 | UTILITIES | 2019 | SH-115 OVER UNNAMED CREEK JUST SOUTH OF MEERS STORE SH58:FROM SH 49 NW 6.4 MIS. 10/22/18 Amendment Total Increase = \$0 Fed increase = \$2,209,600 State decrease = \$2,209,600 | 10/22/2018 | STP | \$52,000 | \$13,000 | \$0 | \$0 | \$65,000 |
| COMANCHE | 16 | 7 | 3042705 | SH058 | 6.4 | RIGHT OF WAY | 2019 | SH58:FROM SH 49 NW 6.4 MIS. | 10/22/2018 | | \$2,209,600 | \$552,400 | \$0 | \$0 | \$2,762,000 |
| COMANCHE | 16 | 7 | 3042706 | SH058 | 6.4 | UTILITIES | 2019 | SH58:FROM SH 49 NW 6.4 MIS. | | STP | \$936,451 | \$234,113 | \$0 | \$0 | \$1,170,564 |
| COMANCHE Total | | | | | | | | | | | \$6,337,523 | \$1,524,568 | \$0 | \$50,400 | \$7,912,491 |
| COTTON | 17 | 7 | 2803704 | SH005A | 0.55 | BRIDGE & APPROACHES | 2019 | SH-5A OVER WEST CACHE CREEK AND TWO O'FLOW BRIDGES BEGIN APPROX 3.45 MIS E. OF JCT US-277 EXTEND E. APPROX 0.55 MIS. 10/16/18 Modification Total Increase = \$584,503 Fed increase = \$467,602 State increase = \$116,901 4/9/19 Modification Total Increase \$91,735 Fed increase = \$73,389 State increase = \$18,347 | 4/9/2019 | STP | \$3,340,067 | \$835,017 | \$0 | \$0 | \$4,175,084 |
| COTTON | 17 | 7 | 2957305 | SH005A | 0.1 | RIGHT OF WAY | 2019 | SH-5: OVER COX CREEK APPROXIMATELY 11.6 MILES E. OF TILLMAN C/L 10/17/18 Modification Total Decrease = \$141,850 Fed increase = \$30,400 State decrease = \$ 7,600 | 10/17/2018 | | \$30,400 | \$7,600 | \$0 | \$0 | \$38,000 |
| COTTON | 17 | 7 | 2957306 | SH005A | 0.1 | UTILITIES | 2019 | SH-5: OVER COX CREEK APPROXIMATELY 11.6 MILES E. OF TILLMAN C/L 10/17/18 Modification Total Decrease = \$122,826 Fed decrease = \$98,261 State decrease = \$24,565 | 10/17/2018 | STP | \$117,123 | \$29,281 | \$0 | \$0 | \$146,404 |
| COTTON Total | | | | | | | | | | | \$3,487,590 | \$871,898 | \$0 | \$0 | \$4,359,488 |
| CRAIG | 18 | 8 | 2190408 | SH002 | 0.75 | FORCE ACCOUNR | 2019 | BNSF FORCE ACCT FOR SH-2 SIG & SURF, AARDOT NO. 668 457S, MILEPOST 359.83 CHEROKEE SUBDIVISION | 11/26/2018 | NHPP | \$170,734 | \$42,683 | \$0 | \$0 | \$213,417 |
| CRAIG | 18 | 8 | 2190404 | SH002 | 0.75 | GRADE, DRAIN & SURFACE | 2019 | SH-2: BEGINNING AT US-60 & EXTENDING NORTH TO HOSPITAL ROAD IN VINITA. | | NHPP | \$8,182,484 | \$2,045,621 | \$0 | \$0 | \$10,228,105 |
| CRAIG Total | | | | | | | | | | | \$8,353,218 | \$2,088,304 | \$0 | \$0 | \$10,441,522 |
| CREEK | 19 | 8 | 3284104 | IS044 | 0.3 | MONEY ONLY | 2019 | I-44 (TURNER TURNPIKE) OVER SH-66 | | | \$0 | \$10,000,000 | \$0 | \$0 | \$10,000,000 |
| CREEK | 19 | 8 | 3109004 | SH048 | 6.38 | PAVEMENT REHABILITATION | 2019 | SH 48 BEGIN 10.91 MILES NORTH OF SH 66 EAST JCT AND EXT NORTH 6.38 MI 6/25/19 Modification Total Decrease = \$1,985,499 Fed decrease = \$1,588,399 State decrease = \$397,100 | 6/25/2019 | STP | \$2,811,601 | \$702,900 | \$0 | \$0 | \$3,514,501 |
| CREEK | 19 | 8 | 2968306 | SH016 | 0.2 | UTILITIES | 2019 | SH-16 OVER THE TURNER TURNPIKE (I-44) | | NHPP | \$89,816 | \$22,454 | \$0 | \$0 | \$112,270 |
| CREEK | 19 | 8 | 2968305 | SH016 | 0.2 | RIGHT OF WAY | 2019 | SH-16 OVER THE TURNER TURNPIKE (I-44) | | | \$0 | \$112,270 | \$0 | \$0 | \$112,270 |
| CREEK | 19 | 8 | 2413105 | SH016 | 4.5 | RIGHT OF WAY | 2019 | SH-16: FROM 1.0 MILE EAST OF JCT. SH-48N, EAST 4.5 MILES | | | \$0 | \$1,007,925 | \$0 | \$0 | \$1,007,925 |
| CREEK | 19 | 8 | 2413106 | SH016 | 4.5 | UTILITIES | 2019 | SH-16: FROM 1.0 MILE EAST OF JCT. SH-48N, EAST 4.5 MILES | | STP | \$268,800 | \$67,200 | \$0 | \$0 | \$336,000 |
| CREEK | 19 | 8 | 2889005 | SH066 | 3.14 | RIGHT OF WAY | 2019 | SH 66 FR EAST OF DEPEW, EAST TO THE BRISTOW CITY LIMITS | | | \$0 | \$1,711,300 | \$0 | \$0 | \$1,711,300 |
| CREEK | 19 | 8 | 2889006 | SH066 | 3.14 | UTILITIES | 2019 | SH 66 FR EAST OF DEPEW, EAST TO THE BRISTOW CITY LIMITS | | STP | \$697,600 | \$174,400 | \$0 | \$0 | \$872,000 |
| CREEK | 19 | 8 | 2968205 | SH016 | 0.1 | RIGHT OF WAY | 2019 | SH-16 OVER SAND CREEK, 0.7 MILES EAST OF THE JCT. SH-48 | | | \$0 | \$115,540 | \$0 | \$0 | \$115,540 |
| CREEK | 19 | 8 | 2968206 | SH016 | 0.1 | UTILITIES | 2019 | SH-16 OVER SAND CREEK, 0.7 MILES EAST OF THE JCT. SH-48 | | STP | \$92,432 | \$23,108 | \$0 | \$0 | \$115,540 |
| CREEK | 19 | 8 | 2982905 | SH099 | 0.1 | RIGHT OF WAY | 2019 | SH-99 OVER THE CIMARRON RIVER, 4.4 MILES E S PAYNE C/L | | | \$0 | \$54,500 | \$0 | \$0 | \$54,500 |
| CREEK | 19 | 8 | 2982906 | SH099 | 0.1 | UTILITIES | 2019 | SH-99 OVER THE CIMARRON RIVER, 4.4 MILES E S PAYNE C/L | | STP | \$43,600 | \$10,900 | \$0 | \$0 | \$54,500 |
| CREEK Total | | | | | | | | | | | \$4,003,849 | \$14,002,497 | \$0 | \$0 | \$18,006,346 |
| CUSTER | 20 | 5 | 3106006 | IS040 | 0.2 | UTILITIES | 2019 | I-40 UNDER AIRPORT ROAD, 4.3 MILES EAST OF SH-54 IN WEATHERFORD. 9/24/19 Modification Increase = \$1,063,398 Fed increase = \$900,847 State increase = \$162,551 | | NHPP | \$996,247 | \$173,151 | \$0 | \$0 | \$1,169,398 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|--------|--------|-----------------------------------|------|--|-------------------------|--------------------------|--------------|-------------|-----------|----------------------------|--------------|
| CUSTER | 20 | 5 | 3106005 | IS040 | 0.2 | RIGHT OF WAY | 2019 | I-40: UNDER AIRPORT ROAD 4.3 MILES EAST OF SH-54 IN WEATHERFORD. | | STP | \$0 | \$106,000 | \$0 | \$0 | \$106,000 |
| CUSTER | 20 | 5 | 2899704 | IS040 | 5.4 | RESURFACE | 2019 | I-40: RESURFACE BEGINNING AT MP 59.2 AND EXTEND EAST TO MP 64.6. 4/9/19 Modification Total Increase = \$148,469 Fed increase = \$2,571,275 State decrease = \$2,422,806 4/17/19 Modification Total Increase = \$0 Fed increase = \$832,347 State decrease = \$832,347 | 4/17/2019 | | \$7,491,122 | \$832,347 | \$0 | \$0 | \$8,323,469 |
| CUSTER | 20 | 5 | 2413409 | | | BRIDGE WATERPROOF SEAL | 2019 | DIVISION 5 SILANE TREATMENT 3/1/19 Modification Total Decrease = \$24,027 Fed decrease = \$19,222 State decrease = \$4,805 | 3/1/2019 | STP | \$67,978 | \$16,994 | \$0 | \$0 | \$84,972 |
| CUSTER | 20 | 5 | 2791108 | IS040 | 0.5 | GRADE, DRAIN & SURFACE | 2019 | I-40: MODIFY THE I-40 EAST BOUND ON RAMP TO EXTEND TO THE SOUTH FRONTAGE ROAD. PHASE III WORK WITH 20% WEATHERFORD PARTICIPATION. 6/25/19 Modification Total Increase = \$866,256 Fed increase = \$693,005 Other increase = \$173,251 9/11/19 Modification Total Increase = \$84,418 Fed increase = \$67,534 Other increase = \$16,884 | 9/11/2019 | NHPP | \$1,427,534 | \$0 | \$356,884 | \$0 | \$1,784,418 |
| CUSTER | 20 | 5 | 2877204 | SH033 | 0.8 | GRADE, DRAINING, BRIDGE & SURFACE | 2019 | SH-33: GR DR SURF & BR OVER THE FARMRAIL R/R AND TWO RCBS LOCATED 13.1 MILES EAST OF THE US-183 JCT. | | | \$0 | \$6,219,338 | \$0 | \$0 | \$6,219,338 |
| CUSTER | 20 | 5 | 2952304 | IS040 | 0.2 | BRIDGE & APPROACHES | 2019 | I-40 NORTH FRONTAGE ROAD, OVER LITTLE DEEP CREEK, 5.3 MI EAST OF SH-54 | | STP | \$0 | \$1,507,117 | \$0 | \$0 | \$1,507,117 |
| CUSTER | 20 | 5 | 2952609 | | | BRIDGE PAINTING | 2019 | DIVISION 5 BRIDGE PAINTING SITES TO BE DETERMINED 5/6/19 Modification Total Increase = \$66,271 Fed decrease = \$436,000 State increase = \$502,271 | 5/6/2019 | STP | \$0 | \$611,271 | \$0 | \$0 | \$611,271 |
| CUSTER | 20 | 5 | 3099105 | SH033 | 0.58 | RIGHT OF WAY | 2019 | SH-33, RECONSTRUCT PAVEMENT BEG 0.37 M EAST OF SH-47 AND EXT EAST .67 MILE. IN THE CITY OF THOMAS (10TH ST TO 1ST ST) | | | \$0 | \$272,500 | \$0 | \$0 | \$272,500 |
| CUSTER | 20 | 5 | 3099106 | SH033 | 0.58 | UTILITIES | 2019 | SH-33, RECONSTRUCT PAVEMENT BEG 0.37 M EAST OF SH-47 AND EXT EAST .67 MILE. IN THE CITY OF THOMAS (10TH ST TO 1ST ST) | | STP | \$218,000 | \$54,500 | \$0 | \$0 | \$272,500 |
| CUSTER | 20 | 5 | 3099905 | IS040 | 0.2 | RIGHT OF WAY | 2019 | I-40 FRONTAGE ROAD, BRIDGE AND APPROACHES OVER DRY CREEK LOCATED 5.8 MILES NE OF THE WASHITA COUNTY LINE. | | | \$0 | \$27,250 | \$0 | \$0 | \$27,250 |
| CUSTER | 20 | 5 | 3099909 | IS040 | 0.2 | UTILITIES | 2019 | I-40 FRONTAGE ROAD, BRIDGE AND APPROACHES OVER DRY CREEK LOCATED 5.8 MILES NE OF THE WASHITA COUNTY LINE. | | NHPP | \$21,800 | \$5,450 | \$0 | \$0 | \$27,250 |
| CUSTER Total | | | | | | | | | | | \$10,222,681 | \$9,825,918 | \$356,884 | \$0 | \$20,405,483 |
| DELAWARE | 21 | 8 | 2885604 | SH085A | 0.5 | BRIDGE & APPROACHES | 2019 | SH 85A OVER HORSE CREEK, 3.5 MI EAST OF SH 85 | | STP | \$8,240,000 | \$2,060,000 | \$0 | \$0 | \$10,300,000 |
| DELAWARE Total | | | | | | | | | | | \$8,240,000 | \$2,060,000 | \$0 | \$0 | \$10,300,000 |
| GARFIELD | 24 | 4 | 2798105 | US060 | 4.5 | GRADE, DRAIN & SURFACE | 2019 | US 81: FROM 4.5 MILES NORTH OF SH-45, EXTEND NORTH 4.5 MILES TO THE GRANT COUNTY LINE | | STP | \$4,120,000 | \$824,000 | \$0 | \$0 | \$4,944,000 |
| GARFIELD | 24 | 4 | 2798104 | US060 | 4.5 | GRADE, DRAIN & SURFACE | 2019 | US 81: FROM SH-45, EXTEND NORTH 4.5 MILES TO 4.5 MILES SOUTH OF THE GRANT COUNTY LINE. | | STP | \$3,296,000 | \$824,000 | \$0 | \$0 | \$4,120,000 |
| GARFIELD | 24 | 4 | 2637404 | US060 | 4.38 | PAVEMENT REHABILITATION | 2019 | US 60: FROM CHESTNUT AVE. IN ENID N. APPROX. 4.4 MILES TO THE SH-45 JCT | | STP | \$2,472,000 | \$618,000 | \$0 | \$0 | \$3,090,000 |
| GARFIELD | 24 | 4 | 2796504 | US064 | 0.2 | GRADE, DRAIN & SURFACE | 2019 | US-64/US-412: EB & WB BRIDGES OVER BLACKBEAR CR. 11.6 MIS. E. OF THE US-81 JCT 10/16/18 Modification Total Decrease = \$138,444 Fed increase = \$77,400 State decrease = \$215,844 | 10/16/2018 | NHPP | \$1,693,400 | \$188,156 | \$0 | \$0 | \$1,881,556 |
| GARFIELD Total | | | | | | | | | | | \$11,581,400 | \$2,454,156 | \$0 | \$0 | \$14,035,556 |
| GARVIN | 25 | 3 | 2893804 | SH074 | 0.2 | BRIDGE & APPROACHES | 2019 | SH-74 OVER UNNAMED CREEK, 6.33 MI NORTH OF SH-29 12/7/18 Modification Total Increase = \$224,910 Fed increase = \$180,728 State increase = \$45,182 | 12/7/2018 | STP | \$1,459,488 | \$364,872 | \$0 | \$0 | \$1,824,360 |
| GARVIN | 25 | 3 | 2954405 | US077 | 0.86 | RIGHT OF WAY | 2019 | US-77 OVER UNNAMED CREEK & WASHITA RIVER OVERFLOW, FROM 1.78 MI NORTH & EAST OF MURRAY C/L, EAST 0.86 MI | | | \$0 | \$853,537 | \$0 | \$0 | \$853,537 |
| GARVIN | 25 | 3 | 2954406 | US077 | 0.86 | UTILITIES | 2019 | US-77 OVER UNNAMED CREEK & WASHITA RIVER OVERFLOW, FROM 1.78 MI NORTH & EAST OF MURRAY C/L, EAST 0.86 MI | | STP | \$535,288 | \$133,821 | \$0 | \$0 | \$669,109 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|----------------------|---------|------|---------|--------|--------|-----------------------------------|------|--|-------------------------|--------------------------|-------------|--------------|-------------|----------------------------|--------------|--------------|
| GARVIN | 25 | 3 | 2967205 | SH019 | 4.88 | RIGHT OF WAY | 2019 | SH-19: FROM 2.40 MI NORTHEAST OF US-77, NORTHEAST THEN EAST 4.88 MI | | | \$0 | \$1,347,240 | \$0 | \$0 | \$1,347,240 | |
| GARVIN | 25 | 3 | 2967206 | SH019 | 4.88 | UTILITIES | 2019 | SH-19: FROM 2.40 MI NORTHEAST OF US-77, NORTHEAST THEN EAST 4.88 MI | | STP | \$461,770 | \$115,442 | \$0 | \$0 | \$577,212 | |
| GARVIN | 25 | 3 | 3184004 | IS035 | 6.46 | RESURFACE | 2019 | I-35: FROM MP 66.2, EXTEND SOUTH TO MP 59.74 4/12/19 Modification Total Increase = \$139,285 Fed decrease = \$95,104 State increase = \$234,389 | 4/12/2019 | NHPP | \$2,026,696 | \$506,674 | \$0 | \$0 | \$2,533,370 | |
| GARVIN Total | | | | | | | | | | | | \$4,483,242 | \$3,321,586 | \$0 | \$0 | \$7,804,828 |
| GRADY | 26 | 7 | 2030104 | SH037 | 3.85 | GRADE, DRAINING, BRIDGE & SURFACE | 2019 | SH-37: BEGIN 0.8 MIS E. OF US-81 IN MINCO, EXT E. 3.8 MI TO BRAUM'S ROAD W. OF TUTTLE 10/22/18 Amendment Total Increase = \$4,891,638 State increase = \$2,345,083 | 10/22/2018 | STP | \$9,380,331 | \$2,345,083 | \$0 | \$0 | \$11,725,414 | |
| GRADY | 26 | 7 | 3036405 | US277 | 0.2 | RIGHT OF WAY | 2019 | US 277:OVER SMITH CREEK 2.7 MIS. W. OF US 81 10/17/18 Modification Total Increase = \$178,968 Fed increase = \$296,800 State decrease = \$117,832 | 10/17/2018 | STP | \$296,800 | \$74,200 | \$0 | \$0 | \$371,000 | |
| GRADY | 26 | 7 | 3036406 | US277 | 0.2 | UTILITIES | 2019 | US 277:OVER SMITH CREEK 2.7 MIS. W. OF US 81 | | STP | \$588,675 | \$147,168 | \$0 | \$0 | \$735,843 | |
| GRADY | 26 | 7 | 3042605 | SH019 | 4.22 | RIGHT OF WAY | 2019 | SH 19:FROM 13.58 MIS. E. OF US 81 E. 4.22 MIS. TO THE WASHITA RIVER BRIDGE 10/22/18 Modification Total Increase = \$273,500 Fed increase = \$872,800 State decrease = \$599,300 | 10/22/2018 | stp | \$872,800 | \$218,200 | \$0 | \$0 | \$1,091,000 | |
| GRADY | 26 | 7 | 3042606 | SH019 | 4.22 | UTILITIES | 2019 | SH 19:FROM 13.58 MIS. E. OF US 81 E. 4.22 MIS. TO THE WASHITA RIVER BRIDGE 10/17/18 Modification Total Decrease = \$714,937 Fed decrease = \$571,950 State decrease = \$142,987 | 10/17/2018 | STP | \$256,450 | \$64,113 | \$0 | \$0 | \$320,563 | |
| GRADY Total | | | | | | | | | | | | \$11,395,056 | \$2,848,764 | \$0 | \$0 | \$14,243,820 |
| HARMON | 29 | 5 | 2789804 | SH030 | 0.35 | BRIDGE & APPROACHES | 2019 | SH-30: OVER ELM FORK OF THE RED RIVER , 7.6 MI NORTH OF SH-9 4/9/19 Modification Total Increase = \$47,232 Fed increase = \$23,616 State increase = \$23,616 4/17/19 Modification Total Increase = \$0 Fed increase = \$1,185,500 State decrease = \$1,185,500 | 4/17/2019 | STP | \$3,161,334 | \$790,334 | \$0 | \$0 | \$3,951,668 | |
| HARMON Total | | | | | | | | | | | | \$3,161,334 | \$790,334 | \$0 | \$0 | \$3,951,668 |
| HARPER | 30 | 6 | 2697306 | | | BRIDGE PAINTING | 2019 | DIVISION 6 BRIDGE PAINT | | STP | \$80,000 | \$20,000 | \$0 | \$0 | \$100,000 | |
| HARPER | 30 | 6 | 2697406 | | | JOINT SEAL / REPAIR | 2019 | DIVISION 6 BRIDGE JOINT 6/3/19 Modification Total Increase \$364,318 Fed increase = \$291,454 State increase \$72,864 | 6/3/2019 | STP | \$331,454 | \$82,864 | \$0 | \$0 | \$414,318 | |
| HARPER | 30 | 6 | 2697506 | | | BRIDGE WATERPROOF SEAL | 2019 | DIVISION 6 BRIDGE SILANE 6/3/19 Modification Total Increase = \$207,271 Fed increase = \$165,817 State increase = \$41,454 | 6/3/2019 | STP | \$205,817 | \$51,454 | \$0 | \$0 | \$257,271 | |
| HARPER | 30 | 6 | 2700510 | | | SAFETY IMPROVEMENT | 2019 | DIVISION SIX SAFETY IMPROVEMENTS (SITES TO BE DETERMINED) | | STP | \$200,000 | \$50,000 | \$0 | \$0 | \$250,000 | |
| HARPER | 30 | 6 | 3039905 | US183 | 4.3 | RIGHT OF WAY | 2019 | US-183: BEGIN 8.6 MILES N. OF THE WOODWARD CO. LN., EXTEND N. 4.3 MILES | | | \$0 | \$570,000 | \$0 | \$0 | \$570,000 | |
| HARPER | 30 | 6 | 3039906 | US183 | 4.3 | UTILITIES | 2019 | US-183: BEGIN 8.6 MILES N. OF THE WOODWARD CO. LN., EXTEND N. 4.3 MILES | | STP | \$400,000 | \$400,000 | \$0 | \$0 | \$800,000 | |
| HARPER Total | | | | | | | | | | | | \$1,217,271 | \$1,174,318 | \$0 | \$0 | \$2,391,589 |
| HASKELL | 31 | 1 | 3209404 | SH071 | 0.1 | MONEY ONLY | 2019 | SH-71 @ EUFAULA SPILLWAY BRIDGE, .1 MI. WEST OF HASKELL/MCINTOSH C/L | | STP | \$2,000,000 | \$2,000,000 | \$0 | \$0 | \$4,000,000 | |
| HASKELL Total | | | | | | | | | | | | \$2,000,000 | \$2,000,000 | \$0 | \$0 | \$4,000,000 |
| JACKSON | 33 | 5 | 2791904 | SH005A | 0.25 | BRIDGE & APPROACHES | 2019 | SH-5: BRIDGE AND APPROACHES OVER SANDY CREEK LOCATED 2.3 MILE NW OF THE SH-6 JUNCTION. 12/7/18 Modification Total Increase = \$7,842 Fed increase = \$6,474 State increase = \$1,568 | 12/7/2018 | STP | \$1,973,232 | \$493,908 | \$0 | \$0 | \$2,467,140 | |
| JACKSON | 33 | 5 | 2877804 | SH006 | 0.2 | BRIDGE & APPROACHES | 2019 | SH-6: BRIDGE AND APPROACHES OVER UNNAMED CREEK LOCATED 2.6 MILES NORTHEAST OF THE SH-34 JUNCTION. | | STP | \$0 | \$1,174,377 | \$0 | \$0 | \$1,174,377 | |
| JACKSON | 33 | 5 | 3099705 | SH019 | 0.39 | RIGHT OF WAY | 2019 | SH-19, BRIDGE AND APPROACHES OVER THE N. FORK OF THE RED RIVER LOCATED AT THE JACKSON/KIOWA COUNTY LINE. | | | \$0 | \$109,000 | \$0 | \$0 | \$109,000 | |
| JACKSON | 33 | 5 | 3099706 | SH019 | 0.39 | UTILITIES | 2019 | SH-19, BRIDGE AND APPROACHES OVER THE N. FORK OF THE RED RIVER LOCATED AT THE JACKSON/KIOWA COUNTY LINE. | | STP | \$109,000 | \$0 | \$0 | \$0 | \$109,000 | |
| JACKSON Total | | | | | | | | | | | | \$2,082,232 | \$1,777,285 | \$0 | \$0 | \$3,859,517 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-------------------------|---------|------|---------|--------|--------|-----------------------------------|------|---|-------------------------|--------------------------|--------------|-------------|-------------|----------------------------|--------------|
| JOHNSTON | 35 | 3 | 3184104 | SH022 | 0.82 | RESURFACE | 2019 | SH-22: BEGIN 0.37 MI W. OF JCT 99 NORTH, EXT E. 0.82 MI 6/13/19 Modification Total Increase = \$1,651,672 Fed decrease = \$778,394 State decrease = \$194,599 Other increase = \$2,624,665 6/26/19 Modification Total Increase = \$923,674 Fed increase = \$738,939 State increase = \$184,735 9/11/19 Modification Total Increase = \$121,059 Fed increase = \$2,196,579 State decrease = \$683,952 Other decrease = \$1,391,568 | 9/11/2019 | STP | \$4,932,388 | \$0 | \$1,233,097 | \$0 | \$6,165,485 |
| JOHNSTON | 35 | 3 | 2966604 | SH007 | 0.2 | BRIDGE & APPROACHES | 2019 | SH-7 OVER PECAN CREEK, 0.8 MI EAST OF SH-99 1/8/19 Modification Total Increase = \$101,694 Fed increase = \$81,356 State increase = \$20,339 | 1/8/2019 | | \$1,669,402 | \$417,350 | \$0 | \$0 | \$2,086,752 |
| JOHNSTON | 35 | 3 | 3104705 | SH048 | 1 | RIGHT OF WAY | 2019 | SH-48: BEGIN 1.0 MI SOUTH OF JOHNSTON C/L, EXTEND NORTH 6.0 MI | | | \$0 | \$655,080 | \$0 | \$0 | \$655,080 |
| JOHNSTON | 35 | 3 | 3104706 | SH048 | 1 | UTILITIES | 2019 | SH-48: BEGIN 1.0 MI SOUTH OF JOHNSTON C/L, EXTEND NORTH 6.0 MI | | STP | \$393,048 | \$0 | \$0 | \$0 | \$393,048 |
| JOHNSTON | 35 | 3 | 3105205 | SH048 | 0.2 | RIGHT OF WAY | 2019 | SH-48 OVER SANDY CREEK, 0.60 MI NORTH OF JCT SH-7 | | | \$0 | \$109,000 | \$0 | \$0 | \$109,000 |
| JOHNSTON | 35 | 3 | 3105206 | SH048 | 0.2 | UTILITIES | 2019 | SH-48 OVER SANDY CREEK, 0.60 MI NORTH OF JCT SH-7 | | STP | \$43,600 | \$10,900 | \$0 | \$0 | \$54,500 |
| JOHNSTON | 35 | 3 | 3105305 | SH048 | 0.89 | RIGHT OF WAY | 2019 | SH-48: OVER DELAWARE CREEK AND WALNUT CREEK, BEGIN 2.2 MI NORTH OF JCT SH-7 | | | \$0 | \$271,000 | \$0 | \$0 | \$271,000 |
| JOHNSTON | 35 | 3 | 3105306 | SH048 | 0.89 | UTILITIES | 2019 | SH-48: OVER DELAWARE CREEK AND WALNUT CREEK, BEGIN 2.2 MI NORTH OF JCT SH-7 | | STP | \$130,800 | \$32,700 | \$0 | \$0 | \$163,500 |
| JOHNSTON | 35 | 3 | 3138004 | SH048A | 0.02 | BRIDGE REHABILITATION | 2019 | SH-48A OVER BIG SANDY CREEK, 3.4 MI WEST OF JCT SH-48 (REDECK AND SUBSTRUCTURE REPAIR) 7/18/18 Modification. Moved to FFY18. | 7/18/2018 | STP | \$0 | \$0 | \$0 | \$0 | \$0 |
| JOHNSTON Total | | | | | | | | | | | \$7,169,238 | \$1,496,030 | \$1,233,097 | \$0 | \$9,898,365 |
| KAY | 36 | 4 | 2443214 | IS035 | 5.89 | BRIDGE & APPROACHES | 2019 | I-35: BRIDGE AND APPROACHES OVER US-60 | | NHPP | \$4,040,000 | \$1,010,000 | \$0 | \$0 | \$5,050,000 |
| KAY Total | | | | | | | | | | | \$4,040,000 | \$1,010,000 | \$0 | \$0 | \$5,050,000 |
| KINGFISHER | 37 | 4 | 3044504 | SH033 | 0.25 | PAVEMENT REHABILITATION | 2019 | SH-33: PAVEMENT REHABILITATION IN KINGFISHER ON SH-33 FROM US-81 JCT 0.4 MI EAST TO SECOND STREET; ON US-81, FROM SH-33 JCT, 2 BLKS SOUTH 4/9/19 Modification Total Increase = \$624,904 Fed increase = \$499,923 State increase = \$124,981 | 4/9/2019 | STP | \$979,923 | \$244,981 | \$0 | \$0 | \$1,224,904 |
| KINGFISHER | 37 | 4 | 2794504 | SH051 | 7.53 | GRADE, DRAINING, BRIDGE & SURFACE | 2019 | SH-51: FROM US-81 IN HENNESSEY EAST. 7.53 MI INCLUDES RCB EXTENSIONS & RCB REPLACEMENT OVER CAMP CREEK | | STP | \$11,312,000 | \$2,828,000 | \$0 | \$0 | \$14,140,000 |
| KINGFISHER | 37 | 4 | 3181205 | SH033 | 4.8 | RIGHT OF WAY | 2019 | SH-33: FROM THE LOGAN COUNTY LINE, EXTEND WEST 5.0 MILES 1/23/19 Modification Total Increase = \$1,933,000 State increase = \$304,200 AC increase = \$1,628,800 | 1/23/2019 | STP | \$0 | \$407,200 | \$1,628,800 | \$0 | \$2,036,000 |
| KINGFISHER | 37 | 4 | 3181206 | SH033 | 4.8 | UTILITIES | 2019 | SH-33: FROM THE LOGAN COUNTY LINE, EXTEND WEST 5.0 MILES CIMARRON RIVER, NB AND SB BRIDGES ON I-44 OVER BLACK GOLD DRIVE AND BNSF | | STP | \$82,400 | \$20,600 | \$0 | \$0 | \$103,000 |
| KINGFISHER | 37 | 4 | 3268704 | US081 | 0.5 | BRIDGE PAINTING | 2019 | SH-33: FROM THE LOGAN COUNTY LINE, EXTEND WEST 5.0 MILES CIMARRON RIVER, NB AND SB BRIDGES ON I-44 OVER BLACK GOLD DRIVE AND BNSF | | NHPP | \$2,080,600 | \$520,150 | \$0 | \$0 | \$2,600,750 |
| KINGFISHER Total | | | | | | | | | | | \$14,454,923 | \$4,020,931 | \$1,628,800 | \$0 | \$20,104,654 |
| KIOWA | 38 | 5 | 2952206 | US062B | 0.3 | UTILITIES | 2019 | US-62B, OVER EAST OTTER & TWO UNNAMED CREEKS, 0.8 & 2.6 MI WEST OF THE US-183 JCT. 6/24/19 Modification Total Decrease = \$17,513 Fed decrease = \$14,010 State decrease = \$3,503 | 6/24/2019 | STP | \$51,390 | \$12,848 | \$0 | \$0 | \$64,238 |
| KIOWA | 38 | 5 | 2952205 | US062B | 0.3 | RIGHT OF WAY | 2019 | US-62B, OVER EAST OTTER & TWO UNNAMED CREEKS, 0.8 & 2.6 MI WEST OF THE US-183 JCT. | | | \$0 | \$157,000 | \$0 | \$0 | \$157,000 |
| KIOWA | 38 | 5 | 2952106 | SH049 | 0.5 | UTILITIES | 2019 | SH-49, OVER AN UNNAMED CREEK, 1.2 EAST OF SH-54 8/2/19 Modification Total Decrease = \$9,888 Fed decrease = \$43,600 State decrease = \$1,978 AC increase = \$35,690 | 8/2/2019 | STP | \$0 | \$8,922 | \$0 | \$35,690 | \$44,612 |
| KIOWA | 38 | 5 | 2952105 | SH049 | 0.2 | RIGHT OF WAY | 2019 | SH-49, OVER AN UNNAMED CREEK, 1.2 EAST OF SH-54 | | | \$0 | \$54,500 | \$0 | \$0 | \$54,500 |
| KIOWA | 38 | 5 | 2895106 | SH115 | 0.5 | UTILITIES | 2019 | SH-115, THREE BRIDGES, TWO OVER TRIB OF SADDLE MTN CRK, OVER SADDLE NTN CRK, 1.8, 2.0, & 2.2 MI NW OF THE COMANCHE C/L | | | \$65,400 | \$16,351 | \$0 | \$0 | \$81,751 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|----------------------|---------|------|---------|--------|--------|-----------------------------------|------|---|-------------------------|--------------------------|--------------|--------------|-------------|----------------------------|--------------|--------------|
| KIOWA | 38 | 5 | 2951805 | SH115 | 0.5 | RIGHT OF WAY | 2019 | SH-115, THREE BRIDGES, TWO OVER TRIB OF SADDLE MTN CRK, OVER SADDLE NTN CRK, 1.8, 2.0, & 2.2 MI NW OF THE COMANCHE C/L | | | \$0 | \$81,750 | \$0 | \$0 | \$81,750 | |
| KIOWA | 38 | 5 | 1502704 | SH006 | 2.5 | GRADE, DRAINING, BRIDGE & SURFACE | 2019 | SH-6: BEGIN 5.2 MI. S. OF THE SH-55E JCT. IN BECKHAM CO. & EXT. N. 5.0 MI. 10/16/18 Modification Total Increase = \$1,252,010 Fed increase = \$1,001,608 State increase = \$250,402 12/7/18 Modification Total Decrease = \$13,085 Fed decrease = \$10,469 State decrease = \$2,617 3/26/19 Modification Total Increase = \$0 Fed increase = \$4,510,327 State decrease = \$4,510,327 | 3/26/2019 | STP | \$22,551,636 | \$0 | \$0 | \$0 | \$22,551,636 | |
| KIOWA | 38 | 5 | 2878004 | US062E | 0.2 | BRIDGE & APPROACHES | 2019 | US-62B: OVER E. FORK DEEP RED CREEK, 2.4 MI EAST OF US-183 4/9/19 Modification Total Decrease = \$170,042 Fed decrease = \$440,825 State increase = \$270,783 | 4/9/2019 | STP | \$507,985 | \$507,985 | \$0 | \$0 | \$1,015,970 | |
| KIOWA Total | | | | | | | | | | | | \$23,176,411 | \$839,356 | \$0 | \$35,690 | \$24,051,457 |
| LINCOLN | 41 | 3 | 2803404 | SH066E | 0.02 | BRIDGE & APPROACHES | 2020 | SH-66B OVER CAPTAIN CREEK, 1.5 MI NORTHEAST OF SH-66 6/13/19 Moved from FFY20 to FFY19 and Modification Total Increase = \$177,222 Fed increase = \$141,777 State increase = \$35,445 | 6/11/2019 | STP | \$1,988,848 | \$497,212 | \$0 | \$0 | \$2,486,060 | |
| LINCOLN | 41 | 3 | 2803406 | SH066B | 0.2 | UTILITIES | 2019 | SH-66B OVER CAPTAIN CREEK, 1.5 MI NORTHEAST OF SH-66 2/12/19 Modification Total Decrease = \$88,115 Fed decrease = \$70,492 State decrease = \$17,623 | 2/12/2019 | STP | \$21,940 | \$5,485 | \$0 | \$0 | \$27,425 | |
| LINCOLN | 41 | 3 | 2418013 | US177 | 5 | RIGHT OF WAY | 2019 | US-177: FROM SH-105, NORTH 5.01 MI TO PAYNE C/L 6/13/19 Modification Total decrease = \$48,519 Fed decrease = \$338,815 State decrease = \$9,704 8/2/19 Modification Total increase = \$0 | | | \$0 | \$3,134,000 | \$0 | \$0 | \$3,134,000 | |
| LINCOLN | 41 | 3 | 2418014 | US177 | 5 | UTILITIES | 2019 | US-177: FROM SH-105, NORTH 5.01 MI TO PAYNE C/L 6/13/19 Modification Total decrease = \$48,519 Fed decrease = \$338,815 State decrease = \$9,704 8/2/19 Modification Total increase = \$0 | 8/2/2019 | STP | \$0 | \$249,805 | \$0 | \$999,221 | \$1,249,026 | |
| LINCOLN | 41 | 3 | 3039305 | SH099 | 0.2 | RIGHT OF WAY | 2019 | SH-99 OVER SAND & UNNAMED CREEKS, 12.00 & 12.88 MI NORTH OF SH-66 | | | \$0 | \$224,360 | \$0 | \$0 | \$224,360 | |
| LINCOLN | 41 | 3 | 3039306 | SH066 | 0.2 | UTILITIES | 2019 | SH-99 OVER SAND & UNNAMED CREEKS, 12.00 & 12.88 MI NORTH OF SH-66 6/13/19 Modification Total Decrease = \$42,764 Fed decrease = \$34,300 State decrease = \$8,554 | 6/11/2019 | STP | \$55,456 | \$13,886 | \$0 | \$0 | \$69,342 | |
| LINCOLN | 41 | 3 | 3187905 | SH102 | 0.5 | RIGHT OF WAY | 2019 | SH-102: OVER UNNAMED CREEK, FROM 9.85 MIS NORTH OF US-62 JCT, EXT NORTH 0.50 MIS | | | \$0 | \$163,500 | \$0 | \$0 | \$163,500 | |
| LINCOLN | 41 | 3 | 3187906 | SH102 | 0.5 | UTILITIES | 2019 | SH-102: OVER UNNAMED CREEK, FROM 9.85 MIS NORTH OF US-62 JCT, EXT NORTH 0.50 MIS | | STP | \$87,200 | \$21,800 | \$0 | \$0 | \$109,000 | |
| LINCOLN Total | | | | | | | | | | | | \$2,153,444 | \$4,310,048 | \$0 | \$999,221 | \$7,462,713 |
| LOGAN | 42 | 4 | 2709904 | SH051 | 0.2 | BRIDGE & APPROACHES | 2019 | SH 51: OVER WEST BEAVER CREEK 12.6 MILES EAST OF THE KINGFISHER C/L 10/16/18 Modification Total Decrease = \$246,907 Fed decrease = \$197,526 State decrease = \$49,381 | 10/16/2018 | STP | \$2,549,674 | \$637,419 | \$0 | \$0 | \$3,187,093 | |
| LOGAN | 42 | 4 | 2712204 | SH051 | 0.2 | BRIDGE & APPROACHES | 2019 | SH 51: OVER MIDDLE BEAVER CREEK 13.7 MILES EAST OF THE KINGFISHER C/L 10/16/18 Modification Total Increase = \$310,417 Fed increase = \$248,334 State increase = \$62,083 | 10/16/2018 | STP | \$1,137,134 | \$284,283 | \$0 | \$0 | \$1,421,417 | |
| LOGAN Total | | | | | | | | | | | | \$3,686,808 | \$921,702 | \$0 | \$0 | \$4,608,510 |
| LOVE | 43 | 7 | 3036504 | IS035 | 0.2 | BRIDGE & APPROACHES | 2019 | I-35: COUNTY ROAD E2180 OVER I-35 9.3 MIS. N. OF THE TEXAS STATE LINE 4/9/19 Modification Total Increase = \$329,625 Fed increase = \$524,172 State decrease = \$194,547 | 4/9/2019 | NHPP | \$2,344,253 | \$260,473 | \$0 | \$0 | \$2,604,726 | |
| LOVE | 43 | 7 | 2957606 | SH032 | 0.1 | UTILITIES | 2019 | SH-32: OVER WILSON CREEK BEGIN APPROX 0.3 MILES W. OF MARSHALL C/L | | STP | \$0 | \$31,972 | \$0 | \$127,888 | \$159,860 | |
| LOVE | 43 | 7 | 2965005 | US077 | 5.1 | RIGHT OF WAY | 2019 | US-77: FROM APPROX 1.0 MILE N. OF TEXAS STATE LINE, EXTEND N. 5.1 MILES. | | | \$0 | \$1,024,600 | \$0 | \$0 | \$1,024,600 | |
| LOVE | 43 | 7 | 2965006 | US077 | 5.1 | UTILITIES | 2019 | US-77: FROM APPROX 1.0 MILE N. OF TEXAS STATE LINE, EXTEND N. 5.1 MILES. | | STP | \$1,229,520 | \$307,380 | \$0 | \$0 | \$1,536,900 | |
| LOVE Total | | | | | | | | | | | | \$3,573,773 | \$1,624,425 | \$0 | \$127,888 | \$5,326,086 |
| MAYES | 49 | 8 | 3188404 | SH028 | 0.2 | BRIDGE REHABILITATION | 2019 | SH-28 BRIDGE REHAB PENSACOLA DAM, EAST/WEST SPILL WAY BRIDGES OVER GRAND LAKE: 0.5, 2.0, & 2.3 MILES SE JCT SH-82. (HYDROBLAST) | | STP | \$4,098,400 | \$1,024,600 | \$0 | \$0 | \$5,123,000 | |
| MAYES Total | | | | | | | | | | | | \$4,098,400 | \$1,024,600 | \$0 | \$0 | \$5,123,000 |
| MCCLELLAN | 44 | 3 | 1931406 | IS035 | 0.2 | RIGHT OF WAY | 2019 | I-35/SH-9 INTERCHANGE (PHASE III) | | | \$0 | \$11,208,491 | \$0 | \$0 | \$11,208,491 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|-------|--------|-----------------------------------|------|---|-------------------------|--------------------------|--------------|--------------|-------|----------------------------|--------------|
| MCCLAIN | 44 | 3 | 1931407 | IS035 | 0.2 | UTILITIES | 2019 | I-35/SH-9 INTERCHANGE (PHASE III) | | NHPP | \$739,760 | \$184,940 | \$0 | \$0 | \$924,700 |
| | | | | | | | | I-35: RECONSTRUCT SOUTHBOUND RAMP AT SH-74 IN GOLDSBY 6/7/19 Amendment Total Increase = \$2,989,331 Fed increase = \$2,785,843 State decrease = \$473,055 8/1/19 Modification Total Decrease = \$614,152 Fed decrease = \$552,737 State decrease = \$61,415 | | | | | | | |
| MCCLAIN | 44 | 3 | 2328304 | IS035 | 0.1 | GRADE, DRAIN & SURFACE | 2019 | | 8/1/2019 | NHPP | \$4,047,281 | \$449,698 | \$0 | \$0 | \$4,496,979 |
| | | | | | | | | I-35 UNDER LADD ROAD, 5.9 MI SOUTH OF CLEVELAND C/L 1/8/19 Modification Total Increase = \$986,552 Fed increase = \$1,775,127 State decrease = \$788,575 4/9/19 Modification Total Decrease \$17,172 Fed decrease = \$15,455 State decrease = \$1,717 | | | | | | | |
| MCCLAIN | 44 | 3 | 2722004 | IS035 | 0.1 | GRADE, DRAINING, BRIDGE & SURFACE | 2019 | | 4/9/2019 | NHPP | \$8,857,512 | \$984,168 | \$0 | \$0 | \$9,841,680 |
| MCCLAIN | 44 | 3 | 2957104 | IS035 | 0.02 | BRIDGE REHABILITATION | 2019 | I-35 UNDER SH-74, 2.76 MI SOUTH OF CLEVELAND C/L (REDECK) | | NHPP | \$978,165 | \$224,540 | \$0 | \$0 | \$1,202,705 |
| MCCLAIN | 44 | 3 | 2967105 | SH076 | 3 | RIGHT OF WAY | 2019 | SH-76: FROM SH-130, NORTH 3.0 MI TO SH-37 (ADD CAPACITY) | | | \$0 | \$3,685,000 | \$0 | \$0 | \$3,685,000 |
| MCCLAIN | 44 | 3 | 2967106 | SH076 | 3 | UTILITIES | 2019 | SH-76: FROM SH-130, NORTH 3.0 MI TO SH-37 (ADD CAPACITY) | | STP | \$448,340 | \$112,085 | \$0 | \$0 | \$560,425 |
| | | | | | | | | I-35: FROM SH-59, NORTH 2.4 MI 4/5/19 Amendment Total Increase = \$10,143,850 Fed increase = \$8,115,080 State increase = \$2,028,770 | | | | | | | |
| MCCLAIN | 44 | 3 | 2973404 | IS035 | 2.4 | RESURFACE | 2019 | | 4/5/2019 | NHPP | \$12,300,680 | \$3,075,170 | \$0 | \$0 | \$15,375,850 |
| MCCLAIN Total | | | | | | | | | | | \$27,371,738 | \$19,924,092 | \$0 | \$0 | \$47,295,830 |
| | | | | | | | | US-266: OVER ELK CREEK, 1.18 MILES EAST & OVER UNNAMED CREEK, 1.74 MILES EAST OF US-69 BUS. 8/23/19 Modification Total Increase = \$429,728 Fed increase = \$343,782 State increase = \$85,946 9/25/19 Modification Total Increase = \$0 Fed decrease = \$417,903 AC Increase = \$417,903 | | | | | | | |
| MCINTOSH | 46 | 1 | 2972406 | US266 | 1.08 | UTILITIES | 2019 | | 9/25/2019 | STP | \$0 | \$104,476 | \$0 | \$417,903 | \$522,379 |
| | | | | | | | | US-266: OVER ELK CREEK, 1.18 MILES EAST & BRIDGE OVER UNNAMED CREEK, 1.74 MILES EAST OF US-69 BUS. 8/23/19 Modification Total Increase = \$241,000 Fed increase = \$182,800 State increase = \$48,200 9/25/19 Modification Total Increase = \$0 Fed decrease = \$367,200 AC increase = \$367,200 | | | | | | | |
| MCINTOSH | 46 | 1 | 2972405 | US266 | 1.08 | RIGHT OF WAY | 2019 | | 9/25/2019 | STP | \$0 | \$91,800 | \$0 | \$367,200 | \$459,000 |
| | | | | | | | | I-40: BRIDGES OVER RAILROAD AND CO RD, 20 MI EAST OF OKMULGEE CO LINE 10/22/18 Amendment Total Increase = \$4,539,051 Fed decrease = \$5,955,320 State increase = \$10,494,371 12/7/18 Modification Total Increase = \$13,404 Fed increase = \$2,681 State increase = \$10,323 5/24/19 Amendment Total Increase = \$0 Fed increase = \$11,193,704 State decrease = \$11,193,704 | | | | | | | |
| MCINTOSH | 46 | 1 | 2795804 | IS040 | 0.24 | BRIDGE & APPROACHES | 2019 | | 5/24/2019 | NHPP | \$14,391,905 | \$1,599,101 | \$0 | \$0 | \$15,991,006 |
| MCINTOSH | 46 | 1 | 2975504 | US069 | 5.27 | PAVEMENT REHABILITATION | 2019 | US-69: FROM PITTSBURG C/L NORTH APPROX. 5.27 MILES TO JCT SH-9 | | NHPP | \$20,897,442 | \$5,224,360 | \$0 | \$0 | \$26,121,802 |
| MCINTOSH Total | | | | | | | | | | | \$35,289,347 | \$7,019,737 | \$0 | \$785,103 | \$43,094,187 |
| | | | | | | | | SH 110: OVER UNNAMED CREEK 2.3 MIS. NE. OF DOUGHERTY 3/18/19 Move from FFY20 to FFY19 Modification Total Increase = \$59,130 Fed increase = \$31,304 State increase = \$7,826 | | | | | | | |
| MURRAY | 50 | 7 | 3189406 | SH110 | 0.2 | UTILITIES | 2020 | | 3/18/2019 | STP | \$90,440 | \$22,610 | \$0 | \$0 | 113,050 |
| | | | | | | | | SH 110: OVER UNNAMED CREEK 2.3 MIS. NE. OF DOUGHERTY 3/18/19 Move from FFY20 to FFY19 - Modification Total Increase = \$20,720 Fed increase = \$56,000 State decrease = \$35,280 | | | | | | | |
| MURRAY | 50 | 7 | 3189405 | SH110 | 0.2 | RIGHT OF WAY | 2020 | | 3/18/2019 | | \$56,000 | \$14,000 | \$0 | \$0 | 70,000 |
| | | | | | | | | SH 7: WESTBOUND BRIDGE OVER GUY SANDY CREEK 4.9 MIS. E. OF US 77 1/10/19 Modification to move from FFY20 to FFY19 Total Mod Decrease = \$32,756 Fed decrease = \$356,986 State decrease = \$6,551 AC increase = \$330,781 | | | | | | | |
| MURRAY | 50 | 7 | 3188906 | SH007 | 2 | UTILITIES | 2019 | | 1/10/2019 | NHPP | \$0 | \$82,695 | \$0 | \$330,781 | \$413,476 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|-------|--------|------------------------|------|---|-------------------------|--------------------------|--------------|-------------|-------|----------------------------|--------------|
| MURRAY | 50 | 7 | 3188905 | SH007 | 0.2 | RIGHT OF WAY | 2020 | SH 7: WESTBOUND BRIDGE OVER GUY SANDY CREEK 4.9 MIS. E. OF US 77 1/10/19 Modification to move from FFY20 to FFY19 Total Mod Decrease = \$29,488 State decrease = \$243,888 AC increase = \$214,400 | 1/10/2019 | NHPP | \$0 | \$53,600 | \$0 | \$214,400 | \$268,000 |
| MURRAY | 50 | 7 | 3332004 | SH007 | 0.51 | RESURFACE | 2019 | SH 7: PAVEMENT REPLACEMENT FROM 3RD ST. TO 10TH ST. IN DAVIS | | STP | \$0 | \$1,626,327 | \$0 | \$0 | \$1,626,327 |
| MURRAY | 50 | 7 | 3347005 | SH110 | 0.25 | RIGHT OF WAY | 2019 | SH 110: FROM JUST N. OF PRIMROSE LN. N. 0.25 MIS. | | | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| MURRAY | 50 | 7 | 3347006 | SH110 | 0.25 | UTILITIES | 2019 | SH 110: FROM JUST N. OF PRIMROSE LN. N. 0.25 MIS. 6/24/19 Modification Total Increase = 96,203 Fed increase= \$76,962 State increase = \$19,241 | 6/24/2019 | STP | \$196,962 | \$49,241 | \$0 | \$0 | \$246,203 |
| MURRAY Total | | | | | | | | | | | \$343,402 | \$1,948,473 | \$0 | \$545,181 | \$2,837,056 |
| MUSKOGEE | 51 | 1 | 3041607 | US062 | 0.3 | UTILITIES | 2019 | US-62: BRIDGE OVER ARKANSAS RIVER, 2.4 MILES EAST OF SH-16 JCT. (WESTBOUND & EASTBOUND) 8/13/19 Modification Total Decrease = \$141,382 Fed decrease = \$113,106 State decrease = \$28,276 9/25/19 Modification Total Increase = \$0 Fed decrease = \$104,894 AC increase = \$104,894 | 9/25/2019 | STP | \$0 | \$26,224 | \$0 | \$104,894 | \$131,118 |
| MUSKOGEE | 51 | 1 | 3041606 | US062 | 0.3 | RIGHT OF WAY | 2019 | US-62: BRIDGE OVER ARKANSAS RIVER, 2.4 MILES EAST OF SH-16 JCT. (WESTBOUND & EASTBOUND) | | | \$523,200 | \$130,800 | \$0 | \$0 | \$654,000 |
| MUSKOGEE | 51 | 1 | 3065104 | | | BRIDGE WATERPROOF SEAL | 2019 | BRIDGE WATER PROOF SEAL (SITE TO BE DETERMINED) 6/3/19 Modification Total Increase = \$59,062 Fed increase = \$47,250 State increase = \$11,812 | 6/3/2019 | STP | \$87,250 | \$21,812 | \$0 | \$0 | \$109,062 |
| MUSKOGEE | 51 | 1 | 3065305 | IS040 | 0.2 | JOINT SEAL / REPAIR | 2019 | I-40: BRIDGES OVER SH-2, APPROX. 2.3 MILES EAST OF MCINTOSH C/L 6/4/19 Modification Total Increase \$40,009 Fed increase = \$41,208 State decrease = \$1,199 | 6/3/2019 | NHPP | \$82,808 | \$9,201 | \$0 | \$0 | \$92,009 |
| MUSKOGEE Total | | | | | | | | | | | \$693,258 | \$188,037 | \$0 | \$104,894 | \$986,189 |
| NOBLE | 52 | 4 | 2423918 | | | BRIDGE PAINTING | 2019 | DIVISION 4 - BRIDGE PAINT 6/4/19 Modification Total Increase = \$263,011 Fed increase \$210,409 State increase = \$52,602 | 6/3/2019 | | \$1,010,409 | \$252,602 | \$0 | \$0 | \$1,263,011 |
| NOBLE | 52 | 4 | 2423809 | | | BRIDGE WATERPROOF SEAL | 2019 | DIVISION 4 - BRIDGE WATERPROOF SEAL 6/4/19 Modification Total Increase = \$73,624 Fed increase = \$58,899 State increase = \$14,725 | 6/3/2019 | STP | \$138,899 | \$34,725 | \$0 | \$0 | \$173,624 |
| NOBLE | 52 | 4 | 2423909 | | | BRIDGE PAINTING | 2019 | DIVISION 4 - BRIDGE PAINT & JOINT REPAIR 6/4/19 Modification Total Increase = \$21,120 Fed increase = \$8,708 State increase = \$12,412 | 6/3/2019 | STP | \$111,708 | \$12,412 | \$0 | \$0 | \$124,120 |
| NOBLE | 52 | 4 | 3100405 | US064 | 5 | RIGHT OF WAY | 2019 | US-64, SHOULDERS AND RESURFACE FROM US-177 JCT, EAST 5.0 MILES, INCLUDING WIDENING FOR THIRD LANETHROUGH MORRISON 1/23/19 Modification Total Increase = \$376,000 State decrease = \$732,800 AC increase = \$1,108,800 | 1/23/2019 | STP | \$0 | \$277,200 | \$0 | \$1,108,800 | \$1,386,000 |
| NOBLE | 52 | 4 | 3100406 | US064 | 5 | UTILITIES | 2019 | US-64, SHOULDERS AND RESURFACE FROM US-177 JCT, EAST 5.0 MILES, INCLUDING WIDENING FOR THIRD LANETHROUGH MORRISON | | STP | \$808,000 | \$202,000 | \$0 | \$0 | \$1,010,000 |
| NOBLE Total | | | | | | | | | | | \$2,069,016 | \$778,939 | \$0 | \$1,108,800 | \$3,956,755 |
| OKFUSKEE | 54 | 3 | 1297209 | US075 | 4.23 | RIGHT OF WAY | 2019 | US-75: FROM 7.07 MI NORTH OF HUGHES C/L, NORTH 4.23 MI TO JUST NORTH OF I-40 | | | \$0 | \$865,860 | \$0 | \$0 | \$865,860 |
| OKFUSKEE | 54 | 3 | 1297210 | US075 | 4.23 | UTILITIES | 2019 | US-75: FROM 7.07 MI NORTH OF HUGHES C/L, NORTH 4.23 MI TO JUST NORTH OF I-40 | | STP | \$923,621 | \$230,905 | \$0 | \$0 | \$1,154,526 |
| OKFUSKEE | 54 | 3 | 2100706 | IS040 | 5.9 | RESURFACE | 2019 | I-40: FROM 7.79 MI EAST OF SEMINOLE C/L, EAST 5.97 MI 5/10/19 Amendment Total Increase = \$13,009,360 Fed increase = \$12,346,074 State increase = \$663,286 5/15/19 Modification Total Increase = \$22,131 Fed increase = \$19,919 State increase = \$2,213 | 5/15/2019 | NHPP | \$17,467,192 | \$1,940,799 | \$0 | \$0 | \$19,407,991 |
| OKFUSKEE Total | | | | | | | | | | | \$18,390,813 | \$3,037,564 | \$0 | \$0 | \$21,428,377 |
| OKLAHOMA | 55 | 4 | 2984407 | IS035 | 0.1 | UTILITIES | 2019 | I-35: NB & SB BRIDGES OVER 63RD STREET 5.0 MIS. N. OF I-40 (UT FOR 2984404) 8/5/19 Moved from FFY18, Modification Total Increase = \$1,147,601 Fed increase = \$1,042,841 State increase = \$104,760 | 8/5/2019 | NHPP | \$1,122,841 | \$124,760 | \$0 | \$0 | \$1,247,601 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|-------|--------|--|------|---|-------------------------|--------------------------|--------------|--------------|-------|----------------------------|---------------|
| OKLAHOMA | 55 | 4 | 3377304 | SH074 | 0.5 | INTERSECTION MODIFICATION | 2019 | SH-74: AT THE INTERSECTION OF WATERLOO ROAD ON THE LOGAN/OKLAHOMA CL 3/14/19 Amendment to add project into STIP. | 3/14/2019 | STP | \$134,984 | \$33,746 | \$0 | \$0 | \$168,730 |
| OKLAHOMA | 55 | 4 | 3386004 | | | SIGNING | 2019 | OKC METRO: HIGHWAY SIGNING ENHANCEMENT 9/11/19 Modification Total Increase = \$1,605,841 Fed increase = \$1,284,673 State increase = \$321,168 | 9/11/2019 | HSIP | \$2,884,673 | \$721,168 | \$0 | \$0 | \$3,605,841 |
| OKLAHOMA | 55 | 4 | 2435609 | SH066 | 1.03 | UTILITIES | 2019 | SH-66: FROM 5.57 MIS. E. OF I-35 (DIVISION ST). EXTEND EAST APPR. 1 MILE THROUGH ARCADIA | | | \$80,000 | \$20,000 | \$0 | \$0 | \$100,000 |
| OKLAHOMA | 55 | 4 | 2435608 | SH066 | 1.03 | RIGHT OF WAY GRADE, DRAINING, BRIDGE & SURFACE | 2019 | SH-66: FROM 5.57 MIS. E. OF I-35 (DIVISION ST). EXTEND EAST APPR. 1 MILE THROUGH ARCADIA | | | \$460,000 | \$40,000 | \$0 | \$0 | \$500,000 |
| OKLAHOMA | 55 | 4 | 903311 | IS235 | 0.5 | GRADE, DRAINING, BRIDGE & SURFACE | 2019 | I-235: NB TO WB & EB TO NB FLYOVER BRIDGES I-235/I-44 INTERCHANGE | | NHPP | \$28,280,000 | \$7,070,000 | \$0 | \$0 | \$35,350,000 |
| OKLAHOMA | 55 | 4 | 0903327 | IS235 | 0.22 | GRADE, DRAINING, BRIDGE & SURFACE | 2019 | I-235: MAINLINE THRU I-44 INTERCHANGE 5/17/18 Amendment Total Increase = \$35,350,000 Fed increase = \$36,360,000 State decrease = \$1,010,000 10/16/18 Modification Total Increase = 5,800,337 Fed decrease = \$68,419,831 State increase = \$65,220,169 | 10/16/2018 | NHPP | \$43,300,169 | \$43,300,169 | \$0 | \$0 | \$86,600,338 |
| OKLAHOMA | 55 | 4 | 2984306 | IS035 | 0.05 | RIGHT OF WAY | 2019 | I-35: NB & SB BRIDGES OVER WATERLOO ROAD AT THE LOGAN C/L | | | \$0 | \$1,545,000 | \$0 | \$0 | \$1,545,000 |
| OKLAHOMA | 55 | 4 | 3100604 | IS044 | 0.75 | PAVEMENT REHABILITATION | 2019 | I-44: DOWEL BAR RETROFIT AND DIAMOND GRINDING FROM SW 74TH ST, NORTH TO THE OKLAHOMA RIVER, ADDED LANE ON SB FROM 0.5 SOUTH OF 74TH ST 6/4/19 Modification Total Increase = \$4,116,424 Fed increase = \$4,032,769 State decrease = \$674,137 | 6/3/2019 | NHPP | \$12,112,769 | \$1,345,863 | \$0 | \$0 | \$13,458,632 |
| OKLAHOMA | 55 | 4 | 3101804 | IS044 | 0.25 | BRIDGE REHABILITATION | 2019 | I-44: BRIDGE REHABILITATION OVER I-240, 1.3 MILES NORTH OF THE CLEVELAND COUNTY LINE INCLUDING RAMP AND NB MAINLINE 6/4/19 Modification Total Decrease = \$35,641 Fed increase = \$270,923 State decrease = \$306,564 | 6/3/2019 | NHPP | \$2,694,923 | \$299,436 | \$0 | \$0 | \$2,994,359 |
| OKLAHOMA | 55 | 4 | 3101904 | IS044 | 0.41 | BRIDGE REHABILITATION | 2019 | I-44: NB AND SB BRIDGE REHABILITATION OVER 59TH ST, 0.75 MILES SOUTH OF THE SH-152 JCT 6/4/19 Modification Total Decrease = \$11,879 Fed increase = \$140,809 State decrease = \$152,688 | 6/3/2019 | NHPP | \$1,352,809 | \$150,312 | \$0 | \$0 | \$1,503,121 |
| OKLAHOMA | 55 | 4 | 3192404 | IS044 | 0.2 | BRIDGE REHABILITATION | 2019 | I-44: EB & WB SW 29TH OVER, APPROX. 4.00 MLS NORTH OF CLEVELAND C/L 6/4/19 Modification Total Decrease \$900,725 Fed decrease = \$608,652 State decrease = \$292,072 | 6/3/2019 | NHPP | \$1,007,348 | \$111,928 | \$0 | \$0 | \$1,119,276 |
| OKLAHOMA | 55 | 4 | 3308104 | IS044 | 0.2 | BRIDGE REHABILITATION | 2019 | I-44: NB AND SB BRIDGES OVER OKLAHOMA RIVER 6/21/19 Amendment Total Increase = \$2,039,924 Fed increase = \$2,088,432 State decrease = \$48,508 | 6/21/2019 | NHPP | \$4,108,432 | \$456,492 | \$0 | \$0 | \$4,564,924 |
| OKLAHOMA | 55 | 4 | 3313104 | IS044 | 0.4 | BRIDGE REHABILITATION | 2019 | I-44: EASTBOUND BRIDGE OVER INDEPENDENCE AVENUE, 2.3 MILES NORTH OF THE I-240 INTERCHANGE 6/4/19 Modification Total Decrease \$38,354 Fed increase = \$15,981 State decrease = \$54,335 | 6/3/2019 | NHPP | \$419,981 | \$46,665 | \$0 | \$0 | \$466,646 |
| OKLAHOMA Total | | | | | | | | | | | \$97,958,929 | \$55,265,539 | \$0 | \$0 | \$153,224,468 |
| OKMULGEE | 56 | 1 | 2976004 | US075 | 3.514 | INTERSECTION MODIFICATION | 2018 | US-75: SAFETY IMPROVEMENT(LEFT TURN LANES),(BETWEEN OKMULGEE & BEGGS) FROM APPROX. 1.4 MI. N. OF SH-56 LOOP, N. APPROX. 3.5 MI. 8/9/18 Amendment Total Increase = \$1,086,567 Fed increase = \$549,255 State increase = \$537,312 12/7/18 Moved from FFY18 | 12/7/2018 | NHPP | \$2,149,255 | \$537,312 | \$0 | \$0 | \$2,686,567 |
| OKMULGEE | 56 | 1 | 2896704 | US075 | 4.7 | INTERSECTION MODIFICATION | 2018 | US-75: FROM 7.5 MI NORTH OF US-62 NORTH 4.7 MI (LEFT TURN LANES) 7/18/18 Modification Total Decrease = \$1,171,077 Fed decrease = \$486,861 State decrease = \$234,216 12/7/18 Modification, Move from FFY18. | 12/7/2018 | NHPP | \$783,139 | \$195,784 | \$0 | \$0 | 978,923 |
| OKMULGEE | 56 | 1 | 2967304 | US075 | 0.2 | BRIDGE & APPROACHES | 2019 | US-75: BRIDGES OVER COAL CR. & KO & G R.R. (ABANDONED), .74 MI. & 1.2 MI. NORTH OF I-40 6/4/19 Modification Total Decrease = \$1,506,631 Fed increase = \$1,623,246 State decrease = \$3,129,877 | 6/3/2019 | NHPP | \$2,566,096 | \$641,524 | \$0 | \$0 | \$3,207,620 |
| OKMULGEE Total | | | | | | | | | | | \$5,498,490 | \$1,374,620 | \$0 | \$0 | \$6,873,110 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|---------------------|---------|------|---------|--------|--------|---------------------------|------|---|-------------------------|--------------------------|--------------|--------------|-------|----------------------------|--------------|
| OSAGE | 57 | 8 | 2802504 | SH099 | 1 | BRIDGE & APPROACHES | 2019 | SH-99: OVER CANEY RIVER, APPROX. 7.5 MILES NORTH OF SH-99/SH-10 JCT. 9/11/19 Modification Total Increase = \$305,329 Fed increase = \$244,264 State increase = \$61,065 | 9/11/2019 | STP | \$5,085,758 | \$1,271,439 | \$0 | \$0 | \$6,357,197 |
| OSAGE | 57 | 8 | 2028805 | SH011 | 2 | RIGHT OF WAY | 2019 | SH-11: FR BARNSDALL, EXTEND SOUTHEAST APPROX. 2.0 MILES | | | \$0 | \$1,974,613 | \$0 | \$0 | \$1,974,613 |
| OSAGE | 57 | 8 | 2028806 | SH011 | 2 | UTILITIES | 2019 | SH-11: FR BARNSDALL, EXTEND SOUTHEAST APPROX. 2.0 MILES | | STP | \$928,205 | \$232,053 | \$0 | \$0 | \$1,160,258 |
| OSAGE | 57 | 8 | 2426204 | SH018 | 0.5 | BRIDGE & APPROACHES | 2019 | SH-18: OVER SALT CREEK, 2.0 MILES NORTH OF THE PAWNEE C/L | | STP | \$0 | \$4,551,455 | \$0 | \$0 | \$4,551,455 |
| OSAGE | 57 | 8 | 2426505 | SH011 | 3.75 | RIGHT OF WAY | 2019 | SH-11: FROM 2 MILES S.E. OF BARNSDALL EXTEND S.E. 3.75 MILES | | | \$0 | \$141,789 | \$0 | \$0 | \$141,789 |
| OSAGE | 57 | 8 | 2426506 | SH011 | 3.75 | UTILITIES | 2019 | SH-11: FROM 2 MILES S.E. OF BARNSDALL EXTEND S.E. 3.75 MILES | | NHPP | \$152,260 | \$38,065 | \$0 | \$0 | \$190,325 |
| OSAGE | 57 | 8 | 2475205 | SH020 | 0.25 | BRIDGE & APPROACHES | 2019 | SH-20: SYCAMORE CREEK , 7.9 MILE EAST OF SH-18 | | STP | \$1,748,363 | \$437,090 | \$0 | \$0 | \$2,185,453 |
| OSAGE | 57 | 8 | 2708404 | SH020 | 0.3 | BRIDGE & APPROACHES | 2019 | SH-20: BUG CREEK, 11.5 MI EAST OF JCT. SH18 | | STP | \$5,448,990 | \$1,362,248 | \$0 | \$0 | \$6,811,238 |
| OSAGE | 57 | 8 | 2716804 | SH020 | 0.25 | INTERSECTION MODIFICATION | 2019 | SH-20: INTERSECTION AT SH-20 & JAYVINE HILL ROAD, 3.25 MILES WEST OF SH-11 | | NHPP | \$2,737,285 | \$684,320 | \$0 | \$0 | \$3,421,605 |
| OSAGE | 57 | 8 | 2799504 | SH099 | 0.3 | BRIDGE & APPROACHES | 2019 | SH-99: OVER POND CREEK, 5.1 MILES NORTH OF SH-10 JCT. 9/11/19 Modification Total Increase = \$1,322,752 Fed increase = \$1,058,201 State increase = \$264,550 | 9/11/2019 | STP | \$6,167,001 | \$1,541,750 | \$0 | \$0 | \$7,708,751 |
| OSAGE | 57 | 8 | 2826205 | SH011 | 0.02 | GRADE, DRAIN & BRIDGE | 2019 | SH-11: OVER RED EAGLE BRANCH CREEK, 9.2 MILES EAST OF JCT. SH-99 | | STP | \$674,159 | \$168,540 | \$0 | \$0 | \$842,699 |
| OSAGE | 57 | 8 | 2886004 | SH099 | 0.5 | BRIDGE & APPROACHES | 2019 | SH 99 OVER BIRCH CREEK, 2.7 MI NORTH OF JCT SH 10 | | STP | \$975,002 | \$243,753 | \$0 | \$0 | \$1,218,755 |
| OSAGE | 57 | 8 | 2958704 | US060 | 0.1 | BRIDGE & APPROACHES | 2019 | US-60 OVER SALT CREEK, 1.2 MI WEST OF THE JCT OF SH-18 | | NHPP | \$1,921,915 | \$480,478 | \$0 | \$0 | \$2,402,393 |
| OSAGE | 57 | 8 | 3107505 | SH018 | 0.2 | RIGHT OF WAY | 2019 | SH 18 BRIDGE AND APPROACHES OVER SALT CREEK LOCATED 5.3 MI N PAWNEE CL | | | \$0 | \$109,090 | \$0 | \$0 | \$109,090 |
| OSAGE | 57 | 8 | 3107506 | SH018 | 0.2 | UTILITIES | 2019 | SH 18 BRIDGE AND APPROACHES OVER SALT CREEK LOCATED 5.3 MI N PAWNEE CL | | STP | \$84,872 | \$21,218 | \$0 | \$0 | \$106,090 |
| OSAGE Total | | | | | | | | | | | \$25,923,810 | \$13,257,901 | \$0 | \$0 | \$39,181,711 |
| OTTAWA | 58 | 8 | 3269806 | SH069A | 0.6 | UTILITIES | 2019 | INTERSECTION AT SH-69A & SH-10 IN MIAMI, TURNING MOVEMENTS 6/19/19 Modification Total Decrease = \$150,276 Fed decrease = \$120,221 State decrease = \$30,055 | 6/18/2019 | STP | \$39,779 | \$9,945 | \$0 | \$0 | \$49,724 |
| OTTAWA | 58 | 8 | 3269805 | SH069A | 0.6 | RIGHT OF WAY | 2019 | INTERSECTION AT SH-69A & SH-10 IN MIAMI, TURNING MOVEMENTS 6/10/19 Modification Total Increase = \$175,000 Fed increase = \$140,000 State increase = \$35,000 | 6/10/2019 | STP | \$380,000 | \$95,000 | \$0 | \$0 | \$475,000 |
| OTTAWA | 58 | 8 | 2889306 | US059 | 4.42 | UTILITIES | 2019 | US 59 FROM JCT SH 125 NORTHWEST TO I-44 | | | \$853,802 | \$213,451 | \$0 | \$0 | \$1,067,253 |
| OTTAWA | 58 | 8 | 2889305 | US059 | 4.42 | RIGHT OF WAY | 2019 | US 59 FROM JCT SH 125 NORTHWEST TO I-44 3/18/19 Modification Total Increase = \$0 Fed increase = \$5,483,200 State decrease = \$5,483,200 | 3/18/2019 | | \$5,483,200 | \$1,370,800 | \$0 | \$0 | \$6,854,000 |
| OTTAWA Total | | | | | | | | | | | \$6,756,781 | \$1,689,196 | \$0 | \$0 | \$8,445,977 |
| PAWNEE | 59 | 8 | 2315804 | US064 | 0.05 | BRIDGE & APPROACHES | 2019 | US-64: OVER THE PEDESTRIAN TRAIL, APPROX. 0.2 MI SOUTH OF SH-99 4/9/19 Modification Total Decrease = \$138,847 Fed decrease = \$111,078 State decrease = \$27,769 | 4/9/2019 | STP | \$2,042,816 | \$510,704 | \$0 | \$0 | \$2,553,520 |
| PAWNEE | 59 | 8 | 2432205 | US064 | 2.3 | RIGHT OF WAY | 2019 | US-64: FROM APPROX. 4.2 MILES EAST OF SH-18 EAST 2.3 MILES | | | \$0 | \$650,205 | \$0 | \$0 | \$650,205 |
| PAWNEE | 59 | 8 | 2432206 | US064 | 2.3 | UTILITIES | 2019 | US-64: FROM APPROX. 4.2 MILES EAST OF SH-18 EAST 2.3 MILES | | STP | \$305,634 | \$76,409 | \$0 | \$0 | \$382,043 |
| PAWNEE | 59 | 8 | 2432210 | US064 | 4.2 | RIGHT OF WAY | 2019 | US-64: FROM JCT. SH-18 EAST 4.2 MILES | | | \$0 | \$1,262,163 | \$0 | \$0 | \$1,262,163 |
| PAWNEE | 59 | 8 | 2432211 | US064 | 4.2 | UTILITIES | 2019 | US-64: FROM JCT. SH-18 EAST 4.2 MILES | | STP | \$593,288 | \$148,322 | \$0 | \$0 | \$741,610 |
| PAWNEE | 59 | 8 | 2793404 | US064 | 0.025 | BRIDGE & APPROACHES | 2019 | US-64: CEDAR CREEK, APPROX. 0.1 MILES SOUTH OF SH-99 JCT. 4/9/19 Modification Total Increase = \$465,422 Fed increase = \$372,337 State increase \$93,085 | 4/9/2019 | STP | \$4,920,652 | \$1,230,163 | \$0 | \$0 | \$6,150,815 |
| PAWNEE | 59 | 8 | 3034805 | US064 | 4.5 | RIGHT OF WAY | 2019 | US-64 FR. THE NOBLE C/L EAST 4.50 MILES | | | \$0 | \$1,744,000 | \$0 | \$0 | \$1,744,000 |
| PAWNEE | 59 | 8 | 3034806 | US064 | 4.5 | UTILITIES | 2019 | US-64 FR. THE NOBLE C/L EAST 4.50 MILES 9/25/19 Modification Total Increase = \$211,893 Fed decrease = \$ 784,800 State increase = \$42,379 AC increase = \$954,314 | 9/25/2019 | STP | \$0 | \$238,579 | \$0 | \$954,314 | \$1,192,893 |
| PAWNEE Total | | | | | | | | | | | \$7,862,390 | \$5,860,545 | \$0 | \$954,314 | \$14,677,249 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|---------------------------|---------|------|---------|--------|--------|------------------------|------|---|-------------------------|--------------------------|--------------|--------------|-------|----------------------------|--------------|
| PAYNE | 60 | 4 | 2655506 | US177 | 3 | UTILITIES | 2019 | US-177: FROM THE CIMARRON TURNPIKE SPUR, EXTEND NORTH 6 MILES | | STP | \$130,800 | \$32,700 | \$0 | \$0 | \$163,500 |
| PAYNE | 60 | 4 | 2655505 | US177 | 3 | RIGHT OF WAY | 2019 | US-177: FROM THE CIMARRON TURNPIKE SPUR, EXTEND NORTH 6 MILES | | STP | \$130,800 | \$32,700 | \$0 | \$0 | \$163,500 |
| PAYNE Total | | | | | | | | | | | \$261,600 | \$65,400 | \$0 | \$0 | \$327,000 |
| PITTSBURG | 61 | 2 | 1499909 | US069 | 0.5 | INTERCHANGE | 2019 | US-69 CONSTRUCTION INTERCHANGE @ KINKEAD ROAD IN MCALESTER | | NHPP | \$16,000,000 | \$4,000,000 | \$0 | \$0 | \$20,000,000 |
| PITTSBURG Total | | | | | | | | | | | \$16,000,000 | \$4,000,000 | \$0 | \$0 | \$20,000,000 |
| PONTOTOC | 62 | 3 | 2328610 | SH099 | 2.45 | WIDEN & RESURFACE | 2019 | SH-99: FROM 5.5 MI NORTH OF SH-99A, NORTH TO SH-3 4/9/19 Modification Total Increase = \$167,318 Fed increase = \$133,854 State increase = \$33,464 | 4/9/2019 | STP | \$5,374,494 | \$1,343,624 | \$0 | \$0 | \$6,718,118 |
| PONTOTOC Total | | | | | | | | | | | \$5,374,494 | \$1,343,624 | \$0 | \$0 | \$6,718,118 |
| POTTAWATOMIE | 63 | 3 | 2100711 | IS040 | 5 | RIGHT OF WAY | 2019 | I-40: BRIDGES FROM (MP172.89 TO MP 177.89) | | | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| POTTAWATOMIE | 63 | 3 | 2100712 | IS040 | 5 | UTILITIES | 2019 | I-40: BRIDGES FROM (MP172.89 TO MP 177.89) | | | \$0 | \$100,000 | \$0 | \$0 | \$100,000 |
| POTTAWATOMIE | 63 | 3 | 2328805 | SH009 | 5.49 | RIGHT OF WAY | 2019 | SH-9: FROM SH-102, EAST 5.49 MI TO END OF EXISTING CONCRETE SECTION AT WEST SIDE OF TECUMSEH | | | \$0 | \$2,272,565 | \$0 | \$0 | \$2,272,565 |
| POTTAWATOMIE | 63 | 3 | 2328806 | SH009 | 5.49 | UTILITIES | 2019 | SH-9: FROM SH-102, EAST 5.49 MI TO END OF EXISTING CONCRETE SECTION AT WEST SIDE OF TECUMSEH | | STP | \$1,010,063 | \$252,515 | \$0 | \$0 | \$1,262,578 |
| POTTAWATOMIE | 63 | 3 | 2892204 | SH003E | 0.2 | BRIDGE & APPROACHES | 2019 | SH-3E OVER ROCK CREEK, 3.8 MI EAST OF SH-18 12/7/18 Modification Total Increase = \$234,776 Fed increase = \$187,822 State increase = \$46,955 | 12/7/2018 | STP | \$2,436,820 | \$609,205 | \$0 | \$0 | \$3,046,025 |
| POTTAWATOMIE | 63 | 3 | 2956904 | US270 | 0.02 | BRIDGE REHABILITATION | 2019 | US-270 OVER US-270B, 4.25 MI SOUTH OF I-40 | | STP | \$0 | \$1,128,946 | \$0 | \$0 | \$1,128,946 |
| POTTAWATOMIE | 63 | 3 | 3038805 | US270 | 1 | RIGHT OF WAY | 2019 | US-270: OVER TWO UNNAMED CREEKS, 7.2 MI EAST OF US-177 | | | \$0 | \$622,000 | \$0 | \$0 | \$622,000 |
| POTTAWATOMIE | 63 | 3 | 3038806 | US270 | 1 | UTILITIES | 2019 | US-270: OVER TWO UNNAMED CREEKS, 7.2 MI EAST OF US-177 6/13/19 Modification Total Increase = \$97,802 Fed increase = \$78,242 State increase = \$19,560 | 6/11/2019 | STP | \$168,058 | \$42,014 | \$0 | \$0 | \$210,072 |
| POTTAWATOMIE | 63 | 3 | 3225504 | US270E | 0.52 | GRADE, DRAIN & SURFACE | 2019 | KICKAPOO STREET (US-270B) FROM KICKAPOO SPUR SOUTH TO FARRELL (SH-18) | | | \$0 | \$15,450,000 | \$0 | \$0 | \$15,450,000 |
| POTTAWATOMIE Total | | | | | | | | | | | \$3,614,941 | \$20,577,245 | \$0 | \$0 | \$24,192,186 |
| PUSHMATAHA | 64 | 2 | 2800706 | SH003 | 0.1 | UTILITIES | 2019 | SH-3 OVER KIAMICHI RIVER, 8 MILES EAST OF ANTLERS DIVISION 2: DIVISION WIDE SILANE PROJECTS (BRIDGE WATERPROOFING SEAL) | | NHPP | \$193,040 | \$48,260 | \$0 | \$0 | \$241,300 |
| PUSHMATAHA | 64 | 2 | 2314415 | | | BRIDGE WATERPROOF SEAL | 2019 | DIVISION 2: BRIDGE MAINTENANCE - VARIOUS LOCATIONS 5/6/19 Modification Total Increase = \$358,781 Fed increase = \$287,024 State increase = \$71,756 | | STP | \$28,236 | \$28,236 | \$0 | \$0 | \$56,472 |
| PUSHMATAHA | 64 | 2 | 2433310 | | | JOINT SEAL / REPAIR | 2019 | DIVISION 2: MAINTENANCE - VARIOUS LOCATIONS 5/6/19 Modification Total Decrease = \$330,894 Fed decrease = \$659,200 State increase = \$328,306 | 5/6/2019 | STP | \$451,824 | \$112,956 | \$0 | \$0 | \$564,780 |
| PUSHMATAHA | 64 | 2 | 2433316 | | | BRIDGE PAINTING | 2019 | US-271 OVER UNNAMED CREEK APPROXIMATELY 11.1 MILES NORTH OF ANTLERS 6/25/19 Modification Total Increase = \$289,547 Fed increase = \$231,638 State increase = \$57,910 9/11/19 Modification Total Increase = \$284,816 Fed increase = \$227,853 State increase \$56,963 | 5/6/2019 | STP | \$0 | \$493,106 | \$0 | \$0 | \$493,106 |
| PUSHMATAHA | 64 | 2 | 2883504 | US271 | 0.1 | BRIDGE & APPROACHES | 2019 | US-271 OVER UNNAMED CREEK APPROXIMATELY 5.15 MILES SW OF LEFLORE C/L 1/8/19 Modification Total Decrease = \$66,342 Fed decrease = \$53,073 State decrease = \$13,268 | 9/11/2019 | STP | \$1,509,596 | \$377,399 | \$0 | \$0 | \$1,886,995 |
| PUSHMATAHA | 64 | 2 | 2883704 | US271 | 0.1 | BRIDGE & APPROACHES | 2019 | | 1/8/2019 | STP | \$523,727 | \$130,932 | \$0 | \$0 | \$654,659 |
| PUSHMATAHA Total | | | | | | | | | | | \$2,706,423 | \$1,190,889 | \$0 | \$0 | \$3,897,312 |
| ROGER MILLS | 65 | 5 | 2789904 | US283 | 0.25 | BRIDGE & APPROACHES | 2019 | US-283: OVER DEAD WARRIOR CREEK, 7.4 MILES NORTH OF THE SH-47 WEST JCT. 10/16/18 Modification Total Decrease = \$139,287 Fed decrease = \$111,430 State decrease = \$27,857 | 10/16/2018 | STP | \$1,448,761 | \$362,190 | \$0 | \$0 | \$1,810,951 |
| ROGER MILLS Total | | | | | | | | | | | \$1,448,761 | \$362,190 | \$0 | \$0 | \$1,810,951 |
| ROGERS | 66 | 8 | 3381704 | SH020 | 4.31 | CABLE BARRIER | 2019 | SH-20 FROM 5.88 MILES EAST OF SH-66 EXTEND EAST 7.3 MILES INTO MAYES CL | | | \$640,000 | \$160,000 | \$0 | \$0 | \$800,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|--------|--------|-----------------------------------|------|---|-------------------------|--------------------------|--------------|-------------|-------|----------------------------|--------------|
| ROGERS | 66 | 8 | 2031504 | IS044 | 0.4 | INTERCHANGE | 2019 | I-44: INTERCHANGE AT 165TH E AVE -SPLIT FUNDING REQUIRED 02/11/19 Modification Total Increase = \$3,557,520 Fed increase = \$2,846,016 State increase = \$711,504 | 2/11/2019 | NHPP | \$18,658,978 | \$4,664,745 | \$0 | \$0 | \$23,323,723 |
| ROGERS | 66 | 8 | 2960104 | US412 | 0.1 | BRIDGE & APPROACHES | 2019 | US 412 OVER THE VERDIGRIS RIVER O'FLOW 3/1/19 Modification Total Increase = \$711,275 Fed increase = \$569,018 State increase = \$142,256 | 3/1/2019 | NHPP | \$5,696,993 | \$1,424,248 | \$0 | \$0 | \$7,121,241 |
| ROGERS | 66 | 8 | 3035305 | US412 | 0.87 | RIGHT OF WAY | 2019 | US-412: VERDIGRIS RIVER WESTBOUND, 7.5 MILES EAST OF I-44 | | | \$0 | \$54,500 | \$0 | \$0 | \$54,500 |
| ROGERS | 66 | 8 | 3035306 | US412 | 0.87 | UTILITIES | 2019 | US-412: VERDIGRIS RIVER WESTBOUND, 7.5 MILES EAST OF I-44 | | NHPP | \$43,600 | \$10,900 | \$0 | \$0 | \$54,500 |
| ROGERS Total | | | | | | | | | | | \$25,039,571 | \$6,314,393 | \$0 | \$0 | \$31,353,964 |
| SEMINOLE | 67 | 3 | 2184504 | SH009 | 1 | GRADE, DRAIN & SURFACE | 2019 | SH-9: FROM 8.58 MI EAST OF SH-3E, EXTEND EAST 1.0 MI 12/7/18 Modification Total Increase = \$1,397,651 Fed increase = \$1,153,919 State increase = \$243,732 | 12/7/2018 | STP | \$2,709,161 | \$677,290 | \$0 | \$0 | \$3,386,451 |
| SEMINOLE | 67 | 3 | 2100607 | US270 | 1.2 | BRIDGE & APPROACHES | 2019 | US-270 OVER WEWOKA CREEK & RAILROAD, FROM 4.89 MI EAST OF SH-270A IN SEMINOLE, EAST 1.2 MI 6/25/19 Modification Total Decrease = \$600,705 Fed decrease = \$480,564 State decrease = \$120,141 | 6/25/2019 | STP | \$10,694,910 | \$2,673,728 | \$0 | \$0 | \$13,368,638 |
| SEMINOLE | 67 | 3 | 2328905 | SH003E | 8 | RIGHT OF WAY | 2019 | SH-99: FROM 3.05 MI SOUTH OF US-270, SOUTH 8.0 MI (NEW PARALLEL LANES & RESURFACE EXISTING LANES) | | | \$0 | \$2,616,000 | \$0 | \$0 | \$2,616,000 |
| SEMINOLE | 67 | 3 | 2328906 | SH003E | 8 | UTILITIES | 2019 | SH-99: FROM 3.05 MI SOUTH OF US-270, SOUTH 8.0 MI (NEW PARALLEL LANES & RESURFACE EXISTING LANES) | | NHPP | \$697,600 | \$174,400 | \$0 | \$0 | \$872,000 |
| SEMINOLE | 67 | 3 | 2892304 | US270 | 0.2 | BRIDGE & APPROACHES | 2019 | US-270 OVER UNNAMED CREEK, 2.83 MI EAST OF POTTAWATOMIE C/L 8/9/18 Amendment - Moved to FFY18 | | STP | \$0 | \$0 | \$0 | \$0 | \$0 |
| SEMINOLE Total | | | | | | | | | | | \$14,101,671 | \$6,141,418 | \$0 | \$0 | \$20,243,089 |
| SEQUOYAH | 68 | 1 | 2310707 | US059 | 3.5 | GRADE, DRAINING, BRIDGE & SURFACE | 2019 | US-59 FROM US-64 NORTH 3.5 MI (INCLUDES HOG CR BR) 5/14/19 Modification Total Increase = \$1,604,722 Fed increase = \$1,283,778 State increase = \$320,944 | 5/14/2019 | NHPP | \$9,123,778 | \$2,280,944 | \$0 | \$0 | \$11,404,722 |
| SEQUOYAH | 68 | 1 | 2898804 | IS040 | 6 | PAVEMENT REHABILITATION | 2019 | I-40: FROM MM-292 TO MM-298 (EAST & WESTBOUND) 4/9/19 Modification Total Increase = \$3,574,123 Fed increase = \$2,859,298 State increase = \$714,825 | 4/9/2019 | NHPP | \$22,059,298 | \$5,514,825 | \$0 | \$0 | \$27,574,123 |
| SEQUOYAH | 68 | 1 | 2975904 | IS040 | 0.2 | BRIDGE & APPROACHES | 2019 | I-40: BRIDGES OVER VIAN CREEK, 0.63 MI. WSEST OF SH-82 & LITTLE VIAN CREEK, 1.1 MI. EAST OF SH-82 4/9/19 Modification Total Decrease = \$ 646,836 Fed increase = \$7,848 State decrease = \$654,684 | 4/9/2019 | NHPP | \$4,727,848 | \$525,316 | \$0 | \$0 | \$5,253,164 |
| SEQUOYAH | 68 | 1 | 3056205 | SH10A | 3.3 | RIGHT OF WAY | 2019 | SH-10A: FROM 2 MI. E OF SH-10 JCT. EAST TO SH-100 JCT. | | STP | \$660,000 | \$165,000 | \$0 | \$0 | \$825,000 |
| SEQUOYAH | 68 | 1 | 3056206 | SH10A | 3.3 | UTILITIES | 2019 | SH-10A: FROM 2 MI. E OF SH-10 JCT. EAST TO SH-100 JCT. | | STP | \$208,800 | \$52,200 | \$0 | \$0 | \$261,000 |
| SEQUOYAH Total | | | | | | | | | | | \$36,779,724 | \$8,538,285 | \$0 | \$0 | \$45,318,009 |
| STEPHENS | 69 | 7 | 3189506 | SH053A | 0.2 | UTILITIES | 2020 | SH 53: OVER WALKER CREEK 3.3 MIS. E. OF THE COTTON C/L 3/18/19 Move from FFY20 to FFY19 - Modification Total Increase = \$87,216 Fed increase = \$69,701 State increase = \$17,425 | 3/18/2019 | STP | \$195,365 | \$48,841 | \$0 | \$0 | 244,206 |
| STEPHENS | 69 | 7 | 3189505 | SH053A | 0.2 | RIGHT OF WAY | 2020 | SH 53: OVER WALKER CREEK 3.3 MIS. E. OF THE COTTON C/L 3/18/19 Move from FFY20 to FFY19 - Modification Total Decrease = \$17,720 Fed increase = \$69,600 State decrease = \$87,320 | 3/18/2019 | | \$69,600 | \$17,400 | \$0 | \$0 | 87,000 |
| STEPHENS | 69 | 7 | 2878204 | | | BRIDGE PAINTING | 2019 | DIVISION 7: BRIDGE PAINTING (SITES TO BE DETERMINED) 5/6/19 Modification Total Increase \$89,892 Fed increase = \$71,914 State increase = \$17,978 | 5/6/2019 | STP | \$487,914 | \$121,978 | \$0 | \$0 | \$609,892 |
| STEPHENS | 69 | 7 | 2441209 | SH029 | 4 | RECONSTRUCT - NO ADDED LANES | 2019 | SH-29 FROM 7.0 MIS. EAST OF US-81, EXTEND EAST 4.7 MIS. 3/1/19 Modification Total Increase = \$1,084,090 Fed decrease = \$3,521,274 State Increase = \$4,605,365 4/18/19 Amendment Total Increase = \$0 Fed increase = \$7,314,244 State decrease = \$7,314,244 | 4/18/2019 | STP | \$14,628,488 | \$0 | \$0 | \$0 | \$14,628,488 |
| STEPHENS | 69 | 7 | 2796604 | SH053 | 0.4 | BRIDGE & APPROACHES | 2019 | SH-53: OVER S. FORK DEER CREEK BEGIN 4.1 MIS E. OF US-81 0.4 MIS 10/16/18 Modification Total Increase = \$669,706 Fed increase = \$535,585 State increase = \$133,941 | 10/16/2018 | STP | \$1,405,338 | \$351,334 | \$0 | \$0 | \$1,756,672 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|-------|--------|------------------------|------|--|-------------------------|--------------------------|--------------|-------------|-------|----------------------------|--------------|
| STEPHENS | 69 | 7 | 2878104 | | | BRIDGE WATERPROOF SEAL | 2019 | DIVISION 7: BRIDGE WATER PROOF SEAL (SITES TO BE DETERMINED) 3/1/19 Modification Total Increase = \$120,238 Fed increase = \$96,190 State increase = \$24,048 | 3/1/2019 | STP | \$160,190 | \$40,048 | \$0 | \$0 | \$200,238 |
| STEPHENS | 69 | 7 | 2965705 | SH029 | 5.4 | RIGHT OF WAY | 2019 | SH-29 BEGIN 11.48 MILES E. OF US-81 EXTEND E. 5.44 MILES. | | | \$0 | \$1,090,000 | \$0 | \$0 | \$1,090,000 |
| STEPHENS | 69 | 7 | 2965706 | SH029 | 5.4 | UTILITIES | 2019 | SH-29 BEGIN 11.48 MILES E. OF US-81 EXTEND E. 5.44 MILES. | | STP | \$1,308,000 | \$327,000 | \$0 | \$0 | \$1,635,000 |
| STEPHENS | 69 | 7 | 2965711 | SH029 | 6 | RIGHT OF WAY | 2019 | SH-29 BEGIN 16.92 MILES E. OF US-81 EXTEND E. 6.08 MIS. TO THE GARVIN C/L. | | | \$0 | \$850,000 | \$0 | \$0 | \$850,000 |
| STEPHENS | 69 | 7 | 2965712 | SH029 | 6 | RIGHT OF WAY | 2019 | SH-29 BEGIN 16.92 MILES E. OF US-81 EXTEND E. 6.08 MIS. TO THE GARVIN C/L. | | STP | \$1,160,000 | \$290,000 | \$0 | \$0 | \$1,450,000 |
| STEPHENS Total | | | | | | | | | | | \$19,414,895 | \$3,136,601 | \$0 | \$0 | \$22,551,496 |
| TEXAS | 70 | 6 | 2094704 | US054 | 3.7 | GRADE & DRAIN | 2020 | US-54: FR 4.8 MILES NORTH OF US-64, EXTEND NORTH 3.7 MILES 9/19/18 Moved from FFY20 to FFY18. No funding change. 1/8/19 Moved from FFY18 to FFY19. Modification Total Decrease = \$113,257 Fed increase = \$536,743 State decrease = \$650,000 | 1/8/2019 | NHPP / NHFP | \$3,136,743 | \$0 | \$0 | \$0 | 3,136,743 |
| TEXAS | 70 | 6 | 2094712 | US054 | 3.7 | FORCE ACCOUNT | 2019 | US-54: FR 4.8 MILES NORTH OF US-64, EXT NORTH 3.7 MILES; NS-107(MILE 52 RD) UPRR DOT NO. 596 074N, MILE POST 445.7 (PRELIM ENGR)(PARENT PROJ 20947(04)) | 12/20/2018 | NHPP | \$0 | \$0 | \$0 | \$15,000 | \$15,000 |
| TEXAS | 70 | 6 | 2094711 | US054 | 3.7 | FORCE ACCOUNT | 2019 | US-54: FR 4.8 MILES NORTH OF US-64, EXT NORTH 3.7 MILES; NS-106(MILE 51 RD) UPRR DOT NO. 596 072A, MILE POST 446.91 (PRELIM ENGR)(PARENT PROJ 20947(04)) | 12/20/2018 | NHPP | \$0 | \$0 | \$0 | \$15,000 | \$15,000 |
| TEXAS | 70 | 6 | 2094710 | US054 | 3.7 | FORCE ACCOUNT | 2019 | US-54: FR 4.8 MILES NORTH OF US-64, EXT NORTH 3.7 MILES; EW-6(ROAD F) UPRR DOT NO. 596 071T, MILE POST 447.69 (PRELIM ENGR)(PARENT PROJ 20947(04)) | 12/20/2018 | NHPP | \$0 | \$0 | \$0 | \$15,000 | \$15,000 |
| TEXAS | 70 | 6 | 2094707 | US054 | 3.7 | CHIP SEAL | 2019 | US-54: FR 4.8 MILES NORTH OF US-64, EXTEND NORTH 3.7 MILES 10/17/18 Amendment Total Decrease = \$35,602 Fed increase = \$1,834,398 State decrease = \$1,870,000 1/8/19 Modification Total Decrease = \$450,000 Fed decrease = \$450,000 | 1/8/2019 | NHPP | \$9,274,398 | \$0 | \$0 | \$0 | \$9,274,398 |
| TEXAS | 70 | 6 | 1497137 | US054 | 3.6 | UTILITIES | 2019 | US-54: BEG. APPROX. 10.5 MI NORTH OF JCT OF US-54/US-64 WEST & EXT NORTH 3.6 MILES | | NHPP / NHFP | \$300,000 | \$73,645 | \$0 | \$0 | \$373,645 |
| TEXAS | 70 | 6 | 1497141 | US054 | 3.6 | RESURFACE | 2019 | US-54: FR APPROX. 0.5 MILE NORTH OF US-64 JCT., EXTEND NORTH 3.6 MILES 12/7/18 Modification Total Decrease = \$524,156 Fed decrease = \$419,32 State decrease = \$104,831 4/9/19 Modification Total Increase = \$0 Fed increase = \$495,169 State decrease = \$495,169 | 4/9/2019 | NHPP / NHFP | \$2,475,844 | \$0 | \$0 | \$0 | \$2,475,844 |
| TEXAS | 70 | 6 | 2441305 | SH136 | 2.5 | RIGHT OF WAY | 2019 | SH-136 FROM US-412 SOUTH 2.5 MI 9/16/19 Change in State Funding. State Increase = \$2,236,680 | | | \$0 | \$3,161,000 | \$0 | \$0 | \$3,161,000 |
| TEXAS | 70 | 6 | 2441306 | SH136 | 2.5 | UTILITIES | 2019 | SH-136 FROM US-412 SOUTH 2.5 MI | | STP | \$400,000 | \$100,000 | \$0 | \$0 | \$500,000 |
| TEXAS | 70 | 6 | 3040205 | US054 | 2.4 | RIGHT OF WAY | 2019 | US-54: BEGIN AT 5TH ST. EXTEND N.E. 2.47 MILES TO HURLIMAN ST. IN GUYMON | | | \$0 | \$184,800 | \$0 | \$739,200 | \$924,000 |
| TEXAS | 70 | 6 | 3040206 | US054 | 2.4 | UTILITIES | 2019 | US-54: BEGIN AT 5TH ST. EXTEND N.E. 2.47 MILES TO HURLIMAN ST. IN GUYMON 8/1/19 Modification Total Decrease = \$88,213 Fed decrease = \$40,570 State decrease = \$47,643 | 8/1/2019 | NHPP | \$9,430 | \$2,357 | \$0 | \$0 | \$11,787 |
| TEXAS Total | | | | | | | | | | | \$15,596,415 | \$3,521,802 | \$0 | \$784,200 | \$19,902,417 |
| TILLMAN | 71 | 5 | 3106105 | SH036 | 0.9 | RIGHT OF WAY | 2019 | SH-36 BRIDGE AND APPROACHES OVER A TRIB OF LITTLE DEEP RED CREEK AND TWO BOX EXTENSIONS, LOCATED 3.2, 3.5, 3.7 M NORTH OF US-70. | | | \$0 | \$109,000 | \$0 | \$0 | \$109,000 |
| TILLMAN | 71 | 5 | 3106109 | SH036 | 0.9 | UTILITIES | 2019 | SH-36 BRIDGE AND APPROACHES OVER A TRIB OF LITTLE DEEP RED CREEK AND TWO BOX EXTENSIONS, LOCATED 3.2, 3.5, 3.7 M NORTH OF US-70. | | STP | \$54,500 | \$54,500 | \$0 | \$0 | \$109,000 |
| TILLMAN Total | | | | | | | | | | | \$54,500 | \$163,500 | \$0 | \$0 | \$218,000 |
| TULSA | 72 | 8 | 2969304 | IS044 | 0.1 | BRIDGE & APPROACHES | 2019 | I-44 OVER 33RD WEST AVE EAST AND WESTBOUND, 0.6 MILES EAST OF SH-66 (IM EARMARK) INFRA GRANT 9/11/19 Modification Total Decrease = \$411,229 Fed increase = \$833,822 State decrease = \$1,245,051 9/16/19 Modification Total Increase = \$0 Fed decrease = \$1,162,620 State increase = \$1,162,852 | 9/16/2019 | NHPP | \$9,302,631 | \$2,325,658 | \$0 | \$0 | \$11,628,289 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-------------------------|---------|------|---------|-------|--------|-----------------------------------|------|--|-------------------------|--------------------------|--------------|--------------|-------------|----------------------------|--------------|
| TULSA | 72 | 8 | 3382001 | | | SIGNING | 2019 | OVERHEAD SIGN REPLACE AND REPAIRS - VARIOUS LOCATION | | | \$800,000 | \$200,000 | \$0 | \$0 | \$1,000,000 |
| TULSA | 72 | 8 | 3381804 | | | SIGNING | 2019 | SIGN PROJECTS - VARIOUS LOCATIONS | | | \$1,600,000 | \$400,000 | \$0 | \$0 | \$2,000,000 |
| TULSA | 72 | 9 | 3270204 | US169 | 0.2 | SAFETY IMPROVEMENT | 2019 | US-169 AND 46TH STREET TRAFFIC SIGNALS | | HSIP | \$382,387 | \$95,597 | \$0 | \$0 | \$477,984 |
| TULSA | 72 | 8 | 3194407 | | | JOINT SEAL/REPAIR | | JOINT SEAL/REPAIR | | | \$0 | \$1,000,000 | \$0 | \$0 | \$1,000,000 |
| TULSA | 72 | 8 | 3194307 | | | BRIDGE WATER PROOF SEAL | 2019 | DIVISION 8 SILANE PROJECTS - MULTIPLE LOCATIONS | | | \$0 | \$1,000,000 | \$0 | \$0 | \$1,000,000 |
| TULSA | 72 | 8 | 3031809 | | | BRIDGE PAINTING | 2019 | DIVISION 8 BRIDGE PAINT (VARIOUS LOCATIONS) | | | \$0 | \$1,000,000 | \$0 | \$0 | \$1,000,000 |
| TULSA | 72 | 8 | 3059604 | IS244 | 0.1 | BRIDGE REHABILITATION | 2019 | GARNETT RD OVER I-244, AND SHERIDAN RD OVER I-244 EAST AND WESTBOUND 0.53 MILES EAST OF JCT. US-169 6/4/19 Modification Total Increase = \$ 1,313,618 Fed increase = \$868,745 State decrease = \$338,904 | 6/3/2019 | NHPP | \$4,003,853 | \$444,873 | \$0 | \$0 | \$4,448,726 |
| TULSA | 72 | 8 | 2969404 | IS044 | 0.1 | BRIDGE & APPROACHES | 2019 | UNION AVE OVER I-44, 1.6 MILES EAST OF SH-66 | | | \$2,325,929 | \$2,325,929 | \$6,977,788 | \$0 | \$11,629,646 |
| TULSA | 72 | 8 | 2885304 | SH051 | 0.34 | MONEY ONLY | 2019 | SH-51 UNDER 193 RD STREET, AT THE WAGONER C/L | | | \$0 | \$4,000,000 | \$0 | \$0 | \$4,000,000 |
| TULSA | 72 | 8 | 2630108 | IS244 | 2.1 | UTILITIES | 2019 | I-244: FROM US-75 SOUTH JCT. EXTEND NORTH 2.1 MI. TO ARKANSAS RIVER | | | \$80,000 | \$20,000 | \$0 | \$0 | \$100,000 |
| TULSA | 72 | 8 | 2630107 | IS244 | 2 | UTILITIES | 2019 | I-244: FROM I-44 NORTH 2 MI. TO US-75 AND REHAB BRIDGES OVER 48TH ST | | | \$80,000 | \$20,000 | \$0 | \$0 | \$100,000 |
| TULSA | 72 | 8 | 2434604 | SH020 | 3.83 | GRADE, DRAINING, BRIDGE & SURFACE | 2019 | SH-20: FROM 0.09 MI. EAST OF US-75, EAST 3.83 MILES 9/11/19 Modification Total Decrease = \$6,438,235 Fed decrease = \$5,150,588 State decrease = \$1,287,647 | 9/11/2019 | STP | \$16,602,650 | \$4,150,662 | \$0 | \$0 | \$20,753,312 |
| TULSA | 72 | 8 | 2707304 | US169 | 0.25 | BRIDGE & APPROACHES | 2019 | US-169 OVER 76TH STREET (SH-135), 8.7 MI. NORTH OF I-44 | | NHPP | \$8,404,800 | \$2,101,200 | \$0 | \$0 | \$10,506,000 |
| TULSA | 72 | 8 | 2969305 | IS044 | 0.1 | RIGHT OF WAY | 2019 | I-44 OVER 33RD WEST AVE EAST AND WESTBOUND, 0.6 MILES EAST OF SH-66 | | | \$0 | \$576,747 | \$0 | \$0 | \$576,747 |
| TULSA | 72 | 8 | 2969306 | IS044 | 0.1 | UTILITIES | 2019 | I-44 OVER 33RD WEST AVE EAST AND WESTBOUND, 0.6 MILES EAST OF SH-66 8/23/19 Modification Total Decrease = \$101,378 Fed decrease = \$33,565 State decrease = \$67,813 8/26/19 Modification Total Increase = \$0 Fed decrease = \$427,835 AC increase = \$427,835 | 8/23/2019 | NHPP | \$0 | \$47,537 | \$0 | \$427,835 | \$475,372 |
| TULSA | 72 | 8 | 3107905 | SH011 | 0.2 | RIGHT OF WAY | 2019 | SH-11 OVER BIRD CREEK, LOCATED 2 MI S WASHINGTON CO | | | \$0 | \$51,500 | \$0 | \$0 | \$51,500 |
| TULSA | 72 | 8 | 3107906 | SH011 | 0.2 | UTILITIES | 2019 | SH-11 OVER BIRD CREEK, LOCATED 2 MI S WASHINGTON CO | | STP | \$41,200 | \$10,300 | \$0 | \$0 | \$51,500 |
| TULSA | 72 | 8 | 3188504 | SH011 | 0.2 | BRIDGE & APPROACHES | 2019 | SH-11 OVER DIRTY BUTTER CREEK, 1.2 MILES WEST OF SH-11/US-75 JCT 9/11/19 Modification Total Decrease = \$2,550,567 State decrease = \$510,113 | 9/11/2019 | NHPP | \$1,450,342 | \$362,586 | \$0 | \$0 | \$1,812,928 |
| TULSA | 72 | 8 | 3334305 | US064 | 0.07 | UTILITIES | 2019 | US-64 (MEMORIAL DR.) & US-169 INTERCHANGE IMPROVEMENT | | NHPP | \$164,800 | \$41,200 | \$0 | \$0 | \$206,000 |
| TULSA Total | | | | | | | | | | | \$45,238,592 | \$20,173,789 | \$6,977,788 | \$427,835 | \$72,818,004 |
| WAGONER | 73 | 1 | 3281704 | SH051 | 0.02 | MONEY ONLY | 2019 | SH-51: SH-51 @ ONETA RD. (INCOG) | | | \$0 | \$350,000 | \$0 | \$0 | \$350,000 |
| WAGONER Total | | | | | | | | | | | \$0 | \$350,000 | \$0 | \$0 | \$350,000 |
| WASHINGTON | 74 | 8 | 2434809 | SH123 | 0.2 | UTILITIES | 2019 | SH-123: OVER CANEY RIVER, 1.68 MILES NORTH OF SH-123/US-60 JCT. 7/25/19 Modification Total Increase = \$345,793 Fed increase = \$276,634 State increase = \$69,159 | 7/25/2019 | STP | \$291,994 | \$72,999 | \$0 | \$0 | \$364,993 |
| WASHINGTON | 74 | 8 | 2424204 | US060 | 4.48 | GRADE, DRAINING, BRIDGE & SURFACE | 2019 | US-60: BEGIN APPROX. 2.5 MILES EAST OF US-75, IN BARTLESVILLE, & EXTEND EAST TO NOWATA C/L 12/7/18 Modification Total Increase = \$ 474,397 Fed increase = \$379,517 State increase = \$94,879 | 12/7/2018 | NHPP | \$12,931,317 | \$3,232,829 | \$0 | \$0 | \$16,164,146 |
| WASHINGTON | 74 | 8 | 2317011 | US075 | 0.06 | SAFETY IMPROVEMENT | 2019 | US-75: RIGHT TURN LANE FROM TURKEY CREEK BRIDGE NORTH TO EASTLAND PARKWAY | | | \$90,400 | \$22,600 | \$0 | \$0 | \$113,000 |
| WASHINGTON | 74 | 8 | 2435105 | SH011 | 1.25 | RIGHT OF WAY | 2019 | SH-11 FROM THE OSAGE C/L EAST & SOUTH 3.33 MI | | | \$0 | \$3,129,000 | \$0 | \$0 | \$3,129,000 |
| WASHINGTON | 74 | 8 | 2435106 | SH011 | 1.25 | UTILITIES | 2019 | SH-11 FROM THE OSAGE C/L EAST & SOUTH 3.33 MI 7/25/19 Modification Total Increase \$240,884 Fed increase = \$192,707 State increase = \$48,177 8/2/19 Modification Total Increase = \$0 Fed decrease = \$655,290 AC increase = \$655,290 | 8/2/2019 | STP | \$0 | \$163,823 | \$0 | \$655,290 | \$819,113 |
| WASHINGTON Total | | | | | | | | | | | \$13,313,711 | \$6,621,251 | \$0 | \$655,290 | \$20,590,252 |
| WASHITA | 75 | 5 | 2793505 | IS040 | 5 | RESURFACE | 2019 | I-40: RESURFACE FROM MP 53 TO MP 59 | | NHPP | \$7,891,488 | \$1,972,872 | \$0 | \$0 | \$9,864,360 |
| WASHITA | 75 | 5 | 3033605 | SH055 | 0.2 | RIGHT OF WAY | 2019 | SH-55 OVER AN UNNAMED CREEK LOCATED 2.7 MILES EAST OF THE SH-44 JCT. | | | \$0 | \$54,500 | \$0 | \$0 | \$54,500 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2019

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|-----------------------|---------|------|---------|-------|--------|-----------------------------------|------|--|-------------------------|--------------------------|-------------|-----------------|---------------|----------------------------|--------------|-----------------|
| WASHITA | 75 | 5 | 3033606 | SH055 | 0.2 | UTILITIES | 2019 | SH-55 OVER AN UNNAMED CREEK LOCATED 2.7 MILES EAST OF THE SH-44 JCT. 9/25/19 Modification Total Increase = \$0 Fed decrease = \$43,600 AC increase = \$43,600 | 9/25/2019 | STP | \$0 | \$10,900 | \$0 | \$43,600 | \$54,500 | |
| WASHITA Total | | | | | | | | | | | | \$7,891,488 | \$2,038,272 | \$0 | \$43,600 | \$9,973,360 |
| WOODS | 76 | 6 | 3040805 | US281 | 4 | RIGHT OF WAY | 2019 | US-281: FROM 4.0 MILES WEST OF THE US-281/SH-45 JCT., EXTEND EAST 4.0 MILES | | | \$0 | \$400,000 | \$0 | \$0 | \$400,000 | |
| WOODS | 76 | 6 | 3040806 | US281 | 4 | UTILITIES | 2019 | US-281: FROM 4.0 MILES WEST OF THE US-281/SH-45 JCT., EXTEND EAST 4.0 MILES | | STP | \$50,000 | \$0 | \$0 | \$0 | \$50,000 | |
| WOODS Total | | | | | | | | | | | | \$50,000 | \$400,000 | \$0 | \$0 | \$450,000 |
| WOODWARD | 77 | 6 | 1745720 | US183 | 3.7 | GRADE, DRAINING, BRIDGE & SURFACE | 2019 | US-183/US-270: FROM 10.5 MI. S.E. OF SH-50 S.E. APPROX 3.7 MI. 4 LN DIVIDED & REHAB EXIST LANES 10/16/18 Modification Total Decrease = \$2,933,094 Fed decrease = \$7,106,547 State increase = \$4,173,453 | 10/16/2018 | NHPP | \$7,933,453 | \$7,933,453 | \$0 | \$0 | \$15,866,906 | |
| WOODWARD | 77 | 6 | 2944905 | SH034 | 0.1 | RIGHT OF WAY | 2019 | SH-34 OVER NORTH CANADIAN RV., 0.8 MILES NORTH OF JCT. US-183 | | | \$0 | \$150,000 | \$0 | \$0 | \$150,000 | |
| WOODWARD | 77 | 6 | 2944906 | SH034 | 0.1 | UTILITIES | 2019 | SH-34 OVER NORTH CANADIAN RV., 0.8 MILES NORTH OF JCT. US-183 | | | \$80,000 | \$20,000 | \$0 | \$0 | \$100,000 | |
| WOODWARD Total | | | | | | | | | | | | \$8,013,453 | \$8,103,453 | \$0 | \$0 | \$16,116,906 |
| Grand Total | | | | | | | | | | | | \$1,057,724,756 | \$392,689,471 | \$57,695,062 | \$18,331,900 | \$1,526,441,189 |

| ADVANCE CONSTRUCTION FUNDING CONVERSION | JP NO PREFIX | JP NO | 2019 | PROJECTS UTILIZING ADVANCE CONSTRUCTION FUNDS THAT HAVE BEEN CONVERTED TO FEDERAL FUNDING SOURCES | CONVERSION DATE | BUDGETED FFY 2019 AC FUNDING | AMOUNT CONVERTED |
|--|--------------|-------|------|---|-----------------|------------------------------|------------------|
| | AC | | | | | | |
| | AC | | | | | | |
| AC FUNDS CONVERTED TO FEDERAL FUNDS | | | | | \$0 | | |
| CURRENT ADVANCE CONSTRUCTION FUNDS TOTAL | | | | | \$0 | | |

FFY 2020 PROJECTS

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|--|---------|------|---------|-------|--------|------------------------------|------|--|---------------------------------|--------------------------|--------------|---------|-------|----------------------------|-------|--------------|
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1704926 | R R | 0 | SAFETY IMPROVEMENT | 2020 | FFY 2020 STIP: STATEWIDE RAIL CROSSING PROJECTS- PROTECTION DEVICES, CROSSING SURFACES, ADVANCE WARNING SIGNS, STRIPING, CLOSURES, ETC | | SPR | \$8,000,000 | | \$0 | \$0 | \$0 | 8,000,000 |
| STATEWIDE | 99 | 9 | 3396036 | | | CROSSING IMPR. & R/R SIGNALS | 2020 | RR: NEW CROSSING SIGNS & POSTS AT 85 LOCATIONS THROUGH DIVISIONS III, IV, V, VII & VIII | 10/14/2019 | | \$158,898 | | \$0 | \$17,655 | \$0 | \$176,553 |
| OTTAWA | 58 | 8 | 3396033 | | | CROSSING IMPR. & R/R SIGNALS | 2020 | NEAR MIAMI UPGRADE OF SIGNAL W/ GATE ARMS AND CONCRETE CURB DOT 670413S W/ BNSF SW 12TH ST MIAMI | 10/8/2019 | | \$86,315 | \$9,591 | | \$0 | \$0 | \$95,906 |
| TULSA | 72 | 8 | 3358709 | | | RAILROAD SIGNALS | 2020 | NEAR LOTSEE RAILROAD SIGNAL PROJECT AT SOUTH 263RD WEST AVE WITH BNSF | 10/8/2019 | STP | \$193,259 | | \$0 | \$21,473 | \$0 | \$214,732 |
| STATEWIDE RAIL CROSSING PROJECTS | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$193,259 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$7,806,741 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1705024 | | 0 | BRIDGE IMPR. | 2020 | FFY 2020 STIP: STATEWIDE-SMALL SCALE BRIDGE IMPROVEMENT-- PAINTING MINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TREATMENT, ETC | | STP | \$2,000,000 | | \$0 | \$0 | \$0 | 2,000,000 |
| STATEWIDE SMALL SCALE BRIDGE IMPROVEMENT | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$0 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | 2,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1705124 | | 0 | SAFETY IMPROVEMENT | 2020 | FFY 2020 STIP: STATEWIDE SMALL SCALE TRAFFIC SAFETY: SIGNING, INT MOD, LIGHTING, INTERCONNECT SYSTEMS, GUARDRAIL, DELINEATION, ETC | | SPR | \$12,000,000 | | \$0 | \$0 | \$0 | \$12,000,000 |
| GRADY | 26 | 6 | 3347805 | US081 | 7.28 | LONGITUDINAL BARRIER | 2020 | US-81: INSTALL CABLE BARRIER ALONG US-81 BEG @ SH-17 IN RUSH SPRINGS & EXT NORTH APPROX 7.3 MILE TO E. 1470 RD. | 10/2/2019 | HSIP | \$1,568,862 | | \$0 | \$0 | \$0 | \$1,568,862 |
| STATEWIDE SMALL SCALE TRAFFIC SAFETY | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$1,568,862 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$10,431,138 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1766324 | ENHAN | 0 | ENHANCEMENT | 2020 | FFY 2020 STIP: STATEWIDE ENHANCEMENT, BICYCLE & PEDESTRIAN PATHS, SCENIC OR HISTORIC HIGHWAY PROGRAMS, LANDSCAPING, HISTORIC PRESERVATION, ETC | | TAP | \$8,200,000 | | \$0 | \$0 | \$0 | \$8,200,000 |
| MUSKOGEE | 51 | 1 | 2880704 | | | ENHANCEMENT | 2020 | MUSKOGEE CENTENNIAL TRAIL PHASE IV | 10/21/2019 | TAP | \$735,972 | | \$0 | \$183,993 | \$0 | \$919,965 |
| STATEWIDE ENHANCEMENT | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$735,972 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$7,464,028 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1826221 | IN RD | 0 | MONEY ONLY | 2020 | FFY 2020 STIP: STATEWIDE LINE ITEM: RECREATIONAL TRAILS | | TAP | \$1,800,000 | | \$0 | \$0 | \$0 | \$1,800,000 |
| STATEWIDE RECREATIONAL TRAILS | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$0 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$1,800,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1972019 | | 0 | RIGHT OF WAY CLEARANCE | 2020 | FFY 2020 STIP: R/W CLEARANCE: REMOVAL & DISPOSAL OF OBSTRUCTIONS ON PUBLIC R/W PRIOR TO UTILITY RELOCATION OR PROJECT STARTUP | | STP | \$2,500,000 | | \$0 | \$0 | \$0 | \$2,500,000 |
| STATEWIDE R/W CLEARANCE | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$0 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$2,500,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2078018 | | 0 | RESURFACE | 2020 | FFY 2020 STIP: 3R/3P (RDY, IN CONJUNCTION WITH FHWA, SIMPLE PAVEMENT PRESERVE & RESTORE (ASPHALT OVERLAY, STRIPE, SIGNING & GUARDRAIL | | STP | \$35,000,000 | | \$0 | \$0 | \$0 | \$35,000,000 |
| STATEWIDE 3R/3P | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$0 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$35,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2078118 | | 0 | JOINT SEAL/REPAIR | 2020 | FFY 2020 STIP: 3B(BRIDGE) IN CONJUNCTION WITH FHWA- PREVENTIVE MAINTENANCE INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR | | NHPP | \$5,000,000 | | \$0 | \$0 | \$0 | \$5,000,000 |
| STATEWIDE 3B | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$0 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$5,000,000 | | | | | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|--|---------|------|---------|--------|--------|---------------------------------|------|--|---------------------------------|--------------------------|--------------|-------------|-------------|----------------------------|--------------|
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2101618 | | 0 | CONTRACT P.E. (AS OF 10/1/2013) | 2020 | FFY 2020 STIP: STATEWIDE PRELIMINARY ENGINEERING | | STP | \$25,000,000 | \$0 | \$0 | \$0 | \$25,000,000 |
| TULSA | 72 | 8 | 3378814 | IS044 | 1 | CONTRACT P.E. (AS OF 10/1/2013) | 2020 | I-44/US-75 INTERCHANGE RECONSTRUCTION FROM I-244 THROUGH ARKANSAS RIVER EC-2123C GARVER PE FOR 33788(10) 10/22/19 Modification Total Increase = \$0 Fed decrease = \$1,258,892 AC increase = \$1,258,892 | 10/22/2019 | NHPP | \$0 | \$314,723 | \$0 | \$1,258,892 | \$1,573,615 |
| TULSA | 72 | 8 | 3378813 | IS044 | 1 | CONTRACT P.E. (AS OF 10/1/2013) | 2020 | I-44/US-75 INTERCHANGE RECONSTRUCTION FROM I-244 THROUGH ARKANSAS RIVER EC-2123B POE PE FOR 33788(09) 10/22/19 Modification Total Increase = \$0 Fed decrease = \$2,744,408 AC increase = \$2,744,408 | 10/22/2019 | NHPP | \$0 | \$686,102 | \$0 | \$2,744,408 | \$3,430,510 |
| TULSA | 72 | 8 | 3378812 | IS044 | 1 | CONTRACT P.E. (AS OF 10/1/2013) | 2020 | I-44/US-75 INTERCHANGE RECONSTRUCTION FROM I-244 THROUGH ARKANSAS RIVER EC-2123A BENHAM DESIGN PE FOR 33788(08)(11) 10/22/19 Modification Total Increase = \$0 Fed decrease = \$5,271,292 AC increase = \$5,271,292 | 10/22/2019 | NHPP | \$0 | \$1,317,823 | \$0 | \$5,271,292 | \$6,589,115 |
| TULSA | 72 | 8 | 3209605 | IS244 | 0.09 | CONTRACT P.E. (AS OF 10/1/2013) | 2020 | US-169 S-W RAMP OVER I-244, 0.1 MILE EAST OF JCT. US-169 EC-2122 EST PE FOR 32096(04) 10/22/19 Modification Total Increase = \$0 Fed decrease = \$663,668 AC increase = \$663,668 | 10/22/2019 | NHPP | \$0 | \$165,917 | \$0 | \$663,668 | \$829,585 |
| DEWEY | 22 | 4 | 3337107 | US060 | 0.5 | CONTRACT P.E. (AS OF 10/1/2013) | 2020 | US-60 BRIDGE & APPR OVER CAMP & DEEP CR LOCATED 5.9 MI & 2.1 MI W US-183 EC-2121B GROSSMAN & KEITH PE FOR 33371(04) 10/22/19 Modification Total Increase = \$0 Fed decrease = \$539,112 AC increase = \$539,112 | 10/22/2019 | STP | \$0 | \$134,778 | \$0 | \$539,112 | \$673,890 |
| BECKHAM | 5 | 5 | 3169205 | IS040 | 0.2 | CONTRACT P.E. (AS OF 10/1/2013) | 2020 | I-40: BRIDGES OVER TURKEY CR & SAND CR (EB ONLY) 16.2 & 19.9 MI E OF TX EC-2121A MACARTHUR ASSOCIATED CONSULTANTS PE FOR 31692(04) 10/22/19 Modification Total Increase = \$0 Fed decrease = \$737,250 AC increase = \$737,250 | 10/22/2019 | NHPP | \$0 | \$81,917 | \$0 | \$737,250 | \$819,167 |
| OKLAHOMA | 55 | 4 | 3063705 | IS044 | 0.1 | CONTRACT P.E. (AS OF 10/1/2013) | 2020 | I-44: OVER THE UPRR, 0.7 MILES NORTH OF I-40 EC-2117 HNTB CORPORATION PE FOR 30637(04) 10/22/19 Modification Total Increase = \$0 Fed decrease = \$841,986 AC increase = \$841,986 | 10/22/2019 | NHPP | \$0 | \$93,554 | \$0 | \$841,986 | \$935,540 |
| STATEWIDE PRELIMINARY ENGINEERING | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$0 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$25,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2361218 | COBRGE | 0 | BRIDGE & APPROACHES | 2020 | FFY 2020 STIP: STATEWIDE COUNTY BRIDGE PROGRAM | | STP | \$20,000,000 | \$0 | \$0 | \$0 | \$20,000,000 |
| ROGERS | 66 | 8 | 3140204 | | 0.5 | BRIDGE & APPROACHES | 2020 | CO RD EW 405 OVER DOG CREEK AND TRIB APPX .5MI S AND .7MI E OF FOYL | 10/21/2019 | STP | \$580,646 | \$0 | \$1,065,846 | \$0 | \$1,646,492 |
| DELAWARE | 21 | 8 | 2989704 | | 0.75 | BRIDGE & APPROACHES | 2020 | CORD(EW-550) OVER CRAZY CREEK APPX 4.0 MI E & 3.0 S OF COLCORD | 10/9/2019 | STP | \$580,646 | \$0 | \$653,400 | \$0 | \$1,234,046 |
| LINCOLN | 41 | 3 | 3237104 | | 0.5 | BRIDGE & APPROACHES | 2020 | CO BR ON NS-333 OVER DUGOUT CREEK, APPROX 3.0 MI WEST AND 1.0 MI NORTH OF US-177/SH-105 JCT. | 10/2/2019 | STP | \$492,824 | \$0 | \$123,206 | \$0 | \$616,030 |
| COAL | 15 | 3 | 3066504 | | 0.25 | BRIDGE & APPROACHES | 2020 | CO BR OVER LEADER CREEK, 1.6 MILES EAST OF SH-48/MAIN ST JCT IN TUPELO LOCAL NO.29 | 10/2/2019 | STP | \$666,308 | \$0 | \$220,085 | \$0 | \$886,393 |
| STATEWIDE COUNTY BRIDGE PROGRAM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$580,646 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$19,419,354 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2361318 | CO RD | 0 | GRADE, DRAIN & SURFACE | 2020 | FFY 2020 STIP: STATEWIDE COUNTY ROAD PROGRAM | | STP | \$6,000,000 | \$0 | \$0 | \$0 | \$6,000,000 |
| MAYES | 49 | 8 | 3116104 | | 3 | GRADE, DRAIN & SURFACE | 2020 | CO RD NS-435 (TRUE ROAD)(4946C) FROM EW-40.5 EXT SOUTH APPROX 3.5 MILE TO EW-44 PHASE 1 | 10/21/2019 | | \$580,646 | \$0 | \$2,742,228 | \$0 | \$3,322,874 |
| STATEWIDE COUNTY ROAD PROGRAM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$580,646 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$5,419,354 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2361418 | CT ST | 0 | GRADE, DRAIN & SURFACE | 2020 | FFY 2020 STIP: STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | | STP | \$3,000,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | \$0 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$3,000,000 | | | | | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|---|---------|------|---------|--------|--------|------------------------------------|------|--|---------------------------------|--------------------------|---------------|-------------|-------------|----------------------------|--------------|--------------|
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2562518 | IN RD | 0 | SAFETY IMPROVEMENT | 2020 | FFY 2020 STIP: SAFE ROUTES TO SCHOOL: DESIGN, DEVELOPMENT, & CONSTRUCTION & EDUCATIONAL PROGRAMS STATEWIDE | | SRS | \$2,000,000 | | \$0 | \$0 | \$0 | \$3,000,000 |
| STATEWIDE SAFE ROUTES TO SCHOOL | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$0 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$3,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 3102418 | | 0 | RIGHT OF WAY | 2020 | FFY 2020 STIP: STATEWIDE R/W ACQUISITION & UTILITY RELOCATION ESTIMATED COST \$750,000 OR LESS (FOR PROJECTS NOT IN THE STIP) | | STP | \$3,500,000 | | \$0 | \$0 | \$0 | \$3,500,000 |
| STATEWIDE R/W ACQUISITION & UTILITY RELOCATION | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$0 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$3,500,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 3330718 | | 0 | A.D.A. COMPLIANCE | 2020 | FFY 2020 STIP: STATEWIDE A.D.A. PROJECTS FOR COMPLIANCE | | HSIP | \$5,000,000 | | \$0 | \$0 | \$0 | \$5,000,000 |
| STATEWIDE A.D.A. PROJECTS | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$0 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$5,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 3330818 | | 0 | INTELLIGENT TRANSPORTATION SYSTEMS | 2020 | FFY 2018 STIP: PROJECTS FOR INTELLIGENT TRANSPORTATION SYSTEM ACTIVITIES | | HSIP | \$2,500,000 | | \$0 | \$0 | \$0 | \$2,500,000 |
| STATEWIDE INTELLIGENT TRANSPORTATION SYSTEM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | \$0 | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | | \$2,500,000 | | | | | |
| STATEWIDE LINE ITEM FEDERAL FUNDING AMOUNT TOTAL | | | | | | | | | | | \$141,500,000 | | | | | |
| OBLIGATED FEDERAL FUNDS / OBLIGATED STATE FUNDS / OBLIGATED OTHER FUNDS / OBLIGATED ADVANCE CONSTRUCTION FUNDS / TOTAL | | | | | | | | | | | \$3,659,385 | \$2,804,405 | \$5,027,886 | \$12,056,608 | \$23,548,284 | |
| ADAIR | 1 | 1 | 3057006 | US059 | 6.7 | UTILITIES | 2020 | US-59: FROM .25 MILES SOUTH OF SH-51 JCT., EXTEND NORTH 6.70 MILES UT FOR 30570(04) | | | \$108,000 | \$27,000 | \$0 | \$0 | \$0 | \$135,000 |
| ADAIR | 1 | 1 | 3057005 | US059 | 6.7 | RIGHT OF WAY | 2020 | US-59: FROM .25 MILES SOUTH OF SH-51 JCT., EXTEND NORTH 6.70 MILES RW FOR 30570(04) | | | \$320,000 | \$80,000 | \$0 | \$0 | \$0 | \$400,000 |
| ADAIR Total | | | | | | | | | | | \$428,000 | \$107,000 | \$0 | \$0 | \$0 | \$535,000 |
| ATOKA | 3 | 2 | 2894704 | US069 | 1.5 | BRIDGE & APPROACHES | 2020 | US-69 OVER BUCK CREEK 4 MILES SOUTH OF PITTSBURG COUNTY LINE(NORTHBOUND) | | NHPP | \$2,120,000 | \$530,000 | \$0 | \$0 | \$0 | \$2,650,000 |
| ATOKA Total | | | | | | | | | | | \$2,120,000 | \$530,000 | \$0 | \$0 | \$0 | \$2,650,000 |
| BECKHAM | 5 | 5 | 3099506 | SH152 | 4.1 | UTILITIES | 2020 | SH-152, WIDEN AND RESURFACE BEGIN ON THE EAST SIDE OF THE SH-30 JCT AND EXTEND EAST 4.1 MILES. UT FOR (04) | | | \$261,600 | \$65,400 | \$0 | \$0 | \$0 | \$327,000 |
| BECKHAM | 5 | 5 | 3099505 | SH152 | 4.1 | RIGHT OF WAY | 2020 | SH-152, WIDEN AND RESURFACE FROM THE EAST SIDE OF SH-30 EAST 4.1 MILES RW FOR 30995(04) | | | \$261,600 | \$65,400 | \$0 | \$0 | \$0 | \$327,000 |
| BECKHAM | 5 | 5 | 2790004 | IS040B | 0.1 | BRIDGE & APPROACHES | 2020 | I-40B: OVER ELK CREEK LOCATED 0.15 MILE EAST OF THE SH-6 JCT IN ELK CITY | | | \$3,058,985 | \$764,746 | \$0 | \$0 | \$0 | \$3,823,731 |
| BECKHAM Total | | | | | | | | | | | \$3,582,185 | \$895,546 | \$0 | \$0 | \$0 | \$4,477,731 |
| BLAINE | 6 | 5 | 2951204 | SH058 | 0.2 | BRIDGE & APPROACHES | 2020 | SH-58: OVER MINNEHAHA CREEK, 0.2 MILE SOUTH SH-51 SH-8 OVER SALT CREEK APPROX 7.3 MILE SOUTH OF SH-51 | | STP | \$1,389,356 | \$347,339 | \$0 | \$0 | \$0 | \$1,736,695 |
| BLAINE | 6 | 5 | 2791804 | SH008 | 0.3 | BRIDGE & APPROACHES | 2020 | SH-3: BEGIN 5.0 MILES EAST OF THE US-270 JCT IN WATONGA AND EXTEND EAST 6.41 MILES TO THE KINGFISHER C/L. | 10/7/2019 | STP | \$2,103,515 | \$525,879 | \$0 | \$0 | \$0 | \$2,629,394 |
| BLAINE | 6 | 5 | 2791311 | SH003 | 6.41 | WIDEN & RESURFACE | 2020 | SH-3: BEGIN 5.0 MILES EAST OF THE US-270 JCT IN WATONGA AND EXTEND EAST 6.41 MILES TO THE KINGFISHER C/L. | | | \$6,263,132 | \$1,565,783 | \$0 | \$0 | \$0 | \$7,828,915 |
| BLAINE Total | | | | | | | | | | | \$9,756,003 | \$2,439,001 | \$0 | \$0 | \$0 | \$12,195,004 |
| CADDO | 8 | 7 | 3017504 | US281 | 0.3 | GRADE, DRAIN & SURFACE | 2020 | US-281 BEGIN JUST S. OF CUMMINS RD, APPROX 0.5 MIS S. OF I-40 EXT N. 0.3 MIS TO HINTON BLVD. 10/17/19 Amendment to add to STIP | 10/17/2019 | STP | \$1,713,490 | \$428,372 | \$0 | \$0 | \$0 | \$2,141,862 |
| CADDO | 8 | 7 | 2957406 | US281 | 0.71 | UTILITIES | 2020 | US-281: OVER WASHITA RIVER & TWO O'FLOWS FROM APPROX 0.74 MILES N. OF US-62 EXTEND N. APPROX 0.71 MILES UT FOR 29574(04) | | STP | \$2,231,395 | \$557,849 | \$0 | \$0 | \$0 | \$2,789,244 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|-----------------------|---------|------|---------|-------|--------|---------------------|------|--|-------------------------|--------------------------|--------------|--------------|-------------|----------------------------|--------------|--------------|
| CADDO | 8 | 7 | 2957405 | US281 | 0.71 | RIGHT OF WAY | 2020 | US-281: OVER WASHITA RIVER AND TWO O'FLOWS FROM APPROX 0.74 MILES N. OF US-62 EXTEND N. APPROX 0.71 MILES RW FOR 29574(04) | | | \$0 | \$1,490,000 | \$0 | \$0 | \$1,490,000 | |
| CADDO | 8 | 7 | 2707606 | US062 | 6.15 | UTILITIES | 2020 | US-62: FROM JCT. SH-9 EXTENDING E 6.15 MILES TO CURB SECTION IN ANADARKO UT FOR 27076(04) | | | \$1,488,346 | \$372,086 | \$0 | \$0 | \$1,860,432 | |
| CADDO | 8 | 7 | 2707605 | US062 | 6.15 | RIGHT OF WAY | 2020 | US-62: FROM JCT. SH-9 EXTENDING E 6.15 MILES TO CURB SECTION IN ANADARKO RW FOR 27076(04) | | | \$0 | \$2,250,000 | \$0 | \$0 | \$2,250,000 | |
| CADDO Total | | | | | | | | | | | | \$5,433,231 | \$5,098,307 | \$0 | \$0 | \$10,531,538 |
| CANADIAN | 9 | 4 | 3180706 | US081 | 0.5 | UTILITIES | 2020 | INTERSECTION MODIFICATION AT US-81/SH-66 IN EL RENO (UT FOR 3180704) | | | \$412,000 | \$103,000 | \$0 | \$0 | \$515,000 | |
| CANADIAN | 9 | 4 | 3180705 | US081 | 0.5 | RIGHT OF WAY | 2020 | INTERSECTION MODIFICATION AT US-81/SH-66 IN EL RENO (ROW FOR 3180704) | | | \$412,000 | \$103,000 | \$0 | \$0 | \$515,000 | |
| CANADIAN | 9 | 4 | 3071504 | IS040 | 0.33 | INTERCHANGE | 2020 | I-40: INTERCHANGE AT FRISCO ROAD, 4.5 MILES WEST OF THE KILPATRICK TURNPIKE JUNCTION. | | | \$5,277,001 | \$5,277,001 | \$6,076,000 | \$0 | \$16,630,002 | |
| CANADIAN | 9 | 4 | 2790106 | SH152 | 9 | UTILITIES | 2020 | SH 152: ADD SHOULDERS & RESURFACE FROM US 81 IN UNION CITY E. 9.0 MI. TO CEMETERY RD. IN MUSTANG UT FOR 27901(04)(09) | | | \$1,874,387 | \$468,597 | \$0 | \$0 | \$2,342,984 | |
| CANADIAN | 9 | 4 | 2636006 | US281 | 0.5 | UTILITIES | 2020 | US-281: AROUND THE SOUTH CANADIAN RV AT THE CADDO C/L UT FOR 26360(04) | | SSP | \$240,000 | \$60,000 | \$0 | \$0 | \$300,000 | |
| CANADIAN | 9 | 4 | 2636005 | US281 | 0.5 | RIGHT OF WAY | 2020 | US-281: AROUND THE SOUTH CANADIAN RV AT THE CADDO C/L RW FOR 26360(04) | | SSP | \$240,000 | \$60,000 | \$0 | \$0 | \$300,000 | |
| CANADIAN | 9 | 4 | 0475705 | SH004 | 0.34 | BRIDGE & APPROACHES | 2020 | SH-4 OVER THE N. CANADIAN RV, & 2 O'FLOWS 1.92, 2.13 & 2.26 MI NORTH OF SH-66 6/3/19 Modification Total Increase = \$723,201 Fed increase = \$578,561 State increase = \$144,640 10/7/19 Modification to move from FFY19 to FFY20. Modification Total Increase = \$3,146 Fed increase = \$2,517 State increase = \$629 | 10/7/2019 | STP | \$11,085,078 | \$2,771,269 | \$0 | \$0 | \$13,856,347 | |
| CANADIAN Total | | | | | | | | | | | | \$19,540,466 | \$8,842,867 | \$6,076,000 | \$0 | \$34,459,333 |
| CARTER | 10 | 7 | 3270706 | SH199 | 0.5 | UTILITIES | 2020 | SH 199: OVER AN UNNAMED CREEK 9.8 MIS. E. OF US 77 UT FOR 32707(04) | | | \$276,000 | \$69,000 | \$0 | \$0 | \$345,000 | |
| CARTER | 10 | 7 | 3270705 | SH199 | 0.5 | RIGHT OF WAY | 2020 | SH 199: OVER AN UNNAMED CREEK 9.8 MIS. E. OF US 77 RW FOR 32707(04) | | | \$184,000 | \$46,000 | \$0 | \$0 | \$230,000 | |
| CARTER Total | | | | | | | | | | | | \$460,000 | \$115,000 | \$0 | \$0 | \$575,000 |
| CHEROKEE | 11 | 1 | 2710107 | SH082 | 6.6 | UTILITIES | 2020 | SH-82: BEGIN 1.4 MI. NORTH OF US-62/SH-51 JCT, NORTH APPROX. 6.5 MI. UT FOR JP 27101(04)(09) | | | \$1,469,096 | \$367,274 | \$0 | \$0 | \$1,836,370 | |
| CHEROKEE | 11 | 1 | 2710106 | SH082 | 6.6 | RIGHT OF WAY | 2020 | SH-82: BEGIN 1.4 MI. NORTH OF US-62/SH-51 JCT, NORTH APPROX. 6.5 MI. RW FOR JP 27101(04)(09) | | | \$0 | \$4,120,000 | \$0 | \$0 | \$4,120,000 | |
| CHEROKEE Total | | | | | | | | | | | | \$1,469,096 | \$4,487,274 | \$0 | \$0 | \$5,956,370 |
| CIMMARON | 13 | 6 | 1333725 | US287 | 4.52 | UTILITIES | 2020 | US-287: BEG APPROX 13.28 MILES NORTH OF VAN BUREN ST. IN BOISE CITY, EXT. NORTH APPROX. 4.52 MILES (UT FOR 13337(23)) | | | \$457,023 | \$114,256 | \$0 | \$0 | \$571,279 | |
| CIMMARON | 13 | 6 | 1333724 | US278 | 4.52 | RIGHT OF WAY | 2020 | US-287: BEG APPROX 13.28 MILES NORTH OF VAN BUREN ST. IN BOISE CITY, EXT. NORTH APPROX. 4.52 MILES (RW FOR 13337(23)) | | SSP | \$282,844 | \$282,844 | \$0 | \$0 | \$565,688 | |
| CIMMARON Total | | | | | | | | | | | | \$739,867 | \$397,100 | \$0 | \$0 | \$1,136,967 |
| CLEVELAND | 14 | 3 | 3125706 | SH037 | 0.2 | UTILITIES | 2020 | SH-37 OVER UNNAMED CREEK, 5.3 MI EAST OF JCT I-44 UT FOR 31257(04) | | STP | \$43,600 | \$10,900 | \$0 | \$0 | \$54,500 | |
| CLEVELAND | 14 | 3 | 2910607 | IS035 | 0.02 | UTILITIES | 2020 | I-35 UNDER INDIAN HILLS ROAD, 7.39 MI NORTH OF MCCLAIN C/L (UT FOR 29106(05)) | | NHPP | \$52,037 | \$5,782 | \$0 | \$0 | \$57,819 | |
| CLEVELAND | 14 | 3 | 2910606 | IS035 | 0.02 | RIGHT OF WAY | 2020 | I-35 UNDER INDIAN HILLS ROAD, 7.39 MI NORTH OF MCCLAIN C/L (RW FOR 29106(05)) | | SSP | \$0 | \$115,638 | \$0 | \$0 | \$115,638 | |
| CLEVELAND | 14 | 3 | 2328810 | SH009 | 5.55 | UTILITIES | 2020 | SH-9: FROM EAST END OF PECAN CREEK BRIDGE, EAST 5.55 MI TO SH-102 (UT FOR 23288(08)) | | | \$449,080 | \$112,270 | \$0 | \$0 | \$561,350 | |
| CLEVELAND | 14 | 3 | 2328809 | SH009 | 5.55 | RIGHT OF WAY | 2020 | SH-9: FROM EAST END OF PECAN CREEK BRIDGE, EAST 5.55 MI TO SH-102 (RW FOR 23288(08)) | | | \$0 | \$1,684,050 | \$0 | \$0 | \$1,684,050 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|------------------------|---------|------|---------|--------|--------|------------------------|------|--|-------------------------|--------------------------|--------------|-------------|-------|----------------------------|--------------|
| CLEVELAND | 14 | 3 | 2099704 | US077 | 3.22 | GRADE, DRAIN & SURFACE | 2020 | US-77: FROM 0.25 MI SOUTH OF MOFFATT RD (N. OF LEXINGTON), NORTH 3.22 MI. (4 LANE UNDIVIDED) | | STP | \$9,618,963 | \$4,154,740 | \$0 | \$0 | \$13,773,703 |
| CLEVELAND | 14 | 3 | 2026616 | SH009 | 4.6 | UTILITIES | 2020 | SH-9: FROM 108TH AVE EAST, EAST TO 156TH AVE EAST (SOUTH) IN NORMAN (UT FOR 20266(14)) | | | \$654,000 | \$163,500 | \$0 | \$0 | \$817,500 |
| CLEVELAND | 14 | 3 | 2026615 | SH009 | 4.6 | RIGHT OF WAY | 2020 | SH-9: FROM 108TH AVE EAST, EAST TO 156TH AVE EAST (SOUTH) IN NORMAN (RW FOR 20266(14)) | | SSP | \$0 | \$2,452,500 | \$0 | \$0 | \$2,452,500 |
| CLEVELAND Total | | | | | | | | | | | \$10,817,680 | \$8,688,480 | \$0 | \$0 | \$19,462,560 |
| COAL | 15 | 3 | 3125806 | SH131 | 0.2 | UTILITIES | 2020 | SH-131 OVER UNNAMED CREEK, 1.9 MI EAST OF JCT SH-31 (UT FOR 31258(04)) | | | \$20,000 | \$5,001 | \$0 | \$0 | \$25,001 |
| COAL | 15 | 3 | 3125805 | SH131 | 0.2 | RIGHT OF WAY | 2020 | SH-131 OVER UNNAMED CREEK, 1.9 MI EAST OF JCT SH-31 (RW FOR 31258(04)) | | | \$0 | \$10,000 | \$0 | \$0 | \$10,000 |
| COAL | 15 | 3 | 3105506 | SH048 | 2.99 | UTILITIES | 2020 | SH-48: OVER ELM CREEK AND TWO UNNAMED CREEKS, BEGIN 5.82 MILE NORTH OF JOHNSTON C/L (UT FOR 31055(04)) | | | \$174,400 | \$43,600 | \$0 | \$0 | \$218,000 |
| COAL | 15 | 3 | 3105505 | SH048 | 2.99 | RIGHT OF WAY | 2020 | SH-48: OVER ELM CREEK AND TWO UNNAMED CREEKS, BEGIN 5.82 MILE NORTH OF JOHNSTON C/L (RW FOR 31055(04)) | | | \$0 | \$408,750 | \$0 | \$0 | \$408,750 |
| COAL | 15 | 3 | 3105406 | SH048 | 0.94 | UTILITIES | 2020 | SH-48 OVER ELM CREEK AND TELL CREEK, BEGIN 2.1 MI NORTH OF JOHNSTON C/L (UT FOR 31054(04)) | | | \$87,200 | \$21,800 | \$0 | \$0 | \$109,000 |
| COAL | 15 | 3 | 3105405 | SH048 | 0.94 | RIGHT OF WAY | 2020 | SH-48 OVER ELM CREEK AND TELL CREEK, BEGIN 2.1 MI NORTH OF JOHNSTON C/L (RW FOR 31054(04)) | | | \$0 | \$218,000 | \$0 | \$0 | \$218,000 |
| COAL Total | | | | | | | | | | | \$281,600 | \$707,151 | \$0 | \$0 | \$988,751 |
| CREEK | 19 | 8 | 2982906 | SH099 | 0.1 | UTILITIES | 2020 | SH-99 OVER THE CIMARRON RIVER, 4.4 MILES E S PAYNE C/L UTL FOR 29829(04)) | | | \$43,600 | \$10,900 | \$0 | \$0 | \$54,500 |
| CREEK | 19 | 8 | 2982905 | SH099 | 0.1 | RIGHT OF WAY | 2020 | SH-99 OVER THE CIMARRON RIVER, 4.4 MILES E S PAYNE C/L ROW FOR 29829(04)) | | | \$0 | \$54,500 | \$0 | \$0 | \$54,500 |
| CREEK | 19 | 8 | 2968404 | SH016 | 0.1 | BRIDGE & APPROACHES | 2020 | SH-16 OVER WEST SPRING CREEK, 6.4 MILES SOUTH OF THE JCT. SH-33 | | | \$354,294 | \$88,573 | \$0 | \$0 | \$442,867 |
| CREEK | 19 | 8 | 2968306 | SH016 | 0.2 | UTILITIES | 2020 | SH-16 OVER THE TURNER TURNPIKE (I-44) UT FOR 29683(04)) | | NHPP | \$89,816 | \$22,454 | \$0 | \$0 | \$112,270 |
| CREEK | 19 | 8 | 2968305 | SH016 | 0.2 | RIGHT OF WAY | 2020 | SH-16 OVER THE TURNER TURNPIKE (I-44) RW FOR 29683(04)) | | | \$0 | \$112,270 | \$0 | \$0 | \$112,270 |
| CREEK | 19 | 8 | 2968206 | SH016 | 0.1 | UTILITIES | 2020 | SH-16 OVER SAND CREEK, 0.7 MILES EAST OF THE JCT. SH-48 UT FOR 29682(04)) | | | \$92,432 | \$23,108 | \$0 | \$0 | \$115,540 |
| CREEK | 19 | 8 | 2968205 | SH016 | 0.1 | RIGHT OF WAY | 2020 | SH-16 OVER SAND CREEK, 0.7 MILES EAST OF THE JCT. SH-48 RW FOR 29682(04)) | | | \$0 | \$115,540 | \$0 | \$0 | \$115,540 |
| CREEK | 19 | 8 | 2889006 | SH066 | 3.14 | UTILITIES | 2020 | SH 66 FR EAST OF DEPEW, EAST TO THE BRISTOW CITY LIMITS RECONSTRUCT ADD SHOULDERS, (UT FOR 288904)) | | | \$697,600 | \$174,400 | \$0 | \$0 | \$872,000 |
| CREEK | 19 | 8 | 2889005 | SH066 | 3.14 | RIGHT OF WAY | 2020 | SH 66 FR EAST OF DEPEW, EAST TO THE BRISTOW CITY LIMITS RECONSTRUCT ADD SHOULDERS, (RW FOR 288904)) | | | \$0 | \$1,711,300 | \$0 | \$0 | \$1,711,300 |
| CREEK | 19 | 8 | 2442506 | US075A | 5.5 | UTILITIES | 2020 | US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX. 5.5 MILES, TO KIEFER (UT FOR 24425(04)) | | STP | \$253,316 | \$63,329 | \$0 | \$0 | \$316,645 |
| CREEK | 19 | 8 | 2442505 | US075A | 5.5 | RIGHT OF WAY | 2020 | US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX. 5.5 MILES, TO KIEFER (RW FOR 24425(04)) | | SSP | \$0 | \$548,995 | \$0 | \$0 | \$548,995 |
| CREEK | 19 | 8 | 2413106 | SH016 | 4.5 | UTILITIES | 2020 | SH-16: FROM 1.0 MILE EAST OF JCT. SH-48N, EAST 4.5 MILES (UT FOR 2413104)) | | STP | \$268,800 | \$67,200 | \$0 | \$0 | \$336,000 |
| CREEK | 19 | 8 | 2413105 | SH016 | 4.5 | RIGHT OF WAY | 2020 | SH-16: FROM 1.0 MILE EAST OF JCT. SH-48N, EAST 4.5 MILES (RW FOR 2413104)) | | SSP | \$0 | \$1,007,925 | \$0 | \$0 | \$1,007,925 |
| CREEK Total | | | | | | | | | | | \$1,799,858 | \$4,000,494 | \$0 | \$0 | \$5,800,352 |
| CUSTER | 20 | 5 | 3184206 | IS040 | 0.5 | UTILITIES | 2020 | I-40: INTERCHANGE AND INTERSECTION MODIFICATION AT EXIT 65, I-40B WEST JCT IN CLINTON. UT FOR (04) | | | \$424,000 | \$106,000 | \$0 | \$0 | \$530,000 |
| CUSTER | 20 | 5 | 3184205 | IS040 | 0.5 | RIGHT OF WAY | 2020 | I-40: INTERCHANGE AND INTERSECTION MODIFICATION AT EXIT 65, I-40B WEST JCT IN CLINTON. RW FOR (04) | | | \$848,000 | \$212,000 | \$0 | \$0 | \$1,060,000 |
| CUSTER | 20 | 5 | 3169606 | IS040 | 0.2 | UTILITIES | 2020 | I-40: REPLACE BRIDGES ON US-183 OVER I-40 LOCATED 10.7 MI EAST OF WASHITA C/L (N & S BOUND BRIDGES) (UT FOR 31696(04)) | | | \$41,132 | \$10,283 | \$0 | \$0 | \$51,415 |
| CUSTER | 20 | 5 | 3169605 | IS040 | 0.2 | RIGHT OF WAY | 2020 | I-40: REPLACE BRIDGES ON US-183 OVER I-40 LOCATED 10.7 MI EAST OF WASHITA C/L (N & S BOUND BRIDGES) (RW FOR 31696(04)) | | | \$41,131 | \$10,283 | \$0 | \$0 | \$51,414 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|--------|--------|--------------------------------|------|--|-------------------------|--------------------------|--------------|--------------|-------|----------------------------|--------------|
| CUSTER | 20 | 5 | 3099909 | IS040 | 0.2 | UTILITIES | 2020 | I-40 FRONTAGE ROAD, OVER DRY CREEK 5.8 MI NE OF THE WASHITA C/L UT FOR 30999(04) | | | \$22,454 | \$5,613 | \$0 | \$0 | \$28,067 |
| CUSTER | 20 | 5 | 3099905 | IS040 | 0.2 | RIGHT OF WAY | 2020 | I-40 FRONTAGE ROAD, OVER DRY CREEK 5.8 MI NE OF THE WASHITA C/L RW FOR 30999(04) | | | \$22,454 | \$5,613 | \$0 | \$0 | \$28,067 |
| CUSTER | 20 | 5 | 3099106 | SH033 | 0.58 | UTILITIES | 2020 | SH-33, RECONSTRUCT PAVEMENT BEG 0.37 M EAST OF SH-47 AND EXT EAST .67 MILE IN THE CITY OF THOMAS (10TH ST TO 1ST ST), UT FOR (04) | | | \$218,000 | \$54,500 | \$0 | \$0 | \$272,500 |
| CUSTER | 20 | 5 | 3099105 | SH033 | 0.58 | RIGHT OF WAY | 2020 | SH-33, RECONSTRUCT PAVEMENT FROM 0.37 M EAST OF SH-47 EAST .67 MILE IN THOMAS (10TH ST TO 1ST ST), RW FOR (04) | | | \$218,000 | \$54,500 | \$0 | \$0 | \$272,500 |
| CUSTER | 20 | 5 | 2952616 | SH073 | 0.2 | BRIDGE PAINTING | 2020 | DIVISION 5 BRIDGE PAINTING 2 BRIDGES IN CUSTER CO AND 3 BRIDGES IN BECKHAM CO | | | \$600,000 | \$150,000 | \$0 | \$0 | \$750,000 |
| CUSTER | 20 | 5 | 2414510 | SH054 | 4.8 | WIDEN & RESURFACE | 2020 | SH-54, BEGIN 11.8 MI NORTH OF I-40, EW-92, & EXT NORTH 4.8 MILES TO SH-33 | | STP | \$4,271,402 | \$1,067,850 | \$0 | \$0 | \$5,339,252 |
| CUSTER | 20 | 5 | 2413410 | | | BRIDGE WATER PROOF SEAL | 2020 | DIVISION 5 SILANE TREATMENT (WATERPROOF SEAL, SITES TO DETERMINED) | | | \$87,200 | \$21,800 | \$0 | \$0 | \$109,000 |
| CUSTER Total | | | | | | | | | | | \$6,793,773 | \$1,698,442 | \$0 | \$0 | \$8,492,215 |
| DELAWARE | 21 | 8 | 2889406 | US059 | 2.06 | UTILITIES | 2020 | US 59 FROM SAILBOAT BRIDGE TO JCT OF SH 125, (1.02 MI IN OTTAWA CO.) (UT FOR 2889404) | | | \$1,509,201 | \$377,300 | \$0 | \$0 | \$1,886,501 |
| DELAWARE | 21 | 8 | 2889405 | US059 | 2.06 | RIGHT OF WAY | 2020 | US 59 FROM SAILBOAT BRIDGE TO JCT OF SH 125, (1.02 MI IN OTTAWA CO.) (RW FOR 2889404) | | | \$0 | \$3,201,036 | \$0 | \$0 | \$3,201,036 |
| DELAWARE | 21 | 8 | 2885604 | SH085A | 0.5 | BRIDGE & APPROACHES | 2020 | SH 85A OVER HORSE CREEK, 3.5 MI EAST OF SH 85 | | STP | \$7,920,000 | \$1,980,000 | \$0 | \$0 | \$9,900,000 |
| DELAWARE Total | | | | | | | | | | | \$9,429,201 | \$5,558,336 | \$0 | \$0 | \$14,987,537 |
| DEWEY | 22 | 8 | 3267906 | US060 | 0.4 | UTILITIES | 2020 | US-60: REPLACE BRIDGES OVER COTTONWOOD AND KIZER CREEKS LOCATED 5.7 M & 9.0 M EAST OF THE SH-34 N JCT. UT FOR (04) | | | \$84,732 | \$21,183 | \$0 | \$0 | \$105,915 |
| DEWEY | 22 | 8 | 3267905 | US060 | 0.4 | RIGHT OF WAY | 2020 | US-60: REPLACE BRIDGES OVER COTTONWOOD AND KIZER CREEKS LOCATED 5.7 M & 9.0 M EAST OF THE SH-34 N JCT. RW FOR (04) | | | \$84,733 | \$21,183 | \$0 | \$0 | \$105,916 |
| DEWEY | 22 | 8 | 1767141 | US270 | 4.9 | GRADE, DRAIN, BRIDGE & SURFACE | 2020 | US-270, BEGIN 0.4 MI SE OF THE SH-51 E JCT AND EXTEND SE 4.9 MILES. TURNKEY PROJECT (CONSTRUC AS 4 LANE DIV & REHAB EXISTING LANES) | | | \$2,106,697 | \$19,660,991 | \$0 | \$0 | \$21,767,688 |
| DEWEY Total | | | | | | | | | | | \$2,276,162 | \$19,703,357 | \$0 | \$0 | \$21,979,519 |
| ELLIS | 23 | 6 | 2416004 | SH015 | 4.3 | GRADE, DRAIN, BRIDGE & SURFACE | 2020 | SH-15 FROM 2.2 MILES EAST OF SH-46 NORTH JCT., EXTEND EAST APPROX 4.3 MILES | | | \$1,807,458 | \$7,229,832 | \$0 | \$0 | \$9,037,290 |
| ELLIS Total | | | | | | | | | | | \$1,807,458 | \$7,229,832 | \$0 | \$0 | \$9,037,290 |
| GARFIELD | 24 | 4 | 2948204 | SH132 | 0.2 | BRIDGE & APPROACHES | 2020 | SH 132: OVER UNNAMED CREEK 6.6 MIS. N. OF SH 45 | | SSP | \$0 | \$678,573 | \$0 | \$0 | \$678,573 |
| GARFIELD | 24 | 4 | 2798105 | US060 | 4.5 | GRADE, DRAIN & SURFACE | 2020 | US 81: FROM 4.5 MILES NORTH OF SH-45, EXTEND NORTH 4.5 MILES TO THE GRANT COUNTY LINE <i>10/7/19 Modification to move from FFY19 to FFY20. Modification Total Increase = \$1,617,624 Fed increase = \$1,129,299 State increase = \$488,325</i> | 10/7/2019 | STP | \$5,249,299 | \$1,312,325 | \$0 | \$0 | \$6,561,624 |
| GARFIELD | 24 | 4 | 2798104 | US060 | 4.5 | GRADE, DRAIN & SURFACE | 2020 | US 81: FROM SH-45, EXTEND NORTH 4.5 MILES TO 4.5 MILES SOUTH OF THE GRANT COUNTY LINE | | STP | \$8,430,940 | \$2,107,735 | \$0 | \$0 | \$10,538,675 |
| GARFIELD Total | | | | | | | | | | | \$13,680,239 | \$4,098,633 | \$0 | \$0 | \$17,778,872 |
| GARVIN | 25 | 3 | 3126206 | SH029 | 1.63 | UTILITIES | 2020 | SH-29 OVER WILDCAT, SALT AND UNNAMED CREEKS EAST OF STEPHENS C/L (UT FOR 31262(04)) | | | \$109,000 | \$0 | \$0 | \$0 | \$109,000 |
| GARVIN | 25 | 3 | 3126205 | SH029 | 1.63 | RIGHT OF WAY | 2020 | SH-29 OVER WILDCAT, SALT AND UNNAMED CREEKS EAST OF STEPHENS C/L (RW FOR 31262(04)) | | | \$0 | \$163,500 | \$0 | \$0 | \$163,500 |
| GARVIN | 25 | 3 | 2967206 | SH019 | 4.88 | UTILITIES | 2020 | SH-19: FROM 2.40 MI NORTHEAST OF US-77, NORTHEAST THEN EAST 4.88 MI (UT FOR 29672(04)) | | | \$461,770 | \$115,442 | \$0 | \$0 | \$577,212 |
| GARVIN | 25 | 3 | 2967205 | SH019 | 4.88 | RIGHT OF WAY | 2020 | SH-19: FROM 2.40 MI NORTHEAST OF US-77, NORTHEAST THEN EAST 4.88 MI (RW FOR 29672(04)) | | | \$0 | \$1,047,240 | \$0 | \$0 | \$1,047,240 |
| GARVIN | 25 | 3 | 2966704 | US077 | 0.02 | BRIDGE REHABILITATION | 2020 | US-77 OVER WASHITA RIVER, 5.3 MI SOUTH OF PAOLI | | | \$3,121,052 | \$780,263 | \$0 | \$0 | \$3,901,315 |
| GARVIN Total | | | | | | | | | | | \$3,691,822 | \$2,106,445 | \$0 | \$0 | \$5,798,267 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|----------------------|---------|------|---------|--------|--------|-------------------------|------|---|-------------------------|--------------------------|-------------|-------------|-------|----------------------------|-------------|
| GRADY | 26 | 7 | 3426205 | | | ILLUMINATION | 2020 | SH 4: LIGHTING @ INTERSECTION OF FOX LANE (EW 122) 2.24 MIS. N. OF I-44 | | | \$120,000 | \$30,000 | \$0 | \$0 | \$150,000 |
| GRADY | 26 | 7 | 3042506 | SH019 | 8.35 | UTILITIES | 2020 | SH 19: FROM 5.03 MIS. E. OF US 81 E. 8.35 MIS. UT FOR 30425(04)(07) | | | \$4,428,922 | \$1,107,231 | \$0 | \$0 | \$5,536,153 |
| GRADY | 26 | 7 | 3042505 | SH019 | 8.35 | RIGHT OF WAY | 2020 | SH 19: FROM 5.03 MIS. E. OF US 81 E. 8.35 MIS. RW FOR 30425(04)(07) | | | \$0 | \$2,048,000 | \$0 | \$0 | \$2,048,000 |
| GRADY | 26 | 7 | 2442820 | | | FENCING | 2020 | US-81 REALIGNMENT: FROM 1.0 MIS. N. OF THE US 81/US 277 JCT. N. 8.63 MIS. TO .85 MIS. N. OF THE US62/US 81 JCT. (RW FENCING) | | | \$800,000 | \$200,000 | \$0 | \$0 | \$1,000,000 |
| GRADY Total | | | | | | | | | | | \$5,348,922 | \$3,355,231 | \$0 | \$0 | \$7,584,153 |
| GRADY | 27 | 4 | 3192206 | SH132 | 0.1 | UTILITIES | 2020 | SH-132: BOX REPLACEMENT OVER UNNAMED CREEK, 0.35 MILES NORTH OF US-64 JCT (UT FOR 04) | | | \$80,000 | \$20,000 | \$0 | \$0 | \$100,000 |
| GRANT | 27 | 4 | 3192205 | SH132 | 0.1 | RIGHT OF WAY | 2020 | SH-132: BOX REPLACEMENT OVER UNNAMED CREEK, 0.35 MILES NORTH OF US-64 JCT (RW FOR 04) | | | \$80,000 | \$20,000 | \$0 | \$0 | \$100,000 |
| GRANT Total | | | | | | | | | | | \$160,000 | \$40,000 | \$0 | \$0 | \$200,000 |
| GREER | 28 | 5 | 2950904 | US283 | 0.7 | BRIDGE & APPROACHES | 2020 | US-283, THE ELM FORK OF THE RED RIVER & OVERFLOW, 1.5 & 1.8 MI NORTH OF THE SH-9 WEST JCT. 10/7/19 Modification Total Increase = \$244,570 Fed increase = \$195,655 State increase = \$48,915 | 10/7/2019 | STP | \$6,898,735 | \$1,724,684 | \$0 | \$0 | \$8,623,419 |
| GREER Total | | | | | | | | | | | \$6,898,735 | \$1,724,684 | \$0 | \$0 | \$8,623,419 |
| HARPER | 30 | 6 | 3039906 | US183 | 4.3 | UTILITIES | 2020 | US-183: BEGIN 8.6 MILES N. OF THE WOODWARD CO. LN., EXTEND N. 4.3 MILES UT FOR 30399(04) | | | \$640,000 | \$160,000 | \$0 | \$0 | \$800,000 |
| HARPER | 30 | 6 | 3039905 | US183 | 4.3 | RIGHT OF WAY | 2020 | US-183: BEGIN 8.6 MILES N. OF THE WOODWARD CO. LN., EXTEND N. 4.3 MILES RW FOR 30399(04) | | | \$285,000 | \$285,000 | \$0 | \$0 | \$570,000 |
| HARPER | 30 | 6 | 2697507 | | | BRIDGE WATER PROOF SEAL | 2020 | DIVISION 6 BRIDGE SILANE (WATERPROOF SEAL) | | | \$40,000 | \$10,000 | \$0 | \$0 | \$50,000 |
| HARPER | 30 | 6 | 2697407 | | | JOINT SEAL/REPAIR | 2020 | DIVISION 6 BRIDGE JOINT | | | \$40,000 | \$10,000 | \$0 | \$0 | \$50,000 |
| HARPER | 30 | 6 | 2697307 | | | BRIDGE PAINTING | 2020 | DIVISION 6 BRIDGE PAINT | | | \$80,000 | \$20,000 | \$0 | \$0 | \$100,000 |
| HARPER Total | | | | | | | | | | | \$1,085,000 | \$485,000 | \$0 | \$0 | \$1,570,000 |
| HASKELL | 31 | 1 | 3209407 | SH071 | 0.1 | MONEY ONLY | 2020 | SH-71 @ EUFAULA SPILLWAY BRIDGE, .1 MI. WEST OF HASKELL/MCINTOSH C/L (MONEY ONLY) | | | \$0 | \$7,000,000 | \$0 | \$0 | \$7,000,000 |
| HASKELL | 31 | 1 | 3119504 | SH002 | 0.2 | GRADE, DRAIN & SURFACE | 2020 | SH-2: BEGINNING FROM 2.3 MILES N. OF LATIMER C/L N. 0.2 MI. (TUCKERS KNOB) - SLIDE REPAIR | | | \$705,577 | \$176,394 | \$0 | \$0 | \$881,971 |
| HASKELL Total | | | | | | | | | | | \$705,577 | \$176,394 | \$0 | \$0 | \$881,971 |
| HUGHES | 32 | 3 | 2954504 | US075A | 0.02 | BRIDGE & APPROACHES | 2020 | US-75 OVER SALT CREEK, 8.62 MI NORTH OF COAL C/L | | | \$1,088,203 | \$867,737 | \$0 | \$0 | \$1,955,940 |
| HUGHES Total | | | | | | | | | | | \$1,088,203 | \$867,737 | \$0 | \$0 | \$1,955,940 |
| JACKSON | 33 | 5 | 3099706 | SH019 | 0.39 | UTILITIES | 2020 | SH-19, BRIDGE AND APPROACHES OVER THE N. FORK OF THE RED RIVER LOCATED AT THE JACKSON/KIOWA COUNTY LINE. UT FOR 30997(04) | | | \$87,200 | \$21,800 | \$0 | \$0 | \$109,000 |
| JACKSON | 33 | 5 | 3099705 | SH019 | 0.39 | RIGHT OF WAY | 2020 | SH-19, OVER THE N. FORK OF THE RED RIVER AT THE KIOWA COUNTY LINE RW FOR 30997(04) | | | \$0 | \$109,000 | \$0 | \$0 | \$109,000 |
| JACKSON Total | | | | | | | | | | | \$87,200 | \$130,800 | \$0 | \$0 | \$218,000 |
| JOHNSTON | 35 | 3 | 3105306 | SH048 | 0.89 | UTILITIES | 2020 | SH-48: OVER DELAWARE CREEK AND WALNUT CREEK, BEGIN 2.2 MI NORTH OF JCT SH-7 (UT FOR 31053(04)) | | STP | \$272,325 | \$68,081 | \$0 | \$0 | \$340,406 |
| JOHNSTON | 35 | 3 | 3105204 | SH048 | 0.2 | BRIDGE & APPROACHES | 2020 | SH-48 OVER SANDY CREEK, 0.60 MI NORTH OF JCT SH-7 | | | \$644,566 | \$161,142 | \$0 | \$0 | \$805,708 |
| JOHNSTON | 35 | 3 | 3105006 | SH048 | 0.4 | UTILITIES | 2020 | SH-48 OVER SANDY CREEK, 3.20 MI SOUTH OF JCT SH-7 (UT FOR 31050(04)) | | | \$87,200 | \$21,800 | \$0 | \$0 | \$109,000 |
| JOHNSTON | 35 | 3 | 3105005 | SH048 | 0.4 | RIGHT OF WAY | 2020 | SH-48 OVER SANDY CREEK, 3.20 MI SOUTH OF JCT SH-7 (RW FOR 31050(04)) | | | \$0 | \$190,750 | \$0 | \$0 | \$190,750 |
| JOHNSTON | 35 | 3 | 3104905 | SH048 | 0.2 | RIGHT OF WAY | 2020 | SH-48 OVER UNNAMED CREEK, 5.8 MI SOUTH JCT SH-7 (RW FOR 31049(04)) | | SSP | \$0 | \$109,000 | \$0 | \$0 | \$109,000 |
| JOHNSTON | 35 | 3 | 3104706 | SH078 | 6 | UTILITIES | 2020 | SH-48: BEGIN 1.0 MI SOUTH OF JOHNSTON C/L, EXTEND NORTH 6.0 MI (UT FOR 31047(04)) | | STP | \$393,048 | \$0 | \$0 | \$0 | \$393,048 |
| JOHNSTON | 35 | 3 | 3039206 | SH078 | 4 | UTILITIES | 2020 | SH-78: FROM 5.38 MI NORTH OF BRYAN C/L, NORTH 4.0 MI (UT FOR (04)) | | | \$277,296 | \$69,324 | \$0 | \$0 | \$346,620 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-------------------------|---------|------|---------|--------|--------|--------------------------|------|--|-------------------------|--------------------------|--------------|--------------|-----------|----------------------------|--------------|
| JOHNSTON | 35 | 3 | 3039205 | SH078 | 4 | RIGHT OF WAY | 2020 | SH-78: FROM 5.38 MI NORTH OF BRYAN C/L, NORTH 4.0 MI (RW FOR (04)) | | | \$0 | \$693,240 | \$0 | \$0 | \$693,240 |
| JOHNSTON | 35 | 3 | 2892006 | SH048 | 7.37 | UTILITIES | 2020 | SH-48: FROM ATOKA C/L, NORTH 7.37 MI TO SH-48A (UT FOR 28920(04)) | | | \$1,434,687 | \$358,672 | \$0 | \$0 | \$1,793,359 |
| JOHNSTON | 35 | 3 | 2892005 | SH048 | 7.37 | RIGHT OF WAY | 2020 | SH-48: FROM ATOKA C/L, NORTH 7.37 MI TO SH-48A (RW FOR 28920(04)) | | | \$0 | \$4,147,142 | \$0 | \$0 | \$4,147,142 |
| JOHNSTON Total | | | | | | | | | | | \$3,109,122 | \$5,819,151 | \$0 | \$0 | \$8,928,273 |
| KAY | 36 | 4 | 2438004 | US077 | 4.5 | WIDEN & RESURFACE | 2020 | US-77: ADD SHOULDERS AND RESURFACE FROM NEWKIRK CITY LIMITS N. 3.2 MI. S. OF THE KANSAS STATELINE | | | \$4,250,000 | \$4,250,000 | \$0 | \$0 | \$8,500,000 |
| KAY Total | | | | | | | | | | | \$4,250,000 | \$4,250,000 | \$0 | \$0 | \$8,500,000 |
| KINGFISHER | 37 | 4 | 3268704 | US081 | 1 | BRIDGE PAINTING | 2020 | DIVISION 4 BRIDGE PAINTING: NB BRIDGE ON US-81 OVER THE CIMARRON RIVER, NB AND SB BRIDGES ON I-44 OVER BLACK GOLD DRIVE AND BNSF | | | \$1,280,600 | \$320,150 | \$0 | \$0 | \$1,600,750 |
| KINGFISHER Total | | | | | | | | | | | \$1,280,600 | \$320,150 | \$0 | \$0 | \$1,600,750 |
| KIOWA | 38 | 5 | 2951806 | SH115 | 0.5 | UTILITIES | 2020 | SH-115, THREE BRIDGES, TWO OVER TRIB OF SADDLE MTN CR & ONE OVER SADDLE MTN CRK, 1.8, 2.0, & 2.2 MI NW OF THE COMANCHE C/L. UT FOR 29518(04) | | | \$65,401 | \$16,350 | \$0 | \$0 | \$81,751 |
| KIOWA | 38 | 5 | 2951805 | SH115 | 0.5 | RIGHT OF WAY | 2020 | SH-115, THREE BRIDGES, TWO OVER TRIB OF SADDLE MTN CRK, OVER SADDLE NTN CRK, 1.8, 2.0, & 2.2 MI NW OF THE COMANCHE C/L. RW FOR 29518(04) | | | \$65,400 | \$16,350 | \$0 | \$0 | \$81,750 |
| KIOWA Total | | | | | | | | | | | \$65,400 | \$16,350 | \$0 | \$0 | \$81,750 |
| LEFLORE | 40 | 2 | 3128904 | US271 | 0.25 | INTERSECT MODIF | 2020 | US-271/SH-112 INTERSECTION MODIFICATION | | | \$848,000 | \$212,000 | \$0 | \$0 | \$1,060,000 |
| LEFLORE | 40 | 2 | 1712713 | US059 | 5 | RIGHT OF WAY | 2020 | US-59 FROM SUNSET CORNERS EXTEND WEST. RW FOR 17127(04) | | NHPP | \$0 | \$7,133,680 | \$0 | \$0 | \$7,133,680 |
| LEFLORE Total | | | | | | | | | | | \$848,000 | \$7,345,680 | \$0 | \$0 | \$8,193,680 |
| LINCOLN | 41 | 3 | 3039306 | SH099 | 0.4 | UTILITIES | 2020 | SH-99 OVER SAND & UNNAMED CREEKS, 12.00 & 12.88 MI NORTH OF SH-66 (UT FOR (04) | | | \$55,546 | \$13,886 | \$0 | \$0 | \$69,432 |
| LINCOLN | 41 | 3 | 2954304 | SH099 | 0.02 | BRIDGE & APPROACHES | 2020 | SH-99 OVER SALT CREEK, 1.26 MI NORTH OF SH-66 (SAC/FOX FUNDING PARTICIPATION \$750K) | | | \$854,595 | \$854,595 | \$750,000 | \$0 | \$2,459,190 |
| LINCOLN | 41 | 3 | 2803404 | SH066B | 0.02 | BRIDGE & APPROACHES | 2020 | SH-66B OVER CAPTAIN CREEK, 1.5 MI NORTHEAST OF SH-66 | | STP | \$1,988,848 | \$497,212 | \$0 | \$0 | \$2,486,060 |
| LINCOLN Total | | | | | | | | | | | \$2,898,989 | \$1,365,693 | \$750,000 | \$0 | \$5,014,682 |
| LOGAN | 42 | 4 | 3181505 | SH033 | 2 | RIGHT OF WAY | 2020 | SH-33: BRIDGE AND APPROACHES OVER THE CIMARRON RIVER AT THE PAYNE CL (ROW FOR 3181505) | | | \$0 | \$103,000 | \$0 | \$0 | \$103,000 |
| LOGAN Total | | | | | | | | | | | \$0 | \$103,000 | \$0 | \$0 | \$103,000 |
| LOVE | 43 | 7 | 3348106 | IS035 | 1 | UTILITIES | 2020 | I-35: FROM THE TEXAS S/L N. 1.0 MIS. TO THE MM 1 INTERCHANGE (TEXAS PARTICIPATION) UT FOR 33481(04) | | | \$204,348 | \$22,705 | \$0 | \$0 | \$227,053 |
| LOVE | 43 | 7 | 3348105 | IS035 | 1 | RIGHT OF WAY | 2020 | I-35: FROM THE TEXAS S/L N. 1.0 MIS. TO THE MM 1 INTERCHANGE (TXDOT PARTICIPATION) RW FOR 33481(04) | | NHPP | \$153,900 | \$17,100 | \$0 | \$0 | \$171,000 |
| LOVE | 43 | 7 | 3270804 | | | ENVIRONMENTAL MITIGATION | 2020 | I-35: CONSTRUCTION OF KIOSK AT THE REST AREA ON I-35 FOR MITIGATION OF JEFF ERSON COUNTY SH 79 RED RIVER BRIDGE REPLACEMENT | | | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |
| LOVE | 43 | 7 | 3189606 | IS035 | 2 | UTILITIES | 2020 | I-35: RECONSTRUCT TO 6 LANES FROM THE MM 1 INTERCHANGE N. 2.0 MIS. TO THE MM 3 INTERCHANGE UT FOR 31896(04) | | | \$45,000 | \$5,000 | \$0 | \$0 | \$50,000 |
| LOVE | 43 | 7 | 3189605 | IS035 | 2 | RIGHT OF WAY | 2020 | I-35: RECONSTRUCT TO 6 LANES FROM THE MM 1 INTERCHANGE N. 2.0 MIS. TO THE MM 3 INTERCHANGE RW FOR 31896(04) | | | \$0 | \$50,000 | \$0 | \$0 | \$50,000 |
| LOVE | 43 | 7 | 3036504 | IS035 | 0.2 | BRIDGE & APPROACHES | 2020 | I-35: COUNTY ROAD E2180 OVER I-35 9.3 MIS. N. OF THE TEXAS STATE LINE (IM EARMARK) | | NHPP | \$2,344,253 | \$260,473 | \$0 | \$0 | \$2,604,726 |
| LOVE | 43 | 7 | 2957604 | SH032 | 0.1 | BRIDGE & APPROACHES | 2020 | SH-32: OVER WILSON CREEK BEGIN APPROX 0.3 MILES W. OF MARSHALL C/L | | STP | \$4,540,000 | \$1,135,000 | \$0 | \$0 | \$5,675,000 |
| LOVE | 43 | 7 | 1957605 | IS035 | 0.53 | BRIDGE & APPROACHES | 2020 | I-35: BRIDGES OVER US-77 AND RAILROAD, 7.52 MILES NORTH OF TEXAS STATE LINE & EXT NORTH APPROX. 0.53 MILE (PARALLEL BRIDGES) (IM EARMARK) | | NHPP | \$8,078,000 | \$20,977,800 | \$0 | \$0 | \$29,055,800 |
| LOVE Total | | | | | | | | | | | \$15,365,501 | \$22,968,078 | \$0 | \$0 | \$38,333,579 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|------------------------|---------|------|---------|-------|--------|--------------------------------|------|--|-------------------------|--------------------------|--------------|--------------|--------------|----------------------------|--------------|--------------|
| MAJOR | 47 | 6 | 2700510 | US412 | 0.4 | GRADE, DRAIN & SURFACE | 2020 | US-412: FROM 1.65 MI EAST OF THE WOODWARD CO LN, EXTEND EAST APPROX. 0.40 MI (CORRECTION OF SUBSIDENCE ISSUE) | | | \$125,000 | \$125,000 | \$0 | \$0 | \$250,000 | |
| MAJOR Total | | | | | | | | | | | | \$125,000 | \$125,000 | \$0 | \$0 | \$250,000 |
| MARSHALL | 48 | 2 | 3127804 | US070 | 5.23 | WIDEN & RESURFACE | 2020 | US-70: FROM 1.9 MI EAST OF CARTER C/L, EXTEND EAST 5.23 MI SH-32 OVER HAUANI CREEK, 1.75 MILES EAST OF LOVE COUNTY LINE | | | \$6,274,136 | \$1,568,534 | \$0 | \$0 | \$7,842,670 | |
| MARSHALL | 48 | 2 | 2800607 | SH032 | 0.1 | BRIDGE & APPROACHES | 2020 | | | STP | \$4,480,748 | \$1,120,187 | \$0 | \$0 | \$5,600,935 | |
| MARSHALL Total | | | | | | | | | | | | \$10,754,884 | \$2,688,721 | \$0 | \$0 | \$13,443,605 |
| MAYES | 49 | 8 | 3188405 | | 0.2 | BRIDGE REHABILITATION | 2020 | SH-28 BRIDGE REHAB PENSACOLA DAM, EAST/WEST SPILL WAY BRIDGES OVER GRAND LAKE: 0.5, 2.0, & 2.3 MILES SE JCT SH-82. (SUBSTRUCTURE) | | SSP | \$0 | \$3,000,000 | \$0 | \$0 | \$3,000,000 | |
| MAYES | 49 | 8 | 3188404 | SH028 | 0.2 | BRIDGE REHABILITATION | 2020 | SH-28 BRIDGE REHAB PENSACOLA DAM, EAST/WEST SPILL WAY BRIDGES OVER GRAND LAKE: 14.50, 16.28 & 16.51 MILES E OF JCT. US-69 | | SSP | \$0 | \$5,123,000 | \$0 | \$0 | \$5,123,000 | |
| MAYES | 49 | 8 | 2889106 | SH028 | 5.85 | UTILITIES | 2020 | SH-28 FROM EAST END OF THE I-44 INTERCHANGE, EXTEND EAST APPROX. 5.85 MILES (UT FOR 2889104) | | | \$239,180 | \$59,794 | \$0 | \$0 | \$298,974 | |
| MAYES | 49 | 8 | 2889105 | SH028 | 5.85 | RIGHT OF WAY | 2020 | SH-28 FROM EAST END OF THE I-44 INTERCHANGE, EXTEND EAST APPROX. 5.85 MILES (RW FOR 2889104) | | | \$0 | \$518,338 | \$0 | \$0 | \$518,338 | |
| MAYES | 49 | 8 | 2438206 | SH028 | 7 | UTILITIES | 2020 | SH-28: BEGIN US-69/SH-28 JCT. AND EXTEND EAST 7.0 MILES (UT FOR 24382(04) | | STP | \$3,279,737 | \$819,934 | \$0 | \$0 | \$4,099,671 | |
| MAYES | 49 | 8 | 2438205 | SH028 | 7 | RIGHT OF WAY | 2020 | SH-28: BEGIN US-69/SH-28 JCT. AND EXTEND EAST 7.0 MILES (RW FOR 24382(04) | | SSP | \$0 | \$4,448,037 | \$0 | \$0 | \$4,448,037 | |
| MAYES | 49 | 8 | 2327006 | SH028 | 4.75 | UTILITIES | 2020 | SH-28: BEG. APPROX. 8.1 MILES EAST OF JCT SH-28/US-69 & EXT. EAST 4.75 MILES (UT FOR 23270(04) | | STP | \$1,363,452 | \$340,863 | \$0 | \$0 | \$1,704,315 | |
| MAYES | 49 | 8 | 2327005 | SH028 | 4.75 | RIGHT OF WAY | 2020 | SH-28: BEG. APPROX. 8.1 MILES EAST OF JCT SH-28/US-69 & EXT. EAST 4.75 MILES (RW FOR 23270(04) | | SSP | \$0 | \$4,556,305 | \$0 | \$0 | \$4,556,305 | |
| MAYES Total | | | | | | | | | | | | \$4,882,369 | \$18,866,271 | \$0 | \$0 | \$23,748,640 |
| MCCLAIN | 44 | 3 | 3280206 | IS035 | 0.75 | UTILITIES | 2020 | I-35: SOUTHBOUND RAMP AT SH-74W, IN PURCELL (UT FOR 32802(04) | | | \$211,830 | \$52,958 | \$0 | \$0 | \$264,788 | |
| MCCLAIN | 44 | 3 | 3280205 | IS035 | 0.75 | RIGHT OF WAY | 2020 | I-35: SOUTHBOUND RAMP AT SH-74W, IN PURCELL (R/W FOR 32802(04) | | | \$211,830 | \$52,958 | \$0 | \$0 | \$264,788 | |
| MCCLAIN | 44 | 3 | 3105806 | SH024 | 2.62 | UTILITIES | 2020 | SH-24 BEGIN 3.48 MILE NORTH OF JCT SH-59, EXTEND NORTH 2.62 MI (UT FOR 31058(04) | | | \$130,800 | \$32,700 | \$0 | \$0 | \$163,500 | |
| MCCLAIN | 44 | 3 | 3105805 | SH024 | 2.62 | RIGHT OF WAY | 2020 | SH-24 BEGIN 3.48 MILE NORTH OF JCT SH-59, EXTEND NORTH 2.62 MI (RW FOR 31058(04) | | | \$0 | \$327,000 | \$0 | \$0 | \$327,000 | |
| MCCLAIN | 44 | 3 | 2967106 | SH076 | 3 | UTILITIES | 2020 | SH-76: FROM SH-130, NORTH 3.0 MI TO SH-37 (UT FOR 29671(04)) | | | \$448,340 | \$112,085 | \$0 | \$0 | \$560,425 | |
| MCCLAIN | 44 | 3 | 1931407 | IS035 | 0.2 | UTILITIES | 2020 | I-35/SH-9W RAMP MODIFICATION (UT FOR 19314(04)) | | | \$739,760 | \$184,940 | \$0 | \$0 | \$924,700 | |
| MCCLAIN | 44 | 3 | 1931406 | IS035 | 0.2 | RIGHT OF WAY | 2020 | I-35/SH-9W RAMP MODIFICATION (RW FOR 19314(04)) | | | \$2,018,300 | \$2,018,300 | \$0 | \$0 | \$4,036,600 | |
| MCCLAIN Total | | | | | | | | | | | | \$3,760,860 | \$2,780,941 | \$0 | \$0 | \$6,541,801 |
| MCCURTAIN | 45 | 2 | 2440904 | SH003 | 1.5 | GRADE, DRAIN, BRIDGE & SURFACE | 2020 | SH-3 FROM 16.05 MI EAST OF THE PUSHMATAHA C/L EAST 1.5 MI (2 BRIDGES) | | NHPP | \$10,952,879 | \$2,738,220 | \$0 | \$0 | \$13,691,099 | |
| MCCURTAIN Total | | | | | | | | | | | | \$10,952,879 | \$2,738,220 | \$0 | \$0 | \$13,691,099 |
| MCINTOSH | 46 | 1 | 3120204 | US069 | 0.9 | PAVEMENT REHABILITATION | 2020 | US-69: FROM .5 MI. S. OF I-40/US-69 JCT NORTH .9 MI. | | | \$2,000,000 | \$500,000 | \$0 | \$0 | \$2,500,000 | |
| MCINTOSH | 46 | 1 | 3057204 | US069 | 4.5 | GRADE, DRAIN & SURFACE | 2020 | US-69: FROM SH-9 JCT, NORTH 4.5 MILES | | NHPP | \$7,350,000 | \$17,150,000 | \$0 | \$0 | \$24,500,000 | |
| MCINTOSH | 46 | 1 | 2976204 | SH009 | 0.2 | BRIDGE PAINTING | 2020 | SH-9: BRIDGE OVER SOUTH CANADIAN RIVER, .1 MILES NW OF PITTSBURG C/L NBI 15587 | | | \$760,000 | \$190,000 | \$0 | \$0 | \$950,000 | |
| MCINTOSH | 46 | 1 | 2975804 | IS040 | 1.33 | PAVEMENT REHABILITATION | 2020 | I-40: FROM 0.53 MILES WEST OF JCT. US-69, EXTEND EAST 1.33 MILES (IM EARMARK) | | | \$2,250,000 | \$250,000 | \$0 | \$0 | \$2,500,000 | |
| MCINTOSH | 46 | 1 | 2897304 | SH052 | 2.25 | BRIDGE & APPROACHES | 2020 | SH-52: OVER MILL CR., 3.64 MI. S. & CHISHOLM CR., 1.68 MI. S. OF JCT. SH-9 | | STP | \$3,360,000 | \$840,000 | \$0 | \$0 | \$4,200,000 | |
| MCINTOSH | 46 | 1 | 2711304 | IS040 | 0.07 | BRIDGE PAINTING | 2020 | I-40: US-69 BRIDGES OVER I-40, 19.1 MILES EAST OF OKMULGEE C/L 10/7/19 Modification Total Increase = \$31,787 Fed increase = \$25,429 State increase = \$6,357 | 10/7/2019 | NHPP | \$599,829 | \$149,957 | \$0 | \$0 | \$749,786 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|-------|--------|-------------------------|------|--|-------------------------|--------------------------|--------------|--------------|-------|----------------------------|--------------|
| MCINTOSH Total | | | | | | | | | | | \$16,319,829 | \$19,079,957 | \$0 | \$0 | \$35,399,786 |
| MURRAY | 50 | 1 | 3042806 | SH007 | 5.31 | UTILITIES | 2020 | SH 7: FROM 9.97 MILES E. OF US 77 E. 5.31 MIS. TO SH 1 IN JOHNSTON CO. UT FOR 30428(04) | | | \$286,987 | \$71,747 | \$0 | \$0 | \$358,734 |
| MURRAY | 50 | 1 | 3042805 | SH007 | 4.09 | RIGHT OF WAY | 2020 | SH 7: FROM 9.97 MILES E. OF US 77 E. 5.31 MIS. TO SH 1 IN JOHNSTON CO. RW FOR 30428(04) | | | \$858,920 | \$214,730 | \$0 | \$0 | \$1,073,650 |
| MURRAY Total | | | | | | | | | | | \$1,145,907 | \$286,477 | \$0 | \$0 | \$1,432,384 |
| MUSOKGEE | 51 | 1 | 3387604 | US069 | 2.5 | RESURFACE | 2020 | US-69 BEG APPROX 0.1 MILE NORTH OF US-64 EAST (PEAK BLVD) & EXT NORTH APPROX 2.5 MILES | | NHPP | \$2,400,000 | \$600,000 | \$0 | \$0 | \$3,000,000 |
| MUSOKGEE | 51 | 1 | 3386704 | MISC | | SIGNING | 2020 | DIVISION 1: SIGNING REPLACEMENT / REPAIR | | | \$0 | \$250,000 | \$0 | \$0 | \$250,000 |
| MUSOKGEE | 51 | 1 | 3121104 | US069 | 8.064 | RESURFACE | 2020 | US-69: NORTHBOUND - FROM 4.5 MI. N. OF MUSKOGEE C/L N. 8.064 MI., SOUTHBOUND - FROM 8.5 MI. N OF MUSKOGEE C/L N. 4.5 MI. | | NHPP | \$3,200,000 | \$800,000 | \$0 | \$0 | \$4,000,000 |
| MUSOKGEE | 51 | 1 | 3065304 | IS040 | 0.2 | BRIDGE PAINTING | 2020 | I-40: BRIDGES OVER SH-2, APPROX. 2.3 MILES EAST OF MCINTOSH C/L | | | \$0 | \$592,000 | \$0 | \$0 | \$592,000 |
| MUSOKGEE | 51 | 1 | 3065105 | | | BRIDGE WATER PROOF SEAL | 2020 | DIVISION 1 BRIDGE WATER PROOF SEAL | | | \$0 | \$50,000 | \$0 | \$0 | \$50,000 |
| MUSOKGEE | 51 | 1 | 2976306 | SH002 | 0.6 | UTILITIES | 2020 | SH-2: OVER UNNAMED CREEK, APPROX. 1.3 MILE NORTH OF HASKELL C/L UT FOR 29763(04) | | | \$33,107 | \$8,277 | \$0 | \$0 | \$41,384 |
| MUSOKGEE | 51 | 1 | 2976305 | SH002 | 0.6 | RIGHT OF WAY | 2020 | SH-2: OVER UNNAMED CREEK, APPROX. 1.3 MILE NORTH OF HASKELL C/L RW FOR 29763(04) | | | \$0 | \$37,000 | \$0 | \$0 | \$37,000 |
| MUSOKGEE | 51 | 1 | 2898706 | US064 | 1.82 | UTILITIES | 2020 | US-64: FROM MUSKOGEE TURNPIKE, EXTEND EAST 1.82 MILE UT FOR 28987(04) | | | \$197,452 | \$49,363 | \$0 | \$0 | \$246,815 |
| MUSOKGEE | 51 | 1 | 2898705 | US064 | 1.82 | RIGHT OF WAY | 2020 | US-64: FROM MUSKOGEE TURNPIKE, EXTEND EAST 1.82 MILE RW FOR 28987(04) | | | \$442,920 | \$110,730 | \$0 | \$0 | \$553,650 |
| MUSKOGEE Total | | | | | | | | | | | \$6,273,479 | \$2,497,370 | \$0 | \$0 | \$8,770,849 |
| NOBLE | 52 | 4 | 2423910 | | | BRIDGE PAINTING | 2020 | DIVISION 4 - BRIDGE PAINT & JOINT REPAIR | | | \$84,800 | \$21,200 | \$0 | \$0 | \$106,000 |
| NOBLE | 52 | 4 | 2423810 | | | BRIDGE WATER PROOF SEAL | 2020 | DIVISION 4 - BRIDGE WATERPROOF SEAL | | | \$80,000 | \$20,000 | \$0 | \$0 | \$100,000 |
| NOBLE Total | | | | | | | | | | | \$164,800 | \$41,200 | \$0 | \$0 | \$206,000 |
| OKFUSKEE | 54 | 3 | 2100709 | IS040 | 5.97 | RESURFACE | 2020 | I-40: FROM 7.79 MI EAST OF SEMINOLE C/L, EAST 5.97 MI (MP 220.59 TO MP 226.56) (EAST BOUND ONLY) | | | \$9,338,850 | \$1,037,650 | \$0 | \$0 | \$10,376,500 |
| OKFUSKEE | 54 | 3 | 1297207 | US075 | 2.87 | UTILITIES | 2020 | US-75: FROM SEMINOLE AVE. IN WEELETKA, NORTH 2.87 MI (UT FOR 12972(04)) | | STP | \$1,030,000 | \$1,030,000 | \$0 | \$0 | \$2,060,000 |
| OKFUSKEE | 54 | 3 | 1297206 | US075 | 2.87 | RIGHT OF WAY | 2020 | US-75: FROM SEMINOLE AVE. IN WEELETKA, NORTH 2.87 MI (RW FOR 12972(04)) | | SSP | \$0 | \$817,500 | \$0 | \$0 | \$817,500 |
| OKFUSKEE Total | | | | | | | | | | | \$10,368,850 | \$2,885,150 | \$0 | \$0 | \$13,254,000 |
| OKLAHOMA | 55 | 7 | 3324204 | SH152 | 0.6 | MONEY ONLY | 2020 | SH-152: EB AND WB BRIDGES OVER BNSF RR, 2.5 MILES EAST OF THE CANADIAN CL | | SSP | \$0 | \$1,000,000 | \$0 | \$0 | \$1,000,000 |
| OKLAHOMA | 55 | 4 | 3313104 | IS044 | 0.4 | BRIDGE REHABILITATION | 2020 | I-44: EASTBOUND BRIDGE OVER INDEPENDENCE AVENUE, 2.3 MILES NORTH OF THE I-240 INTERCHANGE | | NHPP | \$419,981 | \$46,665 | \$0 | \$0 | \$466,646 |
| OKLAHOMA | 55 | 4 | 3308104 | IS044 | 0.2 | BRIDGE REHABILITATION | 2020 | I-44: NB AND SB BRIDGES OVER OKLAHOMA RIVER | | NHPP | \$2,282,462 | \$2,282,462 | \$0 | \$0 | \$4,564,924 |
| OKLAHOMA | 55 | 4 | 3192404 | IS044 | 0.2 | BRIDGE REHABILITATION | 2020 | I-44: EB & WB SW 29TH OVER, APPROX. 4.00 MILES NORTH OF CLEVELAND C/L | | NHPP | \$1,010,210 | \$112,246 | \$0 | \$0 | \$1,122,456 |
| OKLAHOMA | 55 | 4 | 3101904 | IS044 | 0.41 | BRIDGE REHABILITATION | 2020 | I-44: NB AND SB BRIDGE REHABILITATION OVER 59TH ST, 0.75 MILES SOUTH OF THE SH-152 JCT | | NHPP | \$1,352,809 | \$150,312 | \$0 | \$0 | \$1,503,121 |
| OKLAHOMA | 55 | 4 | 3101804 | IS044 | 0.25 | BRIDGE REHABILITATION | 2020 | I-44: BRIDGE REHABILITATION OVER I-240, 1.3 MILES NORTH OF THE CLEVELAND COUNTY LINE INCLUDING RAMP AND NB MAINLINE | | NHPP | \$2,694,923 | \$299,436 | \$0 | \$0 | \$2,994,359 |
| OKLAHOMA | 55 | 4 | 3100604 | IS044 | 5 | PAVEMENT REHABILITATION | 2020 | I-44: DOWEL BAR RETROFIT AND DIAMOND GRINDING FROM SW 74TH ST, NORTH TO THE OKLAHOMA RIVER | | NHPP | \$6,314,935 | \$6,314,935 | \$0 | \$0 | \$12,629,870 |
| OKLAHOMA | 55 | 4 | 2984407 | IS035 | 0.1 | UTILITIES | 2020 | I-35: NB & SB BRIDGES OVER 63RD STREET 5.0 MIS. N. OF I-40 (UT FOR 2984404) | | NHPP | \$1,122,841 | \$124,760 | \$0 | \$0 | \$1,247,601 |
| OKLAHOMA | 55 | 4 | 2885404 | IS040 | 0.1 | BRIDGE & APPROACHES | 2020 | I-40: E.B. AND W.B. BRIDGES OVER SOONER ROAD 3.1 MILES EAST OF I-35 | | | \$7,210,286 | \$21,630,857 | \$0 | \$0 | \$28,841,143 |
| OKLAHOMA | 55 | 4 | 2331004 | IS040 | 0.1 | BRIDGE & APPROACHES | 2020 | I-40: W.B. AND E.B. BRIDGES OVER CRUTCHO CREEK & SE 15TH STREET 2.3 & 2.6 MILES EAST OF JCT. I-35 | | NHPP | \$8,843,259 | \$26,529,778 | \$0 | \$0 | \$35,373,037 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|------------------------|---------|------|---------|--------|--------|------------------------------|------|--|-------------------------|--------------------------|--------------|--------------|--------------|----------------------------|--------------|--------------|
| OKLAHOMA Total | | | | | | | | | | | | \$31,251,706 | \$58,491,451 | \$0 | \$0 | \$89,743,157 |
| OSAGE | 57 | 8 | 3107506 | SH018 | 0.2 | UTILITIES | 2020 | SH 18 BRIDGE AND APPROACHES OVER SALT CREEK LOCATED 5.3 MI N PAWNEE CL UT FOR 3107504 | | STP | \$84,872 | \$21,218 | \$0 | \$0 | \$106,090 | |
| OSAGE | 57 | 8 | 3107505 | SH018 | 0.2 | RIGHT OF WAY | 2020 | SH 18 BRIDGE AND APPROACHES OVER SALT CREEK LOCATED 5.3 MI N PAWNEE CL RW FOR 3107504 | | SSP | \$0 | \$106,090 | \$0 | \$0 | \$106,090 | |
| OSAGE | 57 | 8 | 2958704 | US060 | 0.1 | BRIDGE & APPROACHES | 2020 | US-60 OVER SALT CREEK, 1.2 MI WEST OF THE JCT OF SH-18 | | NHPP | \$1,921,285 | \$481,108 | \$0 | \$0 | \$2,402,393 | |
| OSAGE | 57 | 8 | 2886004 | SH099 | 0.5 | BRIDGE & APPROACHES | 2020 | SH 99 OVER BIRCH CREEK, 2.7 MI NORTH OF JCT SH 10 | | STP | \$970,934 | \$247,819 | \$0 | \$0 | \$1,218,753 | |
| OSAGE | 57 | 8 | 2826205 | SH011 | 0.02 | BRIDGE REHABILITATION | 2020 | SH-11: OVER RED EAGLE BRANCH CREEK, 9.2 MILES EAST OF JCT. SH-99 (PHASE II) | | | \$520,150 | \$119,850 | \$0 | \$0 | \$640,000 | |
| OSAGE | 57 | 8 | 2716804 | SH020 | 0.25 | INTERSECT MODIF | 2020 | SH-20: INTERSECTION AT SH-20 & JAYVINE HILL ROAD, 3.25 MILES WEST OF SH-11 | | NHPP | \$3,128,000 | \$782,000 | \$0 | \$0 | \$3,910,000 | |
| OSAGE | 57 | 8 | 2708404 | SH020 | 0.3 | BRIDGE & APPROACHES | 2020 | SH-20: BUG CREEK, 11.5 MI EAST OF JCT. SH18 | | STP | \$5,448,987 | \$1,362,246 | \$0 | \$0 | \$6,811,233 | |
| OSAGE | 57 | 8 | 2475205 | SH020 | 0.25 | BRIDGE & APPROACHES | 2020 | SH-20: SYCAMORE CREEK , 7.9 MILE EAST OF SH-18 | | STP | \$1,748,677 | \$436,776 | \$0 | \$0 | \$2,185,453 | |
| OSAGE | 57 | 8 | 2475204 | SH020 | 0.13 | BRIDGE & APPROACHES | 2020 | SH-20 OVER GRAY HORSE CR APPROX. 1.6 MILE EAST OF SH-18 | | STP | \$2,076,758 | \$519,190 | \$0 | \$0 | \$2,595,948 | |
| OSAGE | 57 | 8 | 2426506 | SH011 | 3.75 | UTILITIES | 2020 | SH-11: FROM 2 MILES S.E. OF BARNSDALL EXTEND S.E. 3.75 MILES UT FOR 24265(04) | | STP | \$152,260 | \$38,065 | \$0 | \$0 | \$190,325 | |
| OSAGE | 57 | 8 | 2426505 | SH011 | 3.75 | RIGHT OF WAY | 2020 | SH-11: FROM 2 MILES S.E. OF BARNSDALL EXTEND S.E. 3.75 MILES RW FOR 24265(04) | | SSP | \$0 | \$141,790 | \$0 | \$0 | \$141,790 | |
| OSAGE | 57 | 8 | 2426204 | SH018 | 0.5 | BRIDGE & APPROACHES | 2020 | SH-18: OVER SALT CREEK, 2.0 MILES NORTH OF THE PAWNEE C/L | | SSP | \$0 | \$4,551,455 | \$0 | \$0 | \$4,551,455 | |
| OSAGE | 57 | 8 | 2028806 | SH011 | 2 | UTILITIES | 2020 | SH-11: FR BARNSDALL, EXTEND SOUTHEAST APPROX. 2.0 MILES UT FOR 20288(04) | | | \$528,206 | \$132,052 | \$0 | \$0 | \$660,258 | |
| OSAGE | 57 | 8 | 2028805 | SH011 | 2 | RIGHT OF WAY | 2020 | SH-11: FR BARNSDALL, EXTEND SOUTHEAST APPROX. 2.0 MILES RW FOR 20288(04) | | | \$0 | \$1,174,613 | \$0 | \$0 | \$1,174,613 | |
| OSAGE Total | | | | | | | | | | | | \$16,580,129 | \$10,114,272 | \$0 | \$0 | \$26,694,401 |
| OTTAWA | 58 | 8 | 2794404 | SH069A | 1.3 | GRADE,DRAIN,BRIDGE & SURFACE | 2020 | SH-69A: FROM APPROX. 1.65 MILES NORTH OF SH-10, NORTH 1.3 MILES (NOT FULLY FUNDED --PENDING FUNDING BY OTHERS) | | | \$3,386,400 | \$846,600 | \$0 | \$0 | \$4,233,000 | |
| OTTAWA | 58 | 8 | 2701604 | SH125 | 1.5 | WIDEN & RESURFACE | 2020 | SH-125: FROM THE JCT. OF US-60 IN FAIRLAND, NORTH APPROX. 1.5 MILES | | | \$2,002,614 | \$510,654 | \$0 | \$0 | \$2,513,268 | |
| OTTAWA Total | | | | | | | | | | | | \$5,389,014 | \$1,357,254 | \$0 | \$0 | \$6,746,268 |
| PAWNEE | 59 | 8 | 2798304 | SH099 | 0.23 | BRIDGE & APPROACHES | 2020 | SH-99: ARKANSAS RIVER, FROM JUST NORTH OF CLEVELAND, NORTH TO OSAGE C/L | | | \$0 | \$10,099,902 | \$0 | \$0 | \$10,099,902 | |
| PAWNEE | 59 | 8 | 2432211 | US064 | 4.2 | UTILITIES | 2020 | US-64: FROM JCT. SH-18 EAST 4.2 MILES (UT FOR 24322(07) | | | \$593,288 | \$148,322 | \$0 | \$0 | \$741,610 | |
| PAWNEE | 59 | 8 | 2432210 | US064 | 4.2 | RIGHT OF WAY | 2020 | US-64: FROM JCT. SH-18 EAST 4.2 MILES (R/W FOR 24322(07) | | | \$0 | \$962,163 | \$0 | \$0 | \$962,163 | |
| PAWNEE | 59 | 8 | 2432206 | US064 | 2.3 | UTILITIES | 2020 | US-64: FROM APPROX. 4.2 MILES EAST OF SH-18 EAST 2.3 MILES (UT FOR 24322(04) | | | \$305,634 | \$76,409 | \$0 | \$0 | \$382,043 | |
| PAWNEE | 59 | 8 | 2432205 | US064 | 2.3 | RIGHT OF WAY | 2020 | US-64: FROM APPROX. 4.2 MILES EAST OF SH-18 EAST 2.3 MILES (ROW FOR 24322(04) | | | \$0 | \$650,205 | \$0 | \$0 | \$650,205 | |
| PAWNEE Total | | | | | | | | | | | | \$898,922 | \$11,937,001 | \$0 | \$0 | \$12,835,923 |
| PAYNE | 60 | 4 | 2655506 | US177 | 6 | UTILITIES | 2020 | US-177: FROM THE CIMARRON TURNPIKE SPUR, EXTEND NORTH 6 MILES (UT FOR 26555(04)) | | STP | \$130,800 | \$32,700 | \$0 | \$0 | \$163,500 | |
| PAYNE | 60 | 4 | 2655505 | US177 | 6 | RIGHT OF WAY | 2020 | US-177: FROM THE CIMARRON TURNPIKE SPUR, EXTEND NORTH 6 MILES (ROW FOR 26555(04)) | | SSP | \$0 | \$163,500 | \$0 | \$0 | \$163,500 | |
| PAYNE Total | | | | | | | | | | | | \$130,800 | \$196,200 | \$0 | \$0 | \$327,000 |
| PITTSBURG | 61 | 2 | 3434104 | US069 | 5.735 | PAVEMENT REHABILITATION | 2020 | US-69: FROM 4.05 MI N. OF ATOKA C/L, EXTEND N. 5.74 MI (NORTHBOUND ONLY) | | | \$0 | \$13,500,000 | \$0 | \$0 | \$13,500,000 | |
| PITTSBURG | 61 | 2 | 3432904 | US069 | 3.66 | PAVEMENT REHABILITATION | 2020 | US-69: FROM 4.7 MI N. OF JCT US-69B, EXTEND N. 3.66 MI (SOUTHBOUND ONLY) | | SSP | \$0 | \$8,725,000 | \$0 | \$0 | \$8,725,000 | |
| PITTSBURG | 61 | 2 | 2974006 | SH063 | 0.7 | UTILITIES | 2020 | SH-63 BEGIN 3.6 MILES EAST OF US-69 AND EXTEND .70 MILES EAST UT FOR 29740(04) | | | \$228,251 | \$57,062 | \$0 | \$0 | \$285,313 | |
| PITTSBURG | 61 | 2 | 2974005 | SH063 | 0.7 | RIGHT OF WAY | 2020 | SH-63 BEGIN 3.6 MILES EAST OF US-69 AND EXTEND .70 MILES EAST RW FOR 29740(04) | | | \$85,696 | \$21,424 | \$0 | \$0 | \$107,120 | |
| PITTSBURG | 61 | 2 | 1499909 | US069 | 0.5 | INTERCHANGE | 2020 | US-69 CONSTRUCTION INTERCHANGE @ KINKEAD ROAD IN MCALESTER | | NHPP | \$25,681,270 | \$1,351,646 | \$0 | \$0 | \$27,032,916 | |
| PITTSBURG Total | | | | | | | | | | | | \$25,995,217 | \$10,155,132 | \$0 | \$0 | \$36,150,349 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|---------------------------|---------|------|---------|--------|--------|------------------------------|------|--|-------------------------|--------------------------|--------------|--------------|-------|----------------------------|--------------|
| PONTOTOC | 62 | 3 | 3188006 | SH001 | 0.83 | UTILITIES | 2020 | SH-1: OVER TWO UNNAMED CREEKS, 2.19 MIS NE OF ROFF, EXT 0.83 MIS TO JCT. OF CHICKASAW T.P. (UT FOR 31880(04) | | | \$54,500 | \$27,250 | \$0 | \$0 | \$81,750 |
| PONTOTOC | 62 | 3 | 3188005 | SH001 | 0.83 | RIGHT OF WAY | 2020 | SH-1: OVER TWO UNNAMED CREEKS, 2.19 MIS NE OF ROFF, EXT 0.83 MIS TO JCT. OF CHICKASAW T.P. (RW FOR 31880(04) | | | \$0 | \$81,750 | \$0 | \$0 | \$81,750 |
| PONTOTOC | 62 | 3 | 2328511 | | | JOINT SEAL/REPAIR | 2020 | DIVISION 3: BRIDGE JOINT SEAL/REPAIR PROJECTS | | | \$261,600 | \$65,400 | \$0 | \$0 | \$327,000 |
| PONTOTOC | 62 | 3 | 2297318 | | | BRIDGE WATER PROOF SEAL | 2020 | DIVISION 3: BRIDGE WATER PROOFING SEAL (SILANE) | | | \$87,200 | \$21,800 | \$0 | \$0 | \$109,000 |
| PONTOTOC | 62 | 3 | 2184107 | SH019 | 5.64 | WIDEN & RESURFACE | 2020 | SH-19: FROM 4.3 MI EAST OF THE GARVIN C/L, EAST 5.64 MI THRU PICKETT | | STP | \$10,206,925 | \$10,206,925 | \$0 | \$0 | \$20,413,850 |
| PONTOTOC Total | | | | | | | | | | | \$10,610,225 | \$10,403,125 | \$0 | \$0 | \$21,013,350 |
| POTTAWATOMIE | 63 | 3 | 3038806 | US270 | 1 | UTILITIES | 2020 | US-270: BEGIN APPROX. 0.20 MI. W. OF THE UP RR, EXTEND E. APPROX. 0.54 MI. (INCLUDES RAILROAD BRIDGE REMOVAL AND TWO UNNAMED CREEKS) (UT FOR (04)) | | | \$168,058 | \$42,014 | \$0 | \$0 | \$210,072 |
| POTTAWATOMIE | 63 | 3 | 2424007 | SH039 | 3 | GRADE,DRAIN,BRIDGE & SURFACE | 2020 | SH-39: FROM 9.9 MI EAST OF CLEVELAND C/L, EAST TO US-177 IN ASHER | | STP | \$2,731,693 | \$2,731,693 | \$0 | \$0 | \$5,463,386 |
| POTTAWATOMIE | 63 | 3 | 2328806 | SH009 | 5.49 | UTILITIES | 2020 | SH-9: FROM SH-102, EAST 5.49 MI TO END OF EXISTING CONCRETE SECTION AT WEST SIDE OF TECUMSEH (UT FOR 23288(04)) | | STP | \$1,010,063 | \$252,515 | \$0 | \$0 | \$1,262,578 |
| POTTAWATOMIE | 63 | 3 | 2328805 | SH009 | 5.49 | RIGHT OF WAY | 2020 | SH-9: FROM SH-102, EAST 5.49 MI TO END OF EXISTING CONCRETE SECTION AT WEST SIDE OF TECUMSEH (RW FOR 23288(04)) | | SSP | \$0 | \$2,272,565 | \$0 | \$0 | \$2,272,565 |
| POTTAWATOMIE | 63 | 3 | 2100712 | IS040 | 7.4 | UTILITIES | 2020 | I-40: FROM OK/POT CO. LN. EAST 7.4 MILES (UT FOR 21007(07)(10)(13) | | | \$0 | \$100,001 | \$0 | \$0 | \$100,001 |
| POTTAWATOMIE | 63 | 3 | 2100711 | IS040 | 7.4 | RIGHT OF WAY | 2020 | I-40: FROM OK/POT CO. LN. EAST 7.4 MILES (RW FOR 21007(07)(10)(13) | | | \$0 | \$100,001 | \$0 | \$0 | \$100,001 |
| POTTAWATOMIE Total | | | | | | | | | | | \$3,909,814 | \$5,498,789 | \$0 | \$0 | \$9,408,603 |
| PUSHMATAHA | 64 | 2 | 2800706 | | 0.1 | UTILITIES | 2020 | SH-3 OVER KIAMICHI RIVER, 8 MILES EAST OF ANTLERS UT FOR 28007(07) | | NHPP | \$193,040 | \$48,260 | \$0 | \$0 | \$241,300 |
| PUSHMATAHA | 64 | 2 | 2314509 | | | JOINT SEAL/REPAIR | | DIVISION 2: BRIDGE MAINTENANCE - VARIOUS LOCATIONS (JOINT REPAIR) | | | \$0 | \$212,000 | \$0 | \$0 | \$212,000 |
| PUSHMATAHA | 64 | 2 | 2314510 | | | BRIDGE PAINTING | 2020 | DIVISION 2: MAINTENANCE - VARIOUS LOCATIONS (BRIDGE PAINTING) | | | \$0 | \$848,000 | \$0 | \$0 | \$848,000 |
| PUSHMATAHA | 64 | 2 | 2314412 | | | BRIDGE WATER PROOF SEAL | 2020 | DIVISION 2: DIVISION WIDE SILANE PROJECTS (BRIDGE WATERPROOFING SEAL) | | | \$0 | \$53,000 | \$0 | \$0 | \$53,000 |
| PUSHMATAHA Total | | | | | | | | | | | \$193,040 | \$1,161,260 | \$0 | \$0 | \$1,354,300 |
| ROGERS | 66 | 8 | 3381704 | SH020 | 7.33 | LONGITUDINAL BARRIER | 2020 | SH-20 FROM 5.88 MILES EAST OF SH-66 EXTEND EAST 7.3 MILES INTO MAYES CL | | HSIP | \$640,000 | \$160,000 | \$0 | \$0 | \$800,000 |
| ROGERS | 66 | 8 | 3109306 | US412 | 2 | UTILITIES | 2020 | US 412 ADD J-TURNS AT 265TH E AVE & 289TH E AVE APPROX. 2.8 MI & 4.3 MI EAST OF I 44 JCT UT FOR 3109304 | | | \$43,600 | \$10,900 | \$0 | \$0 | \$54,500 |
| ROGERS | 66 | 8 | 3109305 | US412 | 2 | RIGHT OF WAY | 2020 | US 412 ADD J-TURNS AT 265TH E AVE & 289TH E AVE APPROX. 2.8 MI & 4.3 MI EAST OF I 44 JCT RW FOR 3109304 | | | \$0 | \$54,500 | \$0 | \$0 | \$54,500 |
| ROGERS Total | | | | | | | | | | | \$683,600 | \$225,400 | \$0 | \$0 | \$909,000 |
| SEMINOLE | 67 | 3 | 3187006 | US270 | 0.42 | UTILITIES | 2020 | US-270: SH-59 OVERPASS, 1.28 MIS S. OF US-270B (UT FOR JP 31870(04) | | | \$87,200 | \$21,800 | \$0 | \$0 | \$109,000 |
| SEMINOLE | 67 | 3 | 3187005 | US270 | 0.42 | RIGHT OF WAY | 2020 | US-270: SH-59 OVERPASS, 1.28 MIS S. OF US-270B (R/W FOR JP 31870(04) | | | \$0 | \$218,000 | \$0 | \$0 | \$218,000 |
| SEMINOLE | 67 | 3 | 2328906 | SH003E | 8 | UTILITIES | 2020 | SH-99: FROM 3.05 MI SOUTH OF US-270, SOUTH 8.0 MI (NEW PARALLEL LANES & RESURFACE EXISTING LANES) (UT FOR 23289(04)(13) | | STP | \$718,528 | \$179,632 | \$0 | \$0 | \$898,160 |
| SEMINOLE | 67 | 3 | 2328905 | SH003E | 8 | RIGHT OF WAY | 2020 | SH-99: FROM 3.05 MI SOUTH OF US-270, SOUTH 8.0 MI (NEW PARALLEL LANES & RESURFACE EXISTING LANES) (RW FOR 23289(04)(13) | | SSP | \$0 | \$2,694,480 | \$0 | \$0 | \$2,694,480 |
| SEMINOLE | 67 | 3 | 2100604 | US270 | 1 | GRADE,DRAIN,BRIDGE & SURFACE | 2020 | US-270 OVER CARTER & TWO UNNAMED CREEKS, FROM SH-270A IN SEMINOLE, EAST APPROX. 1.0 MILE | | STP | \$7,680,000 | \$1,920,000 | \$0 | \$0 | \$9,600,000 |
| SEMINOLE Total | | | | | | | | | | | \$8,485,728 | \$5,033,912 | \$0 | \$0 | \$13,519,640 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|--------|--------|-------------------------|------|--|-------------------------|--------------------------|--------------|-------------|-----------|----------------------------|--------------|
| SEQUOYAH | 68 | 1 | 3057406 | SH082 | 2.5 | UTILITIES | 2020 | SH-82: FROM 0.5 MILES S. OF CHEROKEE C/L, SOUTH APPROX. 2.5 MILES UT FOR 30574(04) | | | \$217,200 | \$54,300 | \$0 | \$0 | \$271,500 |
| SEQUOYAH | 68 | 1 | 3057405 | SH082 | 2.5 | RIGHT OF WAY | 2020 | SH-82: FROM 0.5 MILES S. OF CHEROKEE C/L, SOUTH APPROX. 2.5 MILES RW FOR 30574(04) | | | \$651,600 | \$162,900 | \$0 | \$0 | \$814,500 |
| SEQUOYAH | 68 | 1 | 3056206 | SH010A | 3.3 | UTILITIES | 2020 | SH-10A: FROM 2 MI. E. OF SH-10 JCT. EAST TO SH-100 JCT. UT FOR 30562(04) | | | \$208,800 | \$52,200 | \$0 | \$0 | \$261,000 |
| SEQUOYAH | 68 | 1 | 3056205 | SH010A | 3.3 | RIGHT OF WAY | 2020 | SH-10A: FROM 2 MI. E OF SH-10 JCT. EAST TO SH-100 JCT. RW FOR 30562(04) | | | \$660,000 | \$165,000 | \$0 | \$0 | \$825,000 |
| SEQUOYAH | 68 | 1 | 2978106 | SH101 | 0.25 | UTILITIES | 2020 | SH-101: BRIDGE OVER POLECAT CREEK, 3.11 MILES EAST OF SH-64B JCT. UT FOR 29781(04) | | | \$72,000 | \$18,000 | \$0 | \$0 | \$90,000 |
| SEQUOYAH | 68 | 1 | 2978105 | SH101 | 0.25 | RIGHT OF WAY | 2020 | SH-101: BRIDGE OVER POLECAT CREEK, 3.11 MILES EAST OF SH-64B JCT. RW FOR 29781(04) | | | \$320,000 | \$80,000 | \$0 | \$0 | \$400,000 |
| SEQUOYAH | 68 | 1 | 2978006 | SH101 | 0.34 | UTILITIES | 2020 | SH-101: BRIDGE OVER BIG SKIN BAYOU, 7.52 MILES EAST OF SH-59 JCT. UT FOR 29780(04) | | | \$56,000 | \$14,000 | \$0 | \$0 | \$70,000 |
| SEQUOYAH | 68 | 1 | 2978005 | SH101 | 0.34 | RIGHT OF WAY | 2020 | SH-101: BRIDGE OVER BIG SKIN BAYOU, 7.52 MILES EAST OF SH-59 JCT. RW FOR 29780(04) | | | \$400,000 | \$100,000 | \$0 | \$0 | \$500,000 |
| SEQUOYAH | 68 | 1 | 2975604 | IS040 | 0.5 | BRIDGE & APPROACHES | 2020 | I-40/ SH-59 INTERCHANGE IN SALLISAW (IM EARMARK) | | NHPP | \$7,144,800 | \$1,786,200 | \$0 | \$0 | \$8,931,000 |
| SEQUOYAH | 68 | 1 | 2711606 | SH082 | 0.5 | UTILITIES | 2020 | SH-82: OVER SNAKE CREEK, 11.1 MILES NORTH OF US-64 JCT UT FOR JP 27116(04) | | | \$303,600 | \$75,900 | \$0 | \$0 | \$379,500 |
| SEQUOYAH | 68 | 1 | 2711605 | SH082 | 0.5 | RIGHT OF WAY | 2020 | SH-82: OVER SNAKE CREEK, 11.1 MILES NORTH OF US-64 JCT RW FOR JP 27116(04) | | | \$256,792 | \$64,198 | \$0 | \$0 | \$320,990 |
| SEQUOYAH Total | | | | | | | | | | | \$10,290,792 | \$2,572,698 | \$0 | \$0 | \$12,863,490 |
| STEPHENS | 69 | 7 | 3387804 | | | PAVEMENT MARKING | 2020 | DIVISION 7: PAVEMENT STRIPING (SITES TO BE DETERMINED) | | | \$400,000 | \$100,000 | \$0 | \$0 | \$500,000 |
| STEPHENS | 69 | 7 | 3103906 | SH053 | 0.6 | UTILITIES | 2020 | SH 53: OVER 3 UNNAMED CREEKS 1.2, 1.1 & 0.8 MIS. W. OF SH 89 UT FOR 31039(04) | | | \$263,091 | \$65,773 | \$0 | \$0 | \$328,864 |
| STEPHENS | 69 | 7 | 3103905 | SH053 | 0.6 | RIGHT OF WAY | 2020 | SH 53: OVER 3 UNNAMED CREEKS 1.2, 1.1 & 0.8 MIS. W. OF SH 89 RW FOR 31039(04) | | | \$93,600 | \$23,400 | \$0 | \$0 | \$117,000 |
| STEPHENS | 69 | 7 | 3007904 | | | BRIDGE PAINTING | 2020 | DIVISION 7: BRIDGE PAINTING (SITES TO BE DETERMINED) | | | \$416,000 | \$104,000 | \$0 | \$0 | \$520,000 |
| STEPHENS | 69 | 7 | 3007804 | | | BRIDGE WATER PROOF SEAL | 2020 | DIVISION 7: BRIDGE WATER PROOF SEAL (SITES TO BE DETERMINED) | | | \$64,000 | \$16,000 | \$0 | \$0 | \$80,000 |
| STEPHENS | 69 | 7 | 2965712 | SH029 | 6.08 | UTILITIES | 2020 | SH-29: FROM 16.92 MILES E. OF US-81 EXTEND E. 6.08 MIS. TO THE GARVIN C/L. UT FOR 29657(10) | | | \$5,537,360 | \$1,384,340 | \$0 | \$0 | \$6,921,700 |
| STEPHENS | 69 | 7 | 2965706 | SH029 | 5.44 | UTILITIES | 2020 | SH-29: FROM 11.48 MILES E. OF US-81 EXTEND E. 5.44 MILES. UT FOR 29657(04) | | | \$3,592,915 | \$898,229 | \$0 | \$0 | \$4,491,144 |
| STEPHENS | 69 | 7 | 2943805 | | | JOINT SEAL/REPAIR | 2020 | DIVISION 7: BRIDGE JOINT REPAIR (SITES TO BE DETERMINED) | | | \$320,000 | \$80,000 | \$0 | \$0 | \$400,000 |
| STEPHENS | 69 | 7 | 2796704 | SH053A | 0.6 | BRIDGE & APPROACHES | 2020 | SH-53 OVER MUD CREEK & MUD CREEK O'FLOWS BEG APPROX 10.9 MILE EAST OF US-81 & EXT EAST APPROX 0.6 MILE 10/7/19 Modification Total Increase = \$955,681 Fed increase = \$764,545 State increase \$191,136 | 10/7/2019 | STP | \$4,339,210 | \$1,084,802 | \$0 | \$0 | \$5,424,012 |
| STEPHENS Total | | | | | | | | | | | \$15,026,176 | \$3,756,544 | \$0 | \$0 | \$18,782,720 |
| TEXAS | 70 | 6 | 2441306 | SH136 | 2.46 | UTILITIES | 2020 | SH-136 FROM US-412 SOUTH 2.46 MI UT FOR 24413(04) | | STP | \$554,364 | \$138,591 | \$0 | \$0 | \$692,955 |
| TEXAS | 70 | 6 | 2434504 | SH136 | 3.72 | WIDEN & RESURFACE | 2020 | SH-136 FROM 7.47 MI NORTH OF THE TEXAS S/L NORTH 3.72 MI | | SSP | \$1,227,000 | \$4,908,000 | \$0 | \$0 | \$6,135,000 |
| TEXAS | 70 | 6 | 2424104 | SH136 | 6.25 | GRADE & DRAIN | 2020 | SH-136: BEGINNING AT THE TEXAS STATE LINE & EXTENDING NORTH 5.0 MILE (NEW ALIGNMENT) | | SSP | \$1,200,000 | \$4,800,000 | \$0 | \$0 | \$6,000,000 |
| TEXAS Total | | | | | | | | | | | \$2,981,364 | \$9,846,591 | \$0 | \$0 | \$12,827,955 |
| TILLMAN | 71 | 5 | 2951604 | SH005 | 0.4 | BRIDGE & APPROACHES | 2020 | SH-5, OVER THE NORTH FORK OF THE RED RIVER & THE RED RIVER OVERFLOW AT THE JACKSON C/L AND 0.3 MILE EAST. | | STP | \$6,057,000 | \$1,514,250 | \$0 | \$0 | \$7,571,250 |
| TILLMAN | 71 | 5 | 2951404 | US070 | 0.4 | BRIDGE & APPROACHES | 2020 | US-70, OVER BOTTLE AND SUTTLE CREEKS, 1.1 & 3.2 MI EAST OF US-183 | | STP | \$2,614,274 | \$653,569 | \$0 | \$0 | \$3,267,843 |
| TILLMAN Total | | | | | | | | | | | \$8,671,274 | \$2,167,819 | \$0 | \$0 | \$10,839,093 |
| TULSA | 72 | 8 | 3448704 | IS244 | | MONEY ONLY | 2020 | I-244 ELGIN AVE TO GREENWOOD AVE (MONEY ONLY) | | | \$0 | \$0 | \$500,000 | \$0 | \$500,000 |
| TULSA | 72 | 8 | 3382004 | | | SIGNING | 2020 | OVERHEAD SIGN REPLACE AND REPAIRS - VARIOUS LOCATION | | STP | \$800,000 | \$200,000 | \$0 | \$0 | \$1,000,000 |
| TULSA | 72 | 8 | 3381804 | | | SIGNING | 2020 | SIGN PROJECTS - VARIOUS LOCATIONS | | STP | \$1,600,000 | \$400,000 | \$0 | \$0 | \$2,000,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-------------------------|---------|------|---------|-------|--------|-------------------------|------|--|-------------------------|--------------------------|---------------|--------------|---------------|----------------------------|---------------|
| TULSA | 72 | 8 | 3378804 | IS044 | 1 | INTERCHANGE | 2020 | I-44/US-75 INTERCHANGE RECONSTRUCTION FROM UNION AVE TO THE ARKANSAS RIVER (WP 1) INFRA GRANT | | | \$53,199,200 | \$13,299,800 | \$0 | \$0 | \$66,499,000 |
| TULSA | 72 | 8 | 3334305 | US064 | 0.07 | UTILITIES | 2020 | US-64 (MEMORIAL DR.) & US-169 INTERCHANGE IMPROVEMENT (UT FOR 33343(04)) | | | \$164,800 | \$41,200 | \$0 | \$0 | \$206,000 |
| TULSA | 72 | 8 | 3251204 | | | MONEY ONLY | 2020 | GILCREASE EXPRESSWAY TURNPIKE PROJECT – TIFIA – FINANCE TOWARD CONSTRUCTING GILCREASE EXPRESSWAY TURNPIKE BY OTA COMBINED WITH GARVEE FUNDING. | | | \$0 | \$0 | \$108,600,000 | \$0 | \$108,600,000 |
| TULSA | 72 | 8 | 3251104 | | | MONEY ONLY | 2020 | GILCREASE EXPRESSWAY TURNPIKE PROJECT – GARVEE PROJECT TO CONNECT EDISON/US-412 WITH I-44. | | | \$56,880,000 | \$0 | \$14,220,000 | \$0 | \$71,100,000 |
| TULSA | 72 | 8 | 3194308 | | | BRIDGE WATER PROOF SEAL | 2020 | DIVISION 8 SILANE PROJECTS - MULTIPLE LOCATIONS | | | \$0 | \$1,000,001 | \$0 | \$0 | \$1,000,001 |
| TULSA | 72 | 8 | 3194408 | | | JOINT SEAL/REPAIR | 2020 | DIVISION 8 JOINT SEAL/REPAIR | | | \$0 | \$1,000,001 | \$0 | \$0 | \$1,000,001 |
| TULSA | 72 | 8 | 3109506 | SH011 | 1 | UTILITIES | 2020 | SH-11 @ 86TH ST NORTH: 5.6 MI N OF GILCREASE INTERSECTION MOD UT FOR 3109504 | | | \$43,600 | \$10,900 | \$0 | \$0 | \$54,500 |
| TULSA | 72 | 8 | 3109505 | SH011 | 1 | RIGHT OF WAY | 2020 | SH-11 @ 86TH ST NORTH: 5.6 MI N OF GILCREASE INTERSECTION MOD RW FOR 3109504 | | | \$0 | \$54,500 | \$0 | \$0 | \$54,500 |
| TULSA | 72 | 8 | 3109406 | SH051 | 0.5 | UTILITIES | 2020 | SH 51 ADD J-TURNS AT 265TH W AVE/COYOTE TRAIL LOCATED .6 MILES EAST OF CREEK CL UT FOR 3109404 | | | \$43,600 | \$10,900 | \$0 | \$0 | \$54,500 |
| TULSA | 72 | 8 | 3109405 | SH051 | 0.5 | RIGHT OF WAY | 2020 | SH 51 ADD J-TURNS AT 265TH W AVE/COYOTE TRAIL LOCATED .6 MILES EAST OF CREEK CL RW FOR 3109404 | | | \$0 | \$54,500 | \$0 | \$0 | \$54,500 |
| TULSA | 72 | 8 | 3108304 | IS444 | 0.2 | BRIDGE REHABILITATION | 2020 | 3RD ST REHAB BRIDGE OVER I 444 LOCATED .9 MI N OF SH 51 | | | \$2,399,999 | \$600,001 | \$0 | \$0 | \$3,000,000 |
| TULSA | 72 | 8 | 3107906 | SH011 | 0.2 | UTILITIES | 2020 | SH-11 OVER BIRD CREEK, LOCATED 2 MI S WASHINGTON CO (UT FOR J/P 31079(04)) | | STP | \$41,200 | \$10,300 | \$0 | \$0 | \$51,500 |
| TULSA | 72 | 8 | 3107905 | SH011 | 0.2 | RIGHT OF WAY | 2020 | SH-11 OVER BIRD CREEK, LOCATED 2 MI S WASHINGTON CO (R/W FOR J/P 31079(04)) | | SSP | \$0 | \$51,500 | \$0 | \$0 | \$51,500 |
| TULSA | 72 | 8 | 3031810 | | | BRIDGE PAINTING | 2020 | DIVISION 8 BRIDGE PAINT (VARIOUS LOCATIONS) | | | \$0 | \$1,000,001 | \$0 | \$0 | \$1,000,001 |
| TULSA | 72 | 8 | 2969404 | IS044 | 0.1 | BRIDGE & APPROACHES | 2020 | UNION AVE OVER I-44, 1.6 MILES EAST OF SH-66 (IM EARMARK) INFRA GRANT | | NHPP | \$12,701,600 | \$3,175,400 | \$0 | \$0 | \$15,877,000 |
| TULSA | 72 | 8 | 2885304 | SH051 | 0.34 | MONEY ONLY | 2020 | SH-51 UNDER 193 RD STREET, AT THE WAGONER C/L. (MONEY ONLY PARTNERSHIP WITH CITY OF BROKEN ARROW) | | | \$0 | \$4,000,000 | \$0 | \$0 | \$4,000,000 |
| TULSA | 72 | 8 | 2630108 | IS244 | 2.1 | UTILITIES | 2020 | I-244: FROM US-75 SOUTH JCT. EXTEND NORTH 2.1 MI. TO ARKANSAS RIVER UTILITY PROJECT FOR 26301(06) | | NHPP | \$80,000 | \$20,000 | \$0 | \$0 | \$100,000 |
| TULSA | 72 | 8 | 2630107 | IS244 | 2 | UTILITIES | 2020 | I-244: FROM I-44 NORTH 2 MI. TO US-75 AND REHAB BRIDGES OVER 48TH ST UTILITY PROJECT FOR JP 26301(05) | | NHPP | \$80,000 | \$20,000 | \$0 | \$0 | \$100,000 |
| TULSA Total | | | | | | | | | | | \$128,033,999 | \$24,949,004 | \$123,320,000 | \$0 | \$276,303,003 |
| WAGONER | 73 | 1 | 3418904 | SH051 | 0.02 | TRAFFIC SIGNALS | 2020 | SH-51 / S 225TH EAST AVE (EVANS RD.) TRAFFIC SIGNAL | | | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |
| WAGONER | 73 | 1 | 3120906 | US069 | 0.81 | UTILITIES | 2020 | US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH 51 JCT. UT FOR 31209(04) | | | \$40,000 | \$10,000 | \$0 | \$0 | \$50,000 |
| WAGONER | 73 | 1 | 3120905 | US069 | 0.81 | RIGHT OF WAY | 2020 | US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH 51 JCT. RW FOR 31209(04) | | | \$100,000 | \$25,000 | \$0 | \$0 | \$125,000 |
| WAGONER | 73 | 1 | 2975704 | US069 | 0.77 | RESURFACE | 2020 | US-69: FROM 9.33 MILES NORTH OF MUSKOGEE C/L, NORTH 0.77 MILE | | | \$0 | \$700,000 | \$0 | \$0 | \$700,000 |
| WAGONER | 73 | 1 | 2091604 | SH072 | 1.77 | GRADE, DRAIN & SURFACE | 2020 | SH-72: FR 2.15 MILES NORTH OF MUSKOGEE C/L, EXT. NORTH 1.77 MILES | | STP | \$5,902,414 | \$1,475,604 | \$0 | \$0 | \$7,378,018 |
| WAGONER Total | | | | | | | | | | | \$6,042,414 | \$2,410,604 | \$0 | \$0 | \$8,453,018 |
| WASHINGTON | 74 | 8 | 2969504 | US075 | 0.19 | MONEY ONLY | 2020 | US-75 FR: 0.19 MILES SOUTH OF THE KANSAS S/L NORTH TO THE KANSAS S/L (MONEY ONLY PARTNERSHIP WITH KDOT) | | | \$0 | \$1,000,000 | \$0 | \$0 | \$1,000,000 |
| WASHINGTON | 74 | 8 | 2317011 | US075 | 0.06 | SAFETY IMPROVEMENT | 2020 | US-75: RIGHT TURN LANE FROM TURKEY CREEK BRIDGE NORTH TO EASTLAND PARKWAY | | NHPP | \$90,400 | \$22,600 | \$0 | \$0 | \$113,000 |
| WASHINGTON Total | | | | | | | | | | | \$90,400 | \$1,022,600 | \$0 | \$0 | \$1,113,000 |
| WOODS | 76 | 6 | 3040806 | US281 | 4 | UTILITIES | 2020 | US-281: FROM 4.0 MILES WEST OF THE US-281/SH-45 JCT., EXTEND EAST 4.0 MILES UT FOR 30408(04) | | | \$320,000 | \$80,000 | \$0 | \$0 | \$400,000 |
| WOODS | 76 | 6 | 3040805 | US281 | 4 | RIGHT OF WAY | 2020 | US-281: FROM 4.0 MILES WEST OF THE US-281/SH-45 JCT. EAST 4.0 MILES RW FOR 30408(04) | | | \$200,000 | \$200,000 | \$0 | \$0 | \$400,000 |
| WOODS Total | | | | | | | | | | | \$520,000 | \$280,000 | \$0 | \$0 | \$800,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2020

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|-----------------------|---------|------|---------|-------|--------|-----------------------------------|------|---|-------------------------|--------------------------|-------------|---------------|---------------|----------------------------|--------------|--------------|
| WOODWARD | 77 | 6 | 1745754 | US183 | 2.3 | GRADE, DRAINING, BRIDGE & SURFACE | 2020 | US183/US270 BEG. APPROX 14.7 MI SE OF JCT. SH-3/SH-50 & EXT. S.E 2.3 MILES (INCLUDES NEW BRIDGE AT BENT CREEK) <i>10/7/19 Modification Total Increase = \$2,013,654 Fed increase = \$1,610,909 State increase = \$402,745</i> | 10/7/2019 | NHPP | \$9,678,181 | \$2,419,545 | \$0 | \$0 | \$12,097,726 | |
| WOODWARD | 77 | 6 | 1745757 | US183 | 2 | GRADE, DRAINING, BRIDGE & SURFACE | 2020 | US183/US270 BEG. APPROX 17.0 MI SE OF JCT. SH-3/SH-50 & EXT. S.E 2.0 MILES (INCLUDES NEW BRIDGE AT DEEP CREEK) <i>10/7/19 Modification Total Increase = \$1,353,859 Fed decrease = \$1,316,918 State increase = \$2,670,771 10/9/19 State decrease = \$3,000,000</i> | 10/9/2019 | NHPP | \$7,802,282 | \$1,950,571 | \$0 | \$0 | \$9,752,853 | |
| WOODWARD Total | | | | | | | | | | | | \$17,480,463 | \$4,370,116 | \$0 | \$0 | \$21,850,579 |
| Grand Total | | | | | | | | | | | | \$498,971,209 | \$346,414,697 | \$135,173,886 | \$12,056,608 | 992,616,400 |

| ADVANCE CONSTRUCTION FUNDING CONVERSION | JP NO PREFIX | JP NO | 2018 | PROJECTS UTILIZING ADVANCE CONSTRUCTION FUNDS THAT HAVE BEEN CONVERTED TO FEDERAL FUNDING SOURCES | CONVERSION DATE | BUDGETED FFY 2020 AC FUNDING | AMOUNT CONVERTED |
|---|--------------|-------|------|---|-----------------|------------------------------|------------------|
| | AC | | | | | | |
| | AC | | | | | | |
| | | | | AC FUNDS CONVERTED TO FEDERAL FUNDS | \$0 | | |
| | | | | CURRENT ADVANCE CONSTRUCTION FUNDS TOTAL | \$0 | | |

FFY 2021 PROJECTS

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2021

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|------------------------------|---------|------|---------|-------|--------|---------------------------------|------|--|--|--------------------------|-------------|--------------|-------|----------------------------|------------|
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1704927 | R R | 0 | SAFETY IMPROVEMENT | 2021 | FFY 2021 STIP: STATEWIDE RAIL CROSSING PROJECTS- PROTECTION DEVICES, CROSSING SURFACES, ADVANCE WARNING SIGNS, STRIPING, CLOSURES, ETC | | SPR | \$0 | \$8,000,000 | \$0 | \$0 | 8,000,000 |
| | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | 0 |
| | | | | | | | | | STATEWIDE RAIL CROSSING PROJECTS | | | | | | 0 |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$8,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1705027 | | 0 | BRIDGE IMPR. | 2021 | FFY 2021 STIP: STATEWIDE-SMALL SCALE BRIDGE IMPROVEMENT-- PAINTING MINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TREATMENT, ETC | | STP | \$0 | \$2,000,000 | \$0 | \$0 | 2,000,000 |
| | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | 0 |
| | | | | | | | | | STATEWIDE SMALL SCALE BRIDGE IMPROVEMENT | | | | | | 0 |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$2,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1705127 | | 0 | SAFETY IMPROVEMENT | 2021 | FFY 2021 STIP: STATEWIDE SMALL SCALE TRAFFIC SAFETY: SIGNING, INT MOD, LIGHTING, INTERCONNECT SYSTEMS, GUARDRAIL, DELINEATION, ETC | | SPR | \$0 | \$12,000,000 | \$0 | \$0 | 12,000,000 |
| | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | 0 |
| | | | | | | | | | STATEWIDE SMALL SCALE TRAFFIC SAFETY | | | | | | 0 |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$12,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1766327 | ENHAN | 0 | ENHANCEMENT | 2021 | FFY 2021 STIP: STATEWIDE ENHANCEMENT, BICYCLE & PEDESTRIAN PATHS, SCENIC OR HISTORIC HIGHWAY PROGRAMS, LANDSCAPING, HISTORIC PRESERVATION, ETC | | TAP | \$0 | \$12,000,000 | \$0 | \$0 | 12,000,000 |
| | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | 0 |
| | | | | | | | | | STATEWIDE ENHANCEMENT | | | | | | 0 |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$12,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1826224 | IN RD | 0 | MONEY ONLY | 2021 | FFY 2021 STIP: STATEWIDE LINE ITEM: RECREATIONAL TRAILS | | TAP | \$1,800,000 | \$0 | \$0 | \$0 | 1,800,000 |
| | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | 0 |
| | | | | | | | | | STATEWIDE RECREATIONAL TRAILS | | | | | | 0 |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$1,800,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 1972022 | | 0 | RIGHT OF WAY CLEARANCE | 2021 | FFY 2021 STIP: R/W CLEARANCE: REMOVAL & DISPOSAL OF OBSTRUCTIONS ON PUBLIC R/W PRIOR TO UTILITY RELOCATION OR PROJECT STARTUP | | STP | \$0 | \$1,000,000 | \$0 | \$0 | 1,000,000 |
| | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | 0 |
| | | | | | | | | | STATEWIDE R/W CLEARANCE | | | | | | 0 |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$1,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2078021 | | 0 | RESURFACE | 2021 | FFY 2021 STIP: 3R/3P (RDY, IN CONJUNCTION WITH FHWA, SIMPLE PAVEMENT PRESERVE & RESTORE (ASPHALT OVERLAY, STRIPE, SIGNING & GUARDRAIL | | STP | \$0 | \$35,000,000 | \$0 | \$0 | 35,000,000 |
| | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | 0 |
| | | | | | | | | | STATEWIDE 3R/3P | | | | | | 0 |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$35,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2078121 | | 0 | JOINT SEAL/REPAIR | 2021 | FFY 2021 STIP: 3B(BRIDGE) IN CONJUNCTION WITH FHWA- PREVENTIVE MAINTENANCE INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR | | NHPP | \$0 | \$5,000,000 | \$0 | \$0 | 5,000,000 |
| | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | 0 |
| | | | | | | | | | STATEWIDE 3B | | | | | | 0 |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$5,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2101621 | | 0 | CONTRACT P.E. (AS OF 10/1/2013) | 2021 | FFY 2021 STIP: STATEWIDE PRELIMINARY ENGINEERING | | STP | \$0 | \$25,000,000 | \$0 | \$0 | 25,000,000 |
| 0 | | | | | | | | | | | | | | | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2021

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|---|---------|------|---------|--------|--------|------------------------------------|------|---|---------------------------------|--------------------------|--------------|---------------|-------|----------------------------|-------------|
| 0 | | | | | | | | | | | | | | | |
| STATEWIDE PRELIMINARY ENGINEERING | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$25,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2361221 | COBRGE | 0 | BRIDGE & APPROACHES | 2021 | FFY 2021 STIP: STATEWIDE COUNTY BRIDGE PROGRAM | | STP | \$20,000,000 | \$0 | \$0 | \$0 | 20,000,000 |
| 0 | | | | | | | | | | | | | | | |
| STATEWIDE COUNTY BRIDGE PROGRAM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$20,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2361321 | CO RD | 0 | GRADE, DRAIN & SURFACE | 2021 | FFY 2021 STIP: STATEWIDE COUNTY ROAD PROGRAM | | STP | \$6,000,000 | \$0 | \$0 | \$0 | 6,000,000 |
| 0 | | | | | | | | | | | | | | | |
| STATEWIDE COUNTY ROAD PROGRAM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$6,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2361421 | CT ST | 0 | GRADE, DRAIN & SURFACE | 2021 | FFY 2021 STIP: STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | | STP | \$3,000,000 | \$0 | \$0 | \$0 | 3,000,000 |
| 0 | | | | | | | | | | | | | | | |
| STATEWIDE SMALL CITY ROAD & BRIDGE PROGRAM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$3,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 2562521 | IN RD | 0 | SAFETY IMPROVEMENT | 2021 | FFY 2021 STIP: SAFE ROUTES TO SCHOOL: DESIGN, DEVELOPMENT, & CONSTRUCTION & EDUCATIONAL PROGRAMS STATEWIDE | | SRS | \$2,000,000 | \$0 | \$0 | \$0 | 2,000,000 |
| 0 | | | | | | | | | | | | | | | |
| STATEWIDE SAFE ROUTES TO SCHOOL | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$2,000,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 3102421 | | 0 | RIGHT OF WAY | 2021 | FFY 2021 STIP: STATEWIDE R/W ACQUISITION & UTILITY RELOCATION ESTIMATED COST \$750,000 OR LESS (FOR PROJECTS NOT IN THE STIP) | | SRTP | \$0 | \$3,500,000 | \$0 | \$0 | 3,500,000 |
| 0 | | | | | | | | | | | | | | | |
| STATEWIDE R/W ACQUISITION & UTILITY RELOCATION | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$3,500,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 3330721 | | 0 | A.D.A. COMPLIANCE | 2021 | FFY 2021 STIP: STATEWIDE A.D.A. PROJECTS FOR COMPLIANCE | | HSIP | \$0 | \$6,540,000 | \$0 | \$0 | 6,540,000 |
| 0 | | | | | | | | | | | | | | | |
| STATEWIDE A.D.A. PROJECTS | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$6,540,000 | | | | | |
| STATEWIDE LINE ITEM PROJECTS | 99 | 9 | 3330821 | | 0 | INTELLIGENT TRANSPORTATION SYSTEMS | 2021 | FFY 2021 STIP: PROJECTS FOR INTELLIGENT TRANSPORTATION SYSTEM ACTIVITIES | | HSIP | \$0 | \$2,500,000 | \$0 | \$0 | 2,500,000 |
| 0 | | | | | | | | | | | | | | | |
| STATEWIDE INTELLIGENT TRANSPORTATION SYSTEM | | | | | | | | | FEDERAL FUNDS OBLIGATED BALANCE | | | | | | |
| | | | | | | | | | FEDERAL FUNDS REMAINING BALANCE | \$2,500,000 | | | | | |
| STATEWIDE LINE ITEM FEDERAL FUNDING AMOUNT TOTAL | | | | | | | | | | | \$32,800,000 | | | | |
| OBLIGATED FEDERAL FUNDS / OBLIGATED STATE FUNDS / OBLIGATED OTHER FUNDS / OBLIGATED ADVANCE CONSTRUCTION FUNDS / TOTAL | | | | | | | | | | | \$0 | \$112,540,000 | \$0 | \$0 | 112,540,000 |
| ADAIR | 1 | 1 | 3209805 | SH100 | 5 | RIGHT OF WAY | 2021 | SH-100: FROM 3 MILES NORTH OF CHEROKEE C/L EAST 5 MILES | | STP | \$1,040,000 | \$260,000 | \$0 | \$0 | 1,300,000 |
| ADAIR | 1 | 1 | 3209806 | SH100 | 5 | UTILITIES | 2021 | SH-100: FROM 3 MILES NORTH OF CHEROKEE C/L EAST 5 MILES | | STP | \$200,000 | \$50,000 | \$0 | \$0 | 250,000 |
| ADAIR Total | | | | | | | | | | | \$1,240,000 | \$310,000 | \$0 | \$0 | \$1,550,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2021

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|--------|--------|---|------|---|-------------------------|--------------------------|--------------|-------------|-----------|----------------------------|--------------|
| ATOKA | 3 | 2 | 2030704 | SH003 | 5.4 | BRIDGE & APPROACHES | 2021 | SH-3: NEAR LANE, EXTEND EAST TO NEAR FARRIS. | | NHPP | \$13,347,202 | \$3,336,800 | \$0 | \$0 | 16,684,002 |
| ATOKA Total | | | | | | | | | | | \$13,347,202 | \$3,336,800 | \$0 | \$0 | 16,684,002 |
| BECKHAM | 5 | 5 | 2790004 | IS040B | 0.1 | BRIDGE & APPROACHES | 2021 | I-40B: OVER ELK CREEK LOCATED 0.15 MILE EAST OF THE SH-6 JCT IN ELK CITY | | NHPP | \$2,940,645 | \$735,162 | \$0 | \$0 | 3,675,807 |
| BECKHAM | 5 | 5 | 2951104 | SH034 | 0.5 | BRIDGE & APPROACHES | 2021 | SH-34 OVER CRI & P RAILROAD LOCATED 5.5 MILES NORTH OF SH-152 | | | \$0 | \$4,922,440 | \$0 | \$0 | 4,922,440 |
| BECKHAM | 5 | 5 | 3100104 | IS040 | 0.2 | BRIDGE REHABILITATION | 2021 | I-40, REHAB EB & WB BRIDGES OVER THE N FORK OF RED RIVER LOCATED 2.0 MILES EAST OF US-283. | | NHPP | \$5,702,008 | \$1,425,502 | \$0 | \$0 | 7,127,510 |
| BECKHAM Total | | | | | | | | | | | \$8,642,653 | \$7,083,104 | \$0 | \$0 | \$15,725,757 |
| BRYAN | 7 | 2 | 2408804 | SH078 | 4.17 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | SH-78 FROM ACHILLE NORTH 4.17 MI | | STP | \$8,460,144 | \$2,115,036 | \$0 | \$0 | 10,575,180 |
| BRYAN | 7 | 2 | 3039805 | SH048 | 3.99 | RIGHT OF WAY | 2021 | SH-48 FROM APPROXIMATELY 1.0 MILE NORTH OF SH-78 EXTEND NORTH 5.41 MILES | | | \$0 | \$250,000 | \$0 | \$0 | 250,000 |
| BRYAN | 7 | 2 | 3039806 | SH048 | 3.99 | UTILITIES | 2021 | SH-48 FROM APPROXIMATELY 1.0 MILE NORTH OF SH-78 EXTEND NORTH 5.41 MILES | | STP | \$218,000 | \$54,500 | \$0 | \$0 | 272,500 |
| BRYAN | 7 | 2 | 3041104 | US069 | 1 | RESURFACE | 2021 | US-69 FROM 1 MILE SOUTH OF AT ATOKA C/L EXTEND NORTH APPROXIMATELY 6.5 MILES (SOUTHBOUND LANES ONLY) | | STP | \$17,440,000 | \$4,360,000 | \$0 | \$0 | 21,800,000 |
| BRYAN Total | | | | | | | | | | | \$26,118,144 | \$6,779,536 | \$0 | \$0 | \$32,897,680 |
| CADDO | 8 | 7 | 1257104 | US062 | 3.22 | GRADE, DRAIN & SURFACE RECONSTRUCT - NO ADDED LANES | 2021 | US-62: FROM 3.71 MIS N. OF SH-19 N. 3.22 MIS TO HOG CR BR (PHASE 1) | | STP | \$7,333,600 | \$1,833,400 | \$0 | \$0 | 9,167,000 |
| CADDO | 8 | 7 | 1257108 | US062 | 3.7 | GRADE, DRAIN & SURFACE RECONSTRUCT - NO ADDED LANES | 2021 | US-62: BEGIN AT JCT. OF SH-19 IN APACHE, EXTEND N. 3.71 MILES | | STP | \$6,714,400 | \$1,678,600 | \$0 | \$0 | 8,393,000 |
| CADDO | 8 | 7 | 2095304 | US277 | 2.57 | GRADE, DRAIN & SURFACE RECONSTRUCT - ADDED LANES | 2021 | US-277: BEG 2.57 MIS W. OF GRADY C/L AT THE N. CURVE IN THE E. EDGE OF CEMENT, EXT E. APPROX 4.0 MIS TO MIDDLE BILLS CR BR. | | STP | \$10,697,934 | \$2,674,483 | \$0 | \$0 | 13,372,417 |
| CADDO | 8 | 7 | 3017504 | US281 | 0.3 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | US-281 BEGIN JUST S. OF CUMMINS RD, APPROX 0.5 MIS S. OF I-40 EXT N. 0.3 MIS TO HINTON BLVD. | | STP | \$636,000 | \$159,000 | \$500,000 | \$0 | 1,295,000 |
| CADDO Total | | | | | | | | | | | \$25,381,934 | \$6,345,483 | \$500,000 | \$0 | \$32,227,417 |
| CARTER | 10 | 7 | 2959804 | SH053 | 5.46 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | SH-53 FROM 14.8 MIS. E. OF SH 76, EXTEND E. 5.57 THRU I-35 INTERCHANGE | | STP | \$17,954,400 | \$4,488,600 | \$0 | \$0 | 22,443,000 |
| CARTER | 10 | 7 | 3189305 | SH142 | 0.2 | RIGHT OF WAY | 2021 | SH 142: OVER THE BNSF RAILROAD 3.8 MIS. E. OF I-35 | | | \$0 | \$690,000 | \$0 | \$0 | 690,000 |
| CARTER | 10 | 7 | 3189306 | SH142 | 0.2 | UTILITIES | 2021 | SH 142: OVER THE BNSF RAILROAD 3.8 MIS. E. OF I-35 | | NHPP | \$902,520 | \$225,630 | \$0 | \$0 | 1,128,150 |
| CARTER Total | | | | | | | | | | | \$18,856,920 | \$5,404,230 | \$0 | \$0 | \$24,261,150 |
| CHEROKEE | 11 | 1 | 2802904 | SH100 | 0.5 | BRIDGE & APPROACHES | 2021 | SH-100: BRIDGE OVER DRY CREEK, 0.5 MILES EAST OF JCT SH-82 | | STP | \$7,131,680 | \$1,782,920 | \$0 | \$0 | 8,914,600 |
| CHEROKEE | 11 | 1 | 2896905 | SH010 | 0.2 | RIGHT OF WAY | 2021 | SH-10: APPROX. 12.4 MI NE. OF JCT SH-51. (ILLINOIS RIVER) | | | \$0 | \$82,660 | \$0 | \$0 | 82,660 |
| CHEROKEE | 11 | 1 | 2896906 | SH010 | 0.2 | UTILITIES | 2021 | SH-10: APPROX. 12.4 MI NE. OF JCT SH-51. (ILLINOIS RIVER) | | STP | \$35,008 | \$8,752 | \$0 | \$0 | 43,760 |
| CHEROKEE | 11 | 1 | 3055305 | SH051 | 8 | RIGHT OF WAY | 2021 | SH-51: FROM HULBERT, EAST APPROX. 8 MILES TO TAHLEQUAH | | | \$0 | \$381,500 | \$0 | \$0 | 381,500 |
| CHEROKEE | 11 | 1 | 3055306 | SH051 | 8 | UTILITIES | 2021 | SH-51: FROM HULBERT, EAST APPROX. 8 MILES TO TAHLEQUAH | | STP | \$109,000 | \$27,250 | \$0 | \$0 | 136,250 |
| CHEROKEE | 11 | 1 | 3124605 | SH080 | 0.5 | RIGHT OF WAY | 2021 | SH-80: FROM 0.85 MI. S. OF JCT. SH-80/SH-51, N. 0.5 MI. | | STP | \$440,800 | \$110,200 | \$0 | \$0 | 551,000 |
| CHEROKEE | 11 | 1 | 3124606 | SH080 | 0.5 | UTILITIES | 2021 | SH-80: FROM 0.85 MI. S. OF JCT. SH-80/SH-51, N. 0.5 MI. | | STP | \$28,800 | \$7,200 | \$0 | \$0 | 36,000 |
| CHEROKEE | 11 | 1 | 3209705 | SH082 | 4 | RIGHT OF WAY | 2021 | SH-82: FROM 4 MILES SOUTH OF SH-100/SH-82 JCT. NORTH 4 MILES | | STP | \$588,000 | \$147,000 | \$0 | \$0 | 735,000 |
| CHEROKEE | 11 | 1 | 3209706 | SH082 | 4 | UTILITIES | 2021 | SH-82: FROM 4 MILES SOUTH OF SH-100/SH-82 JCT. NORTH 4 MILES | | STP | \$160,000 | \$40,000 | \$0 | \$0 | 200,000 |
| CHEROKEE | 11 | 1 | 3210505 | US062 | 1 | RIGHT OF WAY | 2021 | US-62: FROM US-62/SH-82 JCT. NORTH APPROX. 1 MILE (TO WILLIS ST.) | | NHPP | \$240,000 | \$60,000 | \$0 | \$0 | 300,000 |
| CHEROKEE | 11 | 1 | 3210506 | US062 | 1 | UTILITIES | 2021 | US-62: FROM US-62/SH-82 JCT. NORTH APPROX. 1 MILE (TO WILLIS ST.) | | NHPP | \$200,000 | \$50,000 | \$0 | \$0 | 250,000 |
| CHEROKEE Total | | | | | | | | | | | \$8,933,288 | \$2,697,482 | \$0 | \$0 | \$11,630,770 |
| CHOCTAW | 13 | 6 | 2798207 | SH109 | 0.1 | BRIDGE & APPROACHES | 2021 | SH-109 OVER KIAMICHI RIVER, 3.6 MILES SOUTH OF JCT US-70 | | STP | \$2,376,376 | \$594,094 | \$0 | \$0 | 2,970,470 |
| CHOCTAW Total | | | | | | | | | | | \$2,376,376 | \$594,094 | \$0 | \$0 | 2,970,470 |
| CIMARRON | 13 | 6 | 3186705 | US056 | 7.96 | RIGHT OF WAY | 2021 | US-56: BEGIN 4.7 MI. SW OF THE US-56/US-385 JCT., EXTEND NE 7.96 MILES TO 1ST ST. S. IN BOISE CITY | | | \$0 | \$300,000 | \$0 | \$0 | 300,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2021

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|--------|--------|-----------------------------------|------|---|-------------------------|--------------------------|--------------|-------------|-------|----------------------------|--------------|
| CIMARRON | 13 | 6 | 3186706 | US056 | 7.96 | UTILITIES | 2021 | US-56: BEGIN 4.7 MI. SW OF THE US-56/US-385 JCT., EXTEND NE 7.96 MILES TO 1ST ST. S. IN BOISE CITY | | NHPP | \$240,000 | \$60,000 | \$0 | \$0 | 300,000 |
| CIMARRON Total | | | | | | | | | | | | | | | |
| COAL | 15 | 3 | 2476104 | US075 | 0.02 | BRIDGE & APPROACHES | 2021 | US-75 OVER CANEY CREEK, 9.8 MI NORTH OF ATOKA C/L | | NHPP | \$1,253,736 | \$313,435 | \$0 | \$0 | 1,567,171 |
| COAL | 15 | 3 | 3105605 | SH048 | 0.2 | RIGHT OF WAY | 2021 | SH48 OVER UNNAMED CREEK, 11.0 MI NORTH OF JOHNSTON C/L | | | \$0 | \$100,000 | \$0 | \$0 | 100,000 |
| COAL | 15 | 3 | 3105606 | SH048 | 0.2 | UTILITIES | 2021 | SH48 OVER UNNAMED CREEK, 11.0 MI NORTH OF JOHNSTON C/L | | STP | \$54,500 | \$0 | \$0 | \$0 | 54,500 |
| COAL | 15 | 3 | 3215905 | US075 | 0.5 | RIGHT OF WAY | 2021 | US-75 OVER BLACK CREEK, BEGIN 6.25 MILES NORTH OF SH-3 | | | \$0 | \$100,000 | \$0 | \$0 | 100,000 |
| COAL | 15 | 3 | 3215906 | US075 | 0.5 | UTILITIES | 2021 | US-75 OVER BLACK CREEK, BEGIN 6.25 MILES NORTH OF SH-3 | | STP | \$43,600 | \$10,900 | \$0 | \$0 | 54,500 |
| COAL Total | | | | | | | | | | | | | | | |
| | | | | | | | | | | | \$1,351,836 | \$524,335 | \$0 | \$0 | \$1,876,171 |
| COMANCHE | 16 | 7 | 2957904 | SH115 | 0.1 | BRIDGE & APPROACHES | 2021 | SH-115 OVER UNNAMED CREEK JUST SOUTH OF MEERS STORE | | | \$0 | \$430,456 | \$0 | \$0 | 430,456 |
| COMANCHE Total | | | | | | | | | | | | | | | |
| | | | | | | | | | | | \$0 | \$430,456 | \$0 | \$0 | \$430,456 |
| CRAIG | 18 | 8 | 2967904 | SH002 | 0.1 | BRIDGE & APPROACHES | 2021 | SH-2 OVER LITTLE CABIN CREEK, 16.5 MILES NORTH OF THE JCT. US-60 | | STP | \$2,581,759 | \$645,440 | \$0 | \$0 | 3,227,199 |
| CRAIG | 18 | 8 | 2968104 | US069 | 0.1 | BRIDGE & APPROACHES | 2021 | US-69 OVER BILLINGSLEE CREEK, 4.6 MILES NORTH OF THE MAYES C/L | | NHPP | \$1,798,011 | \$449,502 | \$0 | \$0 | 2,247,513 |
| CRAIG Total | | | | | | | | | | | | | | | |
| | | | | | | | | | | | \$4,379,770 | \$1,094,942 | \$0 | \$0 | \$5,474,712 |
| CREEK | 19 | 8 | 3108804 | SH048 | 5.56 | PAVEMENT REHABILITATION | 2021 | SH 48 BEGIN AT SH 66 E JCT AND EXTEND NORTH 5.56 MI | | STP | \$4,360,000 | \$1,090,000 | \$0 | \$0 | 5,450,000 |
| CREEK Total | | | | | | | | | | | | | | | |
| | | | | | | | | | | | \$4,360,000 | \$1,090,000 | \$0 | \$0 | 5,450,000 |
| CUSTER | 20 | 5 | 2413411 | | | BRIDGE WATERPROOF SEAL | 2021 | DIVISION 5 SILANE TREATMENT (WATERPROOF SEAL, SITES TO DETERMINED) | | STP | \$87,200 | \$21,800 | \$0 | \$0 | 109,000 |
| CUSTER | 20 | 5 | 2952611 | | | BRIDGE PAINTING | 2021 | DIVISION 5 BRIDGE PAINTNG SITES TO BE DETERMINED | | STP | \$436,000 | \$109,000 | \$0 | \$0 | 545,000 |
| CUSTER | 20 | 5 | 3033104 | IS040B | 0.5 | BRIDGE & APPROACHES | 2021 | I-40B OVER THE WASHITA RIVER, 0.5 MILE EAST OF THE US-183 JCT IN CLINTON. | | NHPP | \$8,949,692 | \$2,237,423 | \$0 | \$0 | 11,187,115 |
| CUSTER | 20 | 5 | 3106004 | IS040 | 0.2 | BRIDGE & APPROACHES | 2021 | AIRPORT ROAD OVER I-40 LOCATED 4.3 MILES EAST OF SH-54 IN WEATHERFORD. | | NHPP | \$5,056,309 | \$1,264,077 | \$0 | \$0 | 6,320,386 |
| CUSTER Total | | | | | | | | | | | | | | | |
| | | | | | | | | | | | \$14,529,201 | \$3,632,300 | \$0 | \$0 | \$18,161,501 |
| DELAWARE | 21 | 8 | 3037305 | US412A | 11.35 | RIGHT OF WAY | 2021 | US-412A FR: JCT. US-412A/US-412 EAST TO JCT US-412A/SH-10 | | | \$0 | \$3,698,801 | \$0 | \$0 | 3,698,801 |
| DELAWARE | 21 | 8 | 3037306 | US412A | 11.35 | UTILITIES | 2021 | US-412A FR: JCT. US-412A/US-412 EAST TO JCT US-412A/SH-10 | | STP | \$1,524,354 | \$381,088 | \$0 | \$0 | 1,905,442 |
| DELAWARE Total | | | | | | | | | | | | | | | |
| | | | | | | | | | | | \$1,524,354 | \$4,079,889 | \$0 | \$0 | \$5,604,243 |
| DEWEY | 22 | 5 | 1767113 | US270 | 3 | GRADE, DRAIN & SURFACE | 2021 | US 270 FROM 5.4 MI SOUTH OF SH 51 EAST JCT AND EXT SE 3.0 MILES. TURNKEY PROJECT (CONSTRUCT AS 4 LANE DIV & REHAB EXISTING LANES) | | NHPP | \$11,336,000 | \$2,834,000 | \$0 | \$0 | 14,170,000 |
| DEWEY | 22 | 5 | 3033304 | SH034 | 0.4 | BRIDGE & APPROACHES | 2021 | SH-34, REPLACE THE S CANADIAN RIVER BRIDGE 13.5 MILES N OF THE CUSTSER C/L | | STP | \$11,727,057 | \$2,931,764 | \$0 | \$0 | 14,658,821 |
| DEWEY | 22 | 5 | 3267905 | US060 | 0.2 | RIGHT OF WAY | 2021 | US-60: REPLACE BRIDGES OVER COTTONWOOD AND KIZER CREEKS LOCATED 5.7 M & 9.0 M EAST OF THE SH-34 N JCT. | | | \$0 | \$109,000 | \$0 | \$0 | 109,000 |
| DEWEY | 22 | 5 | 3267906 | US060 | 0.2 | UTILITIES | 2021 | US-60: REPLACE BRIDGES OVER COTTONWOOD AND KIZER CREEKS LOCATED 5.7 M & 9.0 M EAST OF THE SH-34 N JCT. | | STP | \$87,200 | \$21,800 | \$0 | \$0 | 109,000 |
| DEWEY Total | | | | | | | | | | | | | | | |
| | | | | | | | | | | | \$23,150,257 | \$5,896,564 | \$0 | \$0 | \$29,046,821 |
| ELLIS | 23 | 6 | 2649704 | SH015 | 2.7 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | SH-15: FROM 5.8 MILES EAST OF US-283 JCT., EXTEND EAST APPROX 2.7 MILES | | NHPP | \$4,800,000 | \$1,200,000 | \$0 | \$0 | 6,000,000 |
| ELLIS Total | | | | | | | | | | | | | | | |
| | | | | | | | | | | | \$4,800,000 | \$1,200,000 | \$0 | \$0 | \$6,000,000 |
| GARFIELD | 24 | 4 | 2637404 | US060 | 4.38 | PAVEMENT REHABILITATION | 2021 | US 60: FROM CHESTNUT AVE. IN ENID N. APPROX. 4.4 MILES TO THE SH-45 JCT | | STP | \$2,472,000 | \$618,000 | \$0 | \$0 | 3,090,000 |
| GARFIELD | 24 | 4 | 2798104 | US060 | 4.5 | GRADE, DRAIN & SURFACE | 2021 | US 81: FROM SH-45, EXTEND NORTH 4.5 MILES TO 4.5 MILES SOUTH OF THE GRANT COUNTY LINE | | STP | \$3,296,000 | \$824,000 | \$0 | \$0 | 4,120,000 |
| GARFIELD | 24 | 4 | 2798105 | US060 | 4.5 | GRADE, DRAIN & SURFACE | 2021 | US 81: FROM 4.5 MILES NORTH OF SH-45, EXTEND NORTH 4.5 MILES TO THE GRANT | | STP | \$3,296,000 | \$824,000 | \$0 | \$0 | 4,120,000 |
| GARFIELD Total | | | | | | | | | | | | | | | |
| | | | | | | | | | | | \$9,064,000 | \$2,266,000 | \$0 | \$0 | \$11,330,000 |
| GARVIN | 25 | 3 | 2184104 | SH019 | 1 | WIDEN, RESURFACE & BRIDGE | 2021 | SH-19: FROM 1.0 MI EAST OF US-177 IN STRATFORD, EAST 4.6 MI | | STP | \$9,297,380 | \$2,686,400 | \$0 | \$0 | 11,983,780 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2021

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|-------|--------|-----------------------------------|------|--|-------------------------|--------------------------|--------------|-------------|-------|----------------------------|--------------|
| GARVIN | 25 | 3 | 2783004 | SH019 | 0.35 | BRIDGE & APPROACHES | 2021 | SH-19 OVER PEAVINE CREEK, 7.53 MI EAST OF US-77 | | STP | \$1,700,193 | \$425,048 | \$0 | \$0 | 2,125,241 |
| GARVIN | 25 | 3 | 2966704 | US077 | 0.02 | BRIDGE & APPROACHES | 2021 | US-77 OVER WASHITA RIVER, 5.3 MI SOUTH OF PAOLI | | STP | \$3,353,852 | \$838,463 | \$0 | \$0 | 4,192,315 |
| GARVIN | 25 | 3 | 3126105 | SH029 | 0.2 | RIGHT OF WAY | 2021 | SH-29 OVER SALT CREEK TRIBUTARY, 0.3 MI EAST OF STEPHENS C/L | | | \$0 | \$163,500 | \$0 | \$0 | 163,500 |
| GARVIN | 25 | 3 | 3126106 | SH029 | 0.2 | UTILITIES | 2021 | SH-29 OVER SALT CREEK TRIBUTARY, 0.3 MI EAST OF STEPHENS C/L | | STP | \$87,200 | \$21,800 | \$0 | \$0 | 109,000 |
| GARVIN | 25 | 3 | 3187305 | US177 | 10.5 | RIGHT OF WAY | 2021 | US-177: FROM MURRAY C/L, N. 10.5 MI | | | \$0 | \$1,768,252 | \$0 | \$0 | 1,768,252 |
| GARVIN | 25 | 3 | 3187306 | US177 | 10.5 | UTILITIES | 2021 | US-177: FROM MURRAY C/L, N. 10.5 MI | | STP | \$942,268 | \$235,567 | \$0 | \$0 | 1,177,835 |
| GARVIN Total | | | | | | | | | | | \$15,380,893 | \$6,139,030 | \$0 | \$0 | \$21,519,923 |
| GRADY | 26 | 7 | 2716905 | US081 | 2.94 | RIGHT OF WAY | 2021 | US-81 PARALLEL LANE CONST BEGIN AT US-62 JCT IN CHICKASHA, EXTEND N. APPROXIMATELY 2.0 MIS | | | \$0 | \$1,731,800 | \$0 | \$0 | 1,731,800 |
| GRADY | 26 | 7 | 2716906 | US081 | 2.94 | UTILITIES | 2021 | US-81 PARALLEL LANE CONST BEGIN AT US-62 JCT IN CHICKASHA, EXTEND N. APPROXIMATELY 2.0 MIS | | NHPP | \$577,840 | \$144,460 | \$0 | \$0 | 722,300 |
| GRADY Total | | | | | | | | | | | \$577,840 | \$1,876,260 | \$0 | \$0 | \$2,454,100 |
| GRANT | 27 | 4 | 2983805 | US060 | 8 | RIGHT OF WAY | 2021 | US 60: FROM 1.10 MILES EAST OF US-81, EXTEND EAST 8.0 MILES | | | \$0 | \$824,000 | \$0 | \$0 | 824,000 |
| GRANT | 27 | 4 | 2983806 | US060 | 8 | UTILITIES | 2021 | US 60: FROM 1.10 MILES EAST OF US-81, EXTEND EAST 8.0 MILES | | STP | \$659,200 | \$164,800 | \$0 | \$0 | 824,000 |
| GRANT | 27 | 4 | 3180907 | SH011 | 5.03 | UTILITIES | 2021 | SH-11; WIDEN AND RESURFACE FROM SH-74 JCT, EXTEND EAST TO I-35 | | STP | \$1,236,000 | \$309,000 | \$0 | \$0 | 1,545,000 |
| GRANT Total | | | | | | | | | | | \$1,895,200 | \$1,297,800 | \$0 | \$0 | \$3,193,000 |
| HARPER | 30 | 6 | 2094504 | US183 | 4 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | US-183: FR 4.6 MI N. OF HARPER/WOODWARD C/L, EXTEND N. 4.0 MILES | | STP | \$7,040,000 | \$1,760,000 | \$0 | \$0 | 8,800,000 |
| HARPER | 30 | 6 | 2697308 | | | BRIDGE PAINTING | 2021 | DIVISION 6 BRIDGE PAINT | | STP | \$80,000 | \$20,000 | \$0 | \$0 | 100,000 |
| HARPER | 30 | 6 | 2697408 | | | JOINT SEAL / REPAIR | 2021 | DIVISION 6 BRIDGE JOINT | | STP | \$40,000 | \$10,000 | \$0 | \$0 | 50,000 |
| HARPER | 30 | 6 | 2697508 | | | BRIDGE WATERPROOF SEAL | 2021 | DIVISION 6 BRIDGE SILANE (WATERPROOF SEAL) | | STP | \$40,000 | \$10,000 | \$0 | \$0 | 50,000 |
| HARPER | 30 | 6 | 2700511 | | | SAFETY IMPROVEMENT | 2021 | DIVISION SIX SAFETY IMPROVEMENTS (SITES TO BE DETERMINED) | | STP | \$200,000 | \$50,000 | \$0 | \$0 | 250,000 |
| HARPER | 30 | 6 | 3103205 | US183 | 4.01 | RIGHT OF WAY | 2021 | US-183 FROM 12.9 MI NORTH OF THE WOODWARD CO LN, EXTEND NORTH 4.5 MI. TO ELM STREET IN BUFFALO | | | \$0 | \$582,000 | \$0 | \$0 | 582,000 |
| HARPER | 30 | 6 | 3103206 | US183 | 4.01 | UTILITIES | 2021 | US-183 FROM 12.9 MI NORTH OF THE WOODWARD CO LN, EXTEND NORTH 4.5 MI. TO ELM STREET IN BUFFALO | | STP | \$1,170,898 | \$292,724 | \$0 | \$0 | 1,463,622 |
| HARPER | 30 | 6 | 3106504 | US270 | 5 | RESURFACE | 2021 | US-270/US-412: BEGIN 1.5 MILES E. OF JCT. US-183, EXTEND E. 5.0 MILES | | NHPP | \$2,400,000 | \$600,000 | \$0 | \$0 | 3,000,000 |
| HARPER Total | | | | | | | | | | | \$10,970,898 | \$3,324,724 | \$0 | \$0 | \$14,295,622 |
| HUGHES | 32 | 3 | 2954504 | US075 | 0.02 | BRIDGE & APPROACHES | 2021 | US-75 OVER SALT CREEK, 8.62 MI NORTH OF COAL C/L | | STP | \$1,120,850 | \$893,769 | \$0 | \$0 | 2,014,619 |
| HUGHES Total | | | | | | | | | | | \$1,120,850 | \$893,769 | \$0 | \$0 | \$2,014,619 |
| JOHNSTON | 35 | 3 | 2956104 | SH007 | 0.02 | BRIDGE REHABILITATION | 2021 | SH-7 OVER KEEL CREEK, 3.8 MI WEST OF SH-99 | | STP | \$1,120,850 | \$263,752 | \$0 | \$0 | 1,384,602 |
| JOHNSTON Total | | | | | | | | | | | \$1,120,850 | \$263,752 | \$0 | \$0 | \$1,384,602 |
| KAY | 36 | 4 | 2438004 | US077 | 4.5 | WIDEN & RESURFACE | 2021 | US-77: ADD SHOULDERS AND RESURFACE FROM NEWKIRK CITY LIMITS N. 3.2 MI. S. OF THE KANSAS STATELINE | | STP | \$5,768,000 | \$1,442,000 | \$0 | \$0 | 7,210,000 |
| KAY | 36 | 4 | 2443215 | IS035 | 5.89 | BRIDGE REHABILITATION | 2021 | I-35: BRIDGE RAISINGS AT COUNTY ROADS NORTH, HIGHLAND, HARTFORD, COLEMAN, CHRYSLER, FERGUSON, ADOBE, HOME AND INDIAN IN KAY COUNTY | | NHPP | \$2,472,000 | \$618,000 | \$0 | \$0 | 3,090,000 |
| KAY | 36 | 4 | 2711904 | US177 | 0.2 | BRIDGE & APPROACHES | 2021 | US 177: OVER UNNAMED CREEK 7.3 MILES N. OF SH 11 | | STP | \$618,000 | \$154,500 | \$0 | \$0 | 772,500 |
| KAY | 36 | 4 | 2712304 | US177 | 0.2 | BRIDGE & APPROACHES | 2021 | US 177: OVER UNNAMED CREEK 5.6 MILES N. OF SH 11 | | STP | \$453,200 | \$113,300 | \$0 | \$0 | 566,500 |
| KAY | 36 | 4 | 2797904 | US060 | 1.8 | PAVEMENT REHABILITATION | 2021 | US 60: FROM WAVERLY ST. IN PONCA CITY E. 1.8 MILES TO THE US 177 JCT. | | STP | \$3,296,000 | \$824,000 | \$0 | \$0 | 4,120,000 |
| KAY | 36 | 4 | 2899304 | US60E | 0.1 | BRIDGE & APPROACHES | 2021 | US60B: EB & WB OVER BOIS D' ARC CREEK 0.5 MIS. E. OF THE US 60 JCT. | | NHPP | \$3,296,000 | \$824,000 | \$0 | \$0 | 4,120,000 |
| KAY | 36 | 4 | 3064604 | SH011 | 0.1 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | SH-11: OVER ABANDONED RAILROAD, 0.63 MILES EAST OF US-177 JCT | | NHPP | \$659,200 | \$164,800 | \$0 | \$0 | 824,000 |
| KAY Total | | | | | | | | | | | \$16,562,400 | \$4,140,600 | \$0 | \$0 | \$20,703,000 |
| KINGFISHER | 37 | 4 | 3044705 | SH051 | 4.9 | RIGHT OF WAY | 2021 | SH-51: WIDEN AND RESURFACE FROM SH-74, EXTEND WEST 5.0 MILES | | | \$0 | \$1,648,000 | \$0 | \$0 | 1,648,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2021

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|-------------------------|---------|------|---------|-------|--------|-----------------------------------|------|--|-------------------------|--------------------------|--------------|--------------|-------------|----------------------------|------------|--------------|
| KINGFISHER | 37 | 4 | 3044706 | SH051 | 4.9 | UTILITIES | 2021 | SH-51: WIDEN AND RESURFACE FROM SH-74, EXTEND WEST 5.0 MILES | | STP | \$659,200 | \$164,800 | \$0 | \$0 | 824,000 | |
| KINGFISHER Total | | | | | | | | | | | | \$659,200 | \$1,812,800 | \$0 | \$0 | \$2,472,000 |
| LATIMER | 39 | 2 | 2092208 | US270 | 2.5 | RIGHT OF WAY | 2021 | US-270 FROM PITTSBURG C/L EXTEND EAST APPROXIMATELY 2.5 MILES | | | \$0 | \$272,500 | \$0 | \$0 | 272,500 | |
| LATIMER | 39 | 2 | 2092209 | US270 | 2.5 | UTILITIES | 2021 | US-270 FROM PITTSBURG C/L EXTEND EAST APPROXIMATELY 2.5 MILES | | STP | \$218,000 | \$54,500 | \$0 | \$0 | 272,500 | |
| LATIMER | 39 | 2 | 2713804 | SH001 | 0.52 | BRIDGE & APPROACHES | 2021 | SH 1 OVER BUFFALO CREEK & 2 OVERFLOWS 2.58 MI EAST OF SH 2 & UNNAMED CREEK 3.22 MILES EAST OF SH-2 | | STP | \$6,703,336 | \$1,673,960 | \$0 | \$0 | 8,377,296 | |
| LATIMER Total | | | | | | | | | | | | \$6,921,336 | \$2,000,960 | \$0 | \$0 | \$8,922,296 |
| LEFLORE | 40 | 2 | 1712713 | US059 | 5 | RIGHT OF WAY | 2021 | US-59 FROM SUNSET CORNERS EXTEND WEST. | | | \$0 | \$7,347,690 | \$0 | \$0 | 7,347,690 | |
| LEFLORE | 40 | 2 | 1712714 | US059 | 5 | UTILITIES | 2021 | US-59 FROM SUNSET CORNERS EXTEND WEST. | | NHPP | \$2,645,367 | \$661,341 | \$0 | \$0 | 3,306,708 | |
| LEFLORE Total | | | | | | | | | | | | \$2,645,367 | \$8,009,031 | \$0 | \$0 | \$10,654,398 |
| LINCOLN | 41 | 3 | 2954304 | SH099 | 0.02 | BRIDGE & APPROACHES | 2021 | SH-99 OVER SALT CREEK, 1.26 MI NORTH OF SH-66 | | STP | \$1,964,108 | \$491,026 | \$0 | \$0 | 2,455,134 | |
| LINCOLN Total | | | | | | | | | | | | \$1,964,108 | \$491,026 | \$0 | \$0 | \$2,455,134 |
| LOGAN | 42 | 4 | 3050304 | SH074 | 0.5 | PAVEMENT REHABILITATION | 2021 | SH-74: IN CRESCENT FROM ADAMS STREET, EXTEND SOUTH 0.5 MILES | | STP | \$824,000 | \$206,000 | \$0 | \$0 | 1,030,000 | |
| LOGAN Total | | | | | | | | | | | | \$824,000 | \$206,000 | \$0 | \$0 | \$1,030,000 |
| LOVE | 43 | 7 | 3189205 | IS035 | 0.2 | RIGHT OF WAY | 2021 | I-35: SH 153 BRIDGE OVER I-35 & RECONSTRUCT INTERCHANGE 5.3 MIS. N. OF THE TEXAS STATE LINE | | | \$0 | \$272,500 | \$0 | \$0 | 272,500 | |
| LOVE | 43 | 7 | 3189206 | IS035 | 0.2 | UTILITIES | 2021 | I-35: SH 153 BRIDGE OVER I-35 & RECONSTRUCT INTERCHANGE 5.3 MIS. N. OF THE TEXAS STATE LINE | | NHPP | \$305,200 | \$76,300 | \$0 | \$0 | 381,500 | |
| LOVE Total | | | | | | | | | | | | \$305,200 | \$348,800 | \$0 | \$0 | \$654,000 |
| MAJOR | 47 | 6 | 1256904 | SH008 | 5.3 | WIDEN, RESURFACE & BRIDGE | 2021 | SH-8: FROM US-412 NORTH TO ALFALFA COUNTY LINE | | STP | \$6,020,000 | \$1,505,000 | \$0 | \$0 | 7,525,000 | |
| MAJOR | 47 | 6 | 3186305 | US281 | 5.9 | RIGHT OF WAY | 2021 | US-281: FROM US-412 JCT. EXTEND NORTH APPROX. 5.9 MILES | | | \$0 | \$400,000 | \$0 | \$0 | 400,000 | |
| MAJOR | 47 | 6 | 3186306 | US281 | 5.9 | UTILITIES | 2021 | US-281: FROM US-412 JCT. EXTEND NORTH APPROX. 5.9 MILES | | STP | \$320,000 | \$80,000 | \$0 | \$0 | 400,000 | |
| MAJOR Total | | | | | | | | | | | | \$6,340,000 | \$1,985,000 | \$0 | \$0 | \$8,325,000 |
| MARSHALL | 48 | 2 | 1883509 | US070 | 2.8 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | US-70 MADILL REALIGNMENT FROM 2.0 MI EAST & SOUTH OF SH-199 SOUTH 2.8 MILES | | | \$5,668,000 | \$1,417,000 | \$0 | \$0 | 7,085,000 | |
| MARSHALL Total | | | | | | | | | | | | \$5,668,000 | \$1,417,000 | \$0 | \$0 | \$7,085,000 |
| MAYES | 49 | 8 | 3037005 | SH082 | 6.5 | RIGHT OF WAY | 2021 | SH-82 FR: CHEROKEE C/L NORTH APPROX. 6.5 MILES | | | \$0 | \$2,802,122 | \$0 | \$0 | 2,802,122 | |
| MAYES | 49 | 8 | 3037006 | SH082 | 6.5 | UTILITIES | 2021 | SH-82 FR: CHEROKEE C/L NORTH APPROX. 6.5 MILES | | STP | \$1,255,350 | \$313,837 | \$0 | \$0 | 1,569,187 | |
| MAYES Total | | | | | | | | | | | | \$1,255,350 | \$3,115,959 | \$0 | \$0 | \$4,371,309 |
| MCCLAIN | 44 | 3 | 2945904 | SH059 | 0.02 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | SH-59 OVER CRINER CREEK, 5.03 MI SOUTH OF SH-39 | | STP | \$3,060,228 | \$765,056 | \$0 | \$0 | 3,825,284 | |
| MCCLAIN | 44 | 3 | 3104504 | IS035 | 2.25 | RESURFACE | 2021 | I-35: BEGIN 2.25 MI NORTH OF GARVIN C/L, MP 83.81 TO MP 86.06 | | NHPP | \$5,886,000 | \$1,471,500 | \$0 | \$0 | 7,357,500 | |
| MCCLAIN | 44 | 3 | 3280205 | IS035 | 0.75 | RIGHT OF WAY | 2021 | I-35: SOUTHBOUND RAMP AT SH-74W, IN PURCELL | | NHPP | \$218,000 | \$54,500 | \$0 | \$0 | 272,500 | |
| MCCLAIN | 44 | 3 | 3280206 | IS035 | 0.75 | UTILITIES | 2021 | I-35: SOUTHBOUND RAMP AT SH-74W, IN PURCELL | | NHPP | \$218,000 | \$54,500 | \$0 | \$0 | 272,500 | |
| MCCLAIN Total | | | | | | | | | | | | \$9,382,228 | \$2,345,556 | \$0 | \$0 | \$11,727,784 |
| MCCURTAIN | 45 | 2 | 1742708 | US070 | 2.48 | GRADE, DRAIN & SURFACE | 2021 | US-70 FROM 9.32 MI EAST OF BROKEN BOW EAST 2.48 MI | | | \$9,664,138 | \$2,416,034 | \$0 | \$0 | 12,080,172 | |
| MCCURTAIN | 45 | 2 | 2634304 | US259 | 7.2 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | US-259 BEG APPROX 8.0 MILE NORTH OF TEXAS S/L & EXT NORTH APPROX 7.2 MILE | | | \$8,880,000 | \$2,220,000 | \$0 | \$0 | 11,100,000 | |
| MCCURTAIN Total | | | | | | | | | | | | \$18,544,138 | \$4,636,034 | \$0 | \$0 | \$23,180,172 |
| MCINTOSH | 46 | 1 | 3057204 | US069 | 4.5 | GRADE, DRAIN & SURFACE | 2021 | US-69: FROM SH-9 JCT, NORTH 4.5 MILES | | NHPP | \$14,400,000 | \$3,600,000 | \$0 | \$0 | 18,000,000 | |
| MCINTOSH Total | | | | | | | | | | | | \$14,400,000 | \$3,600,000 | \$0 | \$0 | \$18,000,000 |
| MURRAY | 50 | 7 | 3042805 | SH007 | 4.09 | RIGHT OF WAY | 2021 | SH 7: FROM 9.97 MILES E. OF US 77 E. 5.31 MIS. TO SH 1 IN JOHNSTON CO. | | | \$0 | \$1,073,650 | \$0 | \$0 | 1,073,650 | |
| MURRAY | 50 | 7 | 3042806 | SH007 | 4.09 | UTILITIES | 2021 | SH 7: FROM 9.97 MILES E. OF US 77 E. 5.31 MIS. TO SH 1 IN JOHNSTON CO. | | STP | \$1,090,000 | \$272,500 | \$0 | \$0 | 1,362,500 | |
| MURRAY | 50 | 7 | 3347004 | SH110 | 0.25 | GRADE, DRAIN & SURFACE | 2021 | SH 110: FROM JUST N. OF PRIMROSE LN. N. 0.25 MIS. | | STP | \$800,000 | \$200,000 | \$0 | \$0 | 1,000,000 | |
| MURRAY Total | | | | | | | | | | | | \$1,890,000 | \$1,546,150 | \$0 | \$0 | \$3,436,150 |
| MUSKOGEE | 51 | 1 | 2628804 | US266 | 0.2 | BRIDGE REHABILITATION | 2021 | US-266: BRIDGE REHAB. - BENNETT CREEK, 1.2 MI. EAST OF MCINTOSH C/L | | | \$0 | \$2,000,000 | \$0 | \$0 | 2,000,000 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2021

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|-----------------------|---------|------|---------|--------|--------|-----------------------------------|------|---|-------------------------|--------------------------|--------------|--------------|-------------|----------------------------|---------------|
| MUSKOGEE | 51 | 1 | 3041604 | US062 | 0.3 | BRIDGE & APPROACHES | 2021 | US-62: BRIDGES OVER ARKANSAS RIVER, 2.4 MILES EAST OF SH-16 JCT. | | STP | \$18,400,000 | \$4,600,000 | \$0 | \$0 | 23,000,000 |
| MUSKOGEE | 51 | 1 | 3065106 | | | BRIDGE WATERPROOF SEAL | 2021 | BRIDGE WATER PROOF SEAL (SITE TO BE DETERMINED) | | STP | \$40,000 | \$10,000 | \$0 | \$0 | 50,000 |
| MUSKOGEE | 51 | 1 | 3210005 | SH100 | 0.4 | RIGHT OF WAY | 2021 | SH-100: BRIDGE OVER ARKANSAS RIVER AT THE MUSKOGEE/SEQUOYAH C/L | | STP | \$400,000 | \$100,000 | \$0 | \$0 | 500,000 |
| MUSKOGEE | 51 | 1 | 3210006 | SH100 | 0.4 | UTILITIES | 2021 | SH-100: BRIDGE OVER ARKANSAS RIVER AT THE MUSKOGEE/SEQUOYAH C/L | | STP | \$400,000 | \$100,000 | \$0 | \$0 | 500,000 |
| MUSKOGEE Total | | | | | | | | | | | \$19,240,000 | \$6,810,000 | \$0 | \$0 | \$26,050,000 |
| NOBLE | 52 | 4 | 2423811 | | | JOINT SEAL / REPAIR | 2021 | DIVISION 4 - BRIDGE WATERPROOF SEAL | | STP | \$87,200 | \$21,800 | \$0 | \$0 | 109,000 |
| NOBLE | 52 | 4 | 2423911 | | | BRIDGE PAINTING | 2021 | DIVISION 4 - BRIDGE PAINT & JOINT REPAIR | | STP | \$109,000 | \$0 | \$0 | \$0 | 109,000 |
| NOBLE Total | | | | | | | | | | | \$196,200 | \$21,800 | \$0 | \$0 | \$218,000 |
| NOWATA | 53 | 8 | 2425204 | SH028 | 0.5 | BRIDGE & APPROACHES PAVEMENT | 2021 | SH-28: OVER THE VERDIGRIS RIVER, 1.0 MILE EAST OF US-169 US 169 BEGIN APPROX. 2.85 MILES NORTH OF JCT. US 60/US 169 | | STP | \$4,416,270 | \$1,104,068 | \$0 | \$0 | 5,520,338 |
| NOWATA | 53 | 8 | 2889204 | US169 | 6 | REHABILITATION | 2021 | EXT. NORTH APPROX. 5.87 MI. | | NHPP | \$4,035,056 | \$1,008,764 | \$0 | \$0 | 5,043,820 |
| NOWATA Total | | | | | | | | | | | \$8,451,326 | \$2,112,832 | \$0 | \$0 | \$10,564,158 |
| OKLAHOMA | 55 | 4 | 0903206 | IS035 | 0.5 | INTERCHANGE | 2021 | I-35: OVER THE I-240 JCT. | | NHPP | \$19,776,000 | \$4,944,000 | \$0 | \$0 | 24,720,000 |
| OKLAHOMA | 55 | 4 | 0903207 | IS035 | 0.5 | INTERCHANGE | 2021 | I-35 @ THE I-240 JCT RECONST INTERCHG. | | NHPP | \$8,240,000 | \$8,240,000 | \$0 | \$0 | 16,480,000 |
| OKLAHOMA | 55 | 4 | 0903208 | IS035 | 0.5 | INTERCHANGE | 2021 | I-35 @ THE I-240 JCT RECONST INTERCHG. | | NHPP | \$15,965,000 | \$15,965,000 | \$0 | \$0 | 31,930,000 |
| OKLAHOMA | 55 | 4 | 2642205 | IS040 | 3.6 | RECONSTRUCT - ADDED LANES | 2021 | I-40: FROM MILE MARKER 170 EAST TO MILE MARKER 173 (RECONSTRUCT & ADD LANES & RECONSTRUCT, HARRAH/NEWALLA INTERCHANGE | | NHPP / NHFP | \$16,480,000 | \$4,120,000 | \$0 | \$0 | 20,600,000 |
| OKLAHOMA | 55 | 4 | 2642304 | SH066 | 7.6 | WIDEN & RESURFACE | 2021 | SH-66 FROM APPROX 6.50 MI EAST OF I-35, EAST APPROX 7.63 MI | | STP | \$8,800,000 | \$2,200,000 | \$0 | \$0 | 11,000,000 |
| OKLAHOMA Total | | | | | | | | | | | \$69,261,000 | \$35,469,000 | \$0 | \$0 | \$104,730,000 |
| OKMULGEE | 56 | 1 | 2969904 | US075 | 0.2 | BRIDGE & APPROACHES | 2021 | US-75: BRIDGES AT US-75/SH-16 JCT., 9.84 MILES NORTH OF OKMULGEE OK. | | NHPP | \$4,261,880 | \$1,065,470 | \$0 | \$0 | 5,327,350 |
| OKMULGEE Total | | | | | | | | | | | \$4,261,880 | \$1,065,470 | \$0 | \$0 | \$5,327,350 |
| OSAGE | 57 | 8 | 2028804 | SH011 | 2 | GRADE, DRAIN & BRIDGE | 2021 | SH-11: FR BARNSDALL, EXTEND SOUTHEAST APPROX. 2.0 MILES | | STP | \$6,039,325 | \$1,509,831 | \$0 | \$0 | 7,549,156 |
| OSAGE | 57 | 8 | 2426804 | SH020 | 5 | WIDEN & RESURFACE | 2021 | SH-20 FROM SH-99 IN HOMINY, EAST 5.0 MI | | STP | \$7,194,000 | \$1,032,415 | \$0 | \$0 | 8,226,415 |
| OSAGE Total | | | | | | | | | | | \$13,233,325 | \$2,542,246 | \$0 | \$0 | \$15,775,571 |
| OTTAWA | 58 | 8 | 1257309 | SH010 | 5 | RIGHT OF WAY | 2021 | SH-10: FROM JCT. SH-10/SH-137, EAST 5 MILES TO JCT. SH-10C | | | \$0 | \$168,378 | \$0 | \$0 | 168,378 |
| OTTAWA | 58 | 8 | 1257310 | SH010 | 5 | UTILITIES | 2021 | SH-10: FROM JCT. SH-10/SH-137, EAST 5 MILES TO JCT. SH-10C | | STP | \$420,616 | \$105,154 | \$0 | \$0 | 525,770 |
| OTTAWA | 58 | 8 | 2794404 | SH069A | 1.3 | GRADE, DRAIN & SURFACE | 2021 | SH-69A: FROM APPROX. 1.65 MILES NORTH OF SH-10, NORTH 1.3 MILES | | STP | \$1,744,000 | \$436,000 | \$2,180,000 | \$0 | 4,360,000 |
| OTTAWA | 58 | 8 | 2889305 | US059 | 4.42 | RIGHT OF WAY | 2021 | US 59 FROM SH 125 NORTHWEST TO I-44 | | | \$0 | \$2,802,122 | \$0 | \$0 | 2,802,122 |
| OTTAWA | 58 | 8 | 2889306 | US059 | 4.42 | UTILITIES | 2021 | US 59 FROM SH 125 NORTHWEST TO I-44 | | STP | \$1,345,018 | \$336,254 | \$0 | \$0 | 1,681,272 |
| OTTAWA | 58 | 8 | 2968704 | US060 | 0.1 | BRIDGE & APPROACHES | 2021 | US-60 OVER (2) UNNAMED CREEKS, 7.0 MILES & 13.4 MILES EAST OF US-69 | | STP | \$2,212,936 | \$553,234 | \$2,000,000 | \$0 | 4,766,170 |
| OTTAWA | 58 | 8 | 2968904 | SH125 | 0.1 | BRIDGE & APPROACHES | 2021 | SH-125 OVER I-44: (WILL ROGERS TURNPIKE), 6.8 MILES NORTH OF US-60 | | NHPP | \$8,284,000 | \$2,071,000 | \$0 | \$0 | 10,355,000 |
| OTTAWA Total | | | | | | | | | | | \$14,006,570 | \$6,472,142 | \$4,180,000 | \$0 | \$24,658,712 |
| PAWNEE | 59 | 8 | 2432204 | US064 | 2.3 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | US-64: FR JCT SH-18 NORTH, EXTEND SOUTH TO SH-18 SOUTH | | STP | \$4,286,126 | \$1,071,531 | \$0 | \$0 | 5,357,657 |
| PAWNEE | 59 | 8 | 2798304 | SH099 | 0.23 | BRIDGE & APPROACHES | 2021 | SH-99: ARKANSAS RIVER, FROM JUST NORTH OF CLEVELAND, NORTH TO OSAGE C/L | | STP | \$8,539,075 | \$2,134,769 | \$0 | \$0 | 10,673,844 |
| PAWNEE Total | | | | | | | | | | | \$12,825,201 | \$3,206,300 | \$0 | \$0 | \$16,031,501 |
| PAYNE | 60 | 4 | 2655505 | US177 | 3 | RIGHT OF WAY | 2021 | US-177: FROM THE CIMARRON TURNPIKE SPUR, EXTEND NORTH 6 MILES | | | \$0 | \$163,500 | \$0 | \$0 | 163,500 |
| PAYNE | 60 | 4 | 2655506 | US177 | 3 | UTILITIES | 2021 | US-177: FROM THE CIMARRON TURNPIKE SPUR, EXTEND NORTH 6 MILES | | | \$0 | \$163,500 | \$0 | \$0 | 163,500 |
| PAYNE | 60 | 4 | 2898304 | SH033 | 2 | GRADE, DRAIN & SURFACE | 2021 | SH 33: PAVEMENT REPLACEMENT FROM SH 18 E. 2.0 MIS TO HARMONY DR. IN CUSHING | | NHPP | \$7,416,000 | \$1,854,000 | \$0 | \$0 | 9,270,000 |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2021

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total | |
|---------------------------|---------|------|---------|-------|--------|-----------------------------------|------|--|-------------------------|--------------------------|--------------|--------------|-------------|----------------------------|------------|--------------|
| PAYNE | 60 | 4 | 2986004 | US177 | 1 | WIDEN & RESURFACE | 2021 | US 177: ADD LEFT-TURN CENTERLANE FROM MCELROY RD. N. 1 MI. TO LAKEVIEW RD. IN STILLWATER | | NHPP | \$10,712,000 | \$2,678,000 | \$0 | \$0 | 13,390,000 | |
| PAYNE Total | | | | | | | | | | | | \$18,128,000 | \$4,859,000 | \$0 | \$0 | \$22,987,000 |
| PONTOTOC | 62 | 3 | 2297319 | | | BRIDGE WATERPROOF SEAL | 2021 | DIVISION 3: BRIDGE WATER PROOFING SEAL (SILANE) | | STP | \$87,200 | \$21,800 | \$0 | \$0 | 109,000 | |
| PONTOTOC | 62 | 3 | 2328512 | | | JOINT SEAL / REPAIR | 2021 | DIVISION 3: BRIDGE JOINT SEAL/REPAIR PROJECTS | | STP | \$261,600 | \$65,400 | \$0 | \$0 | 327,000 | |
| PONTOTOC | 62 | 3 | 2328604 | SH099 | 3 | WIDEN, RESURFACE & BRIDGE | 2021 | SH-99 OVER WALNUT & 2 UNNAMED CR, FROM 0.5 MI NORTH OF SH-99A, NORTH 3.0 MI | | STP | \$8,075,461 | \$2,018,865 | \$0 | \$0 | 10,094,326 | |
| PONTOTOC | 62 | 3 | 2328607 | SH099 | 2 | WIDEN & RESURFACE | 2021 | SH-99: FROM 3.5 MI NORTH OF SH-99A, NORTH 2.0 MI | | STP | \$3,688,227 | \$922,056 | \$0 | \$0 | 4,610,283 | |
| PONTOTOC | 62 | 3 | 2894604 | SH001 | 1.5 | GRADE, DRAIN & SURFACE | 2021 | SH-1: FROM 1.5 MI SOUTH OF SH-3, NORTH TO SH-3 | | STP | \$1,432,715 | \$358,178 | \$3,362,547 | \$0 | 5,153,440 | |
| PONTOTOC Total | | | | | | | | | | | | \$13,545,203 | \$3,386,299 | \$3,362,547 | \$0 | \$20,294,049 |
| POTTAWATOMIE | 63 | 3 | 2100710 | IS040 | 5 | BRIDGE & APPROACHES | 2021 | I-40: BRIDGES FROM (MP172.89 TO MP 177.89) | | NHPP | \$7,360,000 | \$1,840,000 | \$0 | \$0 | 9,200,000 | |
| POTTAWATOMIE | 63 | 3 | 2713305 | IS040 | 1.1 | RIGHT OF WAY | 2021 | I-40: INGRESS/EGRESS IMPROVEMENT AT MILE MARK 187 | | | \$0 | \$2,772,960 | \$0 | \$0 | 2,772,960 | |
| POTTAWATOMIE | 63 | 3 | 2713306 | IS040 | 1.1 | UTILITIES | 2021 | I-40: INGRESS/EGRESS IMPROVEMENT AT MILE MARK 187 | | NHPP | \$129,404 | \$32,351 | \$0 | \$0 | 161,755 | |
| POTTAWATOMIE | 63 | 3 | 3038804 | US270 | 1 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | US-270: OVER TWO UNNAMED CREEKS, 7.2 MI EAST OF US-177 | | STP | \$2,303,091 | \$575,773 | \$0 | \$0 | 2,878,864 | |
| POTTAWATOMIE | 63 | 3 | 3126006 | IS040 | 0.2 | UTILITIES | 2021 | I-40 OVER UNNAMED CREEK, 7 MI EAST OF OKLAHOMA C/L | | NHPP | \$40,000 | \$10,000 | \$0 | \$0 | 50,000 | |
| POTTAWATOMIE Total | | | | | | | | | | | | \$9,832,495 | \$5,231,084 | \$0 | \$0 | \$15,063,579 |
| PUSHMATAHA | 64 | 2 | 2314416 | | | BRIDGE WATERPROOF SEAL | 2021 | DIVISION 2: DIVISION WIDE SILANE PROJECTS (BRIDGE WATERPROOFING SEAL) | | STP | \$43,600 | \$10,900 | \$0 | \$0 | 54,500 | |
| PUSHMATAHA | 64 | 2 | 2314511 | | | JOINT SEAL / REPAIR | 2021 | DIVISION 2: BRIDGE MAINTENANCE - VARIOUS LOCATIONS | | STP | \$174,400 | \$43,600 | \$0 | \$0 | 218,000 | |
| PUSHMATAHA | 64 | 2 | 2314512 | | | BRIDGE PAINTING | 2021 | DIVISION 2: MAINTENANCE - VARIOUS LOCATIONS | | STP | \$697,600 | \$174,400 | \$0 | \$0 | 872,000 | |
| PUSHMATAHA Total | | | | | | | | | | | | \$915,600 | \$228,900 | \$0 | \$0 | \$1,144,500 |
| ROGERS | 66 | 8 | 2624204 | SH020 | 1.4 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | SH-20: REALIGNMENT FROM SOUTHAVEN RD, EXTEND EAST APPROX. 1.4 MILES TO KING RD. | | NHPP | \$26,160,000 | \$6,540,000 | \$0 | \$0 | 32,700,000 | |
| ROGERS | 66 | 8 | 2624207 | SH020 | 2.8 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | SH-20: REALIGNMENT FROM .65 MILES EAST OF THE VERDIGRIS RIVER, SE APPROX. 2.8 MILES TO SOUTHAVEN RD. | | NHPP | \$8,720,000 | \$2,180,000 | \$0 | \$0 | 10,900,000 | |
| ROGERS Total | | | | | | | | | | | | \$34,880,000 | \$8,720,000 | \$0 | \$0 | \$43,600,000 |
| SEMINOLE | 67 | 3 | 2100611 | US270 | 6.57 | GRADE, DRAIN & SURFACE | 2021 | US-270: FROM 1.0 MILE SE OF SH-270A IN SEMINOLE, EAST TO Y AT US-270B WEST OF WEWOKA | | STP | \$22,663,772 | \$5,665,945 | \$0 | \$0 | 28,329,717 | |
| SEMINOLE Total | | | | | | | | | | | | \$22,663,772 | \$5,665,945 | \$0 | \$0 | \$28,329,717 |
| SEQUOYAH | 68 | 1 | 2972104 | IS040 | 7.6 | PAVEMENT REHABILITATION | 2021 | I-40: CONCRETE PATCHING, FROM MM-313.83 TO MM-321.44 | | NHPP | \$4,320,000 | \$1,080,000 | \$0 | \$0 | 5,400,000 | |
| SEQUOYAH | 68 | 1 | 2977904 | SH101 | 0.35 | BRIDGE & APPROACHES | 2021 | SH-101 BRIDGE OVER CEDAR CREEK, 4.92 MILES EAST OF US-59 JCT | | STP | \$880,000 | \$220,000 | \$0 | \$0 | 1,100,000 | |
| SEQUOYAH | 68 | 1 | 2978004 | SH101 | 0.34 | BRIDGE & APPROACHES | 2021 | SH-101: BRIDGE OVER BIG SKIN BAYOU, 7.52 MILES EAST OF SH-59 JCT. | | STP | \$1,200,000 | \$300,000 | \$0 | \$0 | 1,500,000 | |
| SEQUOYAH | 68 | 1 | 2978104 | SH101 | 0.25 | BRIDGE & APPROACHES | 2021 | SH-101: BRIDGE OVER POLECAT CREEK, 3.11 MILES EAST OF SH-64B JCT. | | STP | \$1,440,000 | \$360,000 | \$0 | \$0 | 1,800,000 | |
| SEQUOYAH | 68 | 1 | 3209904 | SH100 | 0.113 | BRIDGE REHABILITATION | 2021 | SH-100: LAKE TENKILLER SPILLWAY | | STP | \$640,000 | \$160,000 | \$0 | \$0 | 800,000 | |
| SEQUOYAH | 68 | 1 | 3210605 | IS040 | 0.5 | UTILITIES | 2021 | I-40: INTERSECTION IMPROVEMENT AT I-40/US-64 JCT. (MP 325) | | NHPP | \$240,000 | \$60,000 | \$0 | \$0 | 300,000 | |
| SEQUOYAH Total | | | | | | | | | | | | \$8,720,000 | \$2,180,000 | \$0 | \$0 | \$10,900,000 |
| STEPHENS | 69 | 7 | 2965704 | SH029 | 5.44 | GRADE, DRAINING, BRIDGE & SURFACE | 2021 | SH-29 BEGIN 11.48 MILES E. OF US-81 EXTEND E. 5.44 MILES INCLUDING BLACK BEAR CREEK BRIDGE REPLACEMENT | | STP | \$10,400,518 | \$2,600,129 | \$0 | \$0 | 13,000,647 | |
| STEPHENS | 69 | 7 | 3007805 | | | BRIDGE WATERPROOF SEAL | 2021 | DIVISION 7: BRIDGE WATER PROOF SEAL (SITES TO BE DETERMINED) | | | \$0 | \$80,000 | \$0 | \$0 | 80,000 | |
| STEPHENS | 69 | 7 | 3007905 | | | BRIDGE PAINTING | 2021 | DIVISION 7: BRIDGE PAINTING & JOINT REPAIR (SITES TO BE DETERMINED) | | STP | \$736,000 | \$184,000 | \$0 | \$0 | 920,000 | |
| STEPHENS Total | | | | | | | | | | | | \$11,136,518 | \$2,864,129 | \$0 | \$0 | \$14,000,647 |
| TEXAS | 70 | 6 | 2094707 | US054 | 3.7 | SURFACE | 2021 | US-54: FR 4.8 MILES NORTH OF US-64, EXTEND NORTH 3.7 MILES <i>9/19/18 Moved to FFY18.</i> | 9/19/2018 | NHPP / NHFP | \$0 | \$0 | \$0 | \$0 | 0 | |
| TEXAS | 70 | 6 | 2094708 | US054 | 3.7 | R/R CROSSING SURFACING | 2021 | US-54: FR 4.8 MILES NORTH OF US-64, EXTEND NORTH 3.7 MILES <i>9/19/18 Moved to FFY18.</i> | 9/19/2018 | NHPP / NHFP | \$0 | \$0 | \$0 | \$0 | 0 | |
| TEXAS | 70 | 6 | 2424107 | SH136 | 6.25 | SURFACE | 2021 | SH-136: BEGINNING AT THE TEXAS STATE LINE & EXTENDING NORTH 5.0 MILE | | STP | \$5,200,000 | \$1,300,000 | \$0 | \$0 | 6,500,000 | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2021

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|----------------------|---------|------|---------|-------|--------|------------------------|------|---|-------------------------|--------------------------|---------------|---------------|-------------|----------------------------|---------------|
| TEXAS | 70 | 6 | 2965204 | SH003 | 6.52 | RESURFACE | 2021 | SH-3: BEGIN 7.0 MILES WEST OF THE SH-94 JCT., EXTEND EAST 6.52 MILES | | NHPP | \$4,160,000 | \$1,040,000 | \$0 | \$0 | 5,200,000 |
| TEXAS | 70 | 6 | 3280605 | US064 | 0.83 | RIGHT OF WAY | 2021 | US-64: BEGIN AT JCT OF MAIN STREET IN GUYMON, EXTEND EAST 0.83 MILES TO JCT US-64/US-54 | | | \$0 | \$200,000 | \$0 | \$0 | 200,000 |
| TEXAS Total | | | | | | | | | | | \$9,360,000 | \$2,540,000 | \$0 | \$0 | \$11,900,000 |
| TILLMAN | 71 | 5 | 2951404 | US070 | 0.2 | BRIDGE & APPROACHES | 2021 | US-70, OVER BOTTLE AND SUTTLE CREEKS, 1.1 & 3.2 MI EAST OF US-183 | | STP | \$3,154,024 | \$788,506 | \$0 | \$0 | 3,942,530 |
| TILLMAN Total | | | | | | | | | | | \$3,154,024 | \$788,506 | \$0 | \$0 | \$3,942,530 |
| TULSA | 72 | 8 | 2093105 | US169 | 0.5 | RIGHT OF WAY | 2021 | US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY | | | \$0 | \$3,923,160 | \$0 | \$0 | 3,923,160 |
| TULSA | 72 | 8 | 2093106 | US169 | 0.5 | UTILITIES PAVEMENT | 2021 | US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY I-244: FROM US-75 SOUTH JCT. EXTEND NORTH 2.1 MI. TO ARKANSAS RIVER AND REHAB BRIDGE OVER 31ST. STREET | | NHPP | \$1,352,095 | \$338,024 | \$0 | \$0 | 1,690,119 |
| TULSA | 72 | 8 | 2630106 | IS244 | 2.1 | REHABILITATION | 2021 | US 64 FR SOUTH 161 STREET IN BIXBY SOUTH & EAST TO MINGO RD | | NHPP | \$3,483,434 | \$18,316,566 | \$0 | \$0 | 21,800,000 |
| TULSA | 72 | 8 | 2889605 | US064 | 2 | RIGHT OF WAY | 2021 | US 64 FR SOUTH 161 STREET IN BIXBY SOUTH & EAST TO MINGO RD | | | \$0 | \$3,198,473 | \$0 | \$0 | 3,198,473 |
| TULSA | 72 | 8 | 2889606 | US064 | 2 | UTILITIES | 2021 | SH-20 INTERSECTION MODIFICATION WITH TRAFFIC SIGNALS AT 145TH | | NHPP | \$1,507,992 | \$376,998 | \$0 | \$0 | 1,884,990 |
| TULSA | 72 | 8 | 3109805 | SH020 | 0.04 | RIGHT OF WAY | 2021 | SH-20 INTERSECTION MODIFICATION WITH TRAFFIC SIGNALS AT 145TH | | | \$0 | \$545,000 | \$0 | \$0 | 545,000 |
| TULSA | 72 | 8 | 3109806 | SH020 | 0.04 | UTILITIES | 2021 | SH-20 INTERSECTION MODIFICATION WITH TRAFFIC SIGNALS AT 145TH | | STP | \$436,000 | \$109,000 | \$0 | \$0 | 545,000 |
| TULSA | 72 | 8 | 3334304 | US064 | 0.07 | INTERCHANGE | 2021 | US-64 (MEMORIAL DR.) & US-169 INTERCHANGE IMPROVEMENT | | | \$0 | \$1,635,000 | \$0 | \$0 | 1,635,000 |
| TULSA Total | | | | | | | | | | | \$6,779,521 | \$28,442,221 | \$0 | \$0 | \$35,221,742 |
| WAGONER | 73 | 1 | 2091604 | SH072 | 1.77 | GRADE, DRAIN & SURFACE | 2021 | SH-72: FR 2.15 MILES NORTH OF MUSKOGEE C/L, EXT. NORTH 1.77 MILES | | STP | \$4,128,800 | \$1,032,199 | \$0 | \$0 | 5,160,999 |
| WAGONER | 73 | 1 | 2195104 | US069 | 0.2 | BRIDGE PAINTING | 2021 | US-69: OVER THE VERDIGRIS RIVER/NAVIGATION CHANNEL, 4.9 MI. N. OF THE MUSKOGEE C/L | | NHPP | \$2,385,840 | \$596,460 | \$0 | \$0 | 2,982,300 |
| WAGONER Total | | | | | | | | | | | \$6,514,640 | \$1,628,659 | \$0 | \$0 | \$8,143,299 |
| WASHITA | 75 | 5 | 3033604 | SH055 | 0.2 | BRIDGE & APPROACHES | 2021 | SH-55 OVER AN UNNAMED CREEK LOCATED 2.7 MILES EAST OF THE SH-44 JCT. | | STP | \$659,450 | \$659,450 | \$0 | \$0 | 1,318,900 |
| WASHITA Total | | | | | | | | | | | \$659,450 | \$659,450 | \$0 | \$0 | \$1,318,900 |
| WOODS | 76 | 6 | 3106605 | US281 | 7.9 | RIGHT OF WAY | 2021 | US-281: BEGIN AT THE SH-14/US-281 JCT., EXTEND EAST 7.9 MILES | | STP | \$0 | \$200,000 | \$0 | \$0 | 200,000 |
| WOODS | 76 | 6 | 3106606 | US281 | 7.9 | UTILITIES | 2021 | US-281: BEGIN AT THE SH-14/US-281 JCT., EXTEND EAST 7.9 MILES | | STP | \$160,000 | \$40,000 | \$0 | \$0 | 200,000 |
| WOODS | 76 | 6 | 3186505 | US064 | 8.1 | RIGHT OF WAY | 2021 | US-64: BEGIN 3.05 MILES EAST OF THE US-64/SH-14 JCT., EXTEND EAST 8.1 MILES | | | \$0 | \$1,000,000 | \$0 | \$0 | 1,000,000 |
| WOODS | 76 | 6 | 3280705 | US281 | 1.45 | RIGHT OF WAY | 2021 | US-281: BEGIN 1.45 MILES SOUTH OF JCT US-64/US-281 SOUTH IN ALVA, EXTEND NORTH 1.45 MILES | | | \$0 | \$200,000 | \$0 | \$0 | 200,000 |
| WOODS Total | | | | | | | | | | | \$160,000 | \$1,440,000 | \$0 | \$0 | \$1,600,000 |
| Grand Total | | | | | | | | | | | \$607,448,518 | \$341,449,449 | \$8,042,547 | \$0 | \$956,940,514 |

| ADVANCE CONSTRUCTION FUNDING CONVERSION | JP NO PREFIX | JP NO | | | | 2021 | PROJECTS UTILIZING ADVANCE CONSTRUCTION FUNDS THAT HAVE BEEN CONVERTED TO FEDERAL FUNDING SOURCES | CONVERSION DATE | | | BUDGETED FFY 2021 AC FUNDING | | AMOUNT CONVERTED |
|--|--------------|-------|--|--|--|------|---|-----------------|--|--|------------------------------|--|------------------|
| | AC | | | | | | | | | | | | |
| | AC | | | | | | | | | | | | |
| AC FUNDS CONVERTED TO FEDERAL FUNDS | | | | | | | | \$0 | | | | | |

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2021

| County | Co. No. | Div. | JP no | Hwy | Length | Work Type | FFY | Description | FHWA Mod/Amend Approval | Federal Funding Category | Federal | State | Other | Advance Construction Funds | Total |
|--|---------|------|-------|-----|--------|-----------|-----|-------------|-------------------------|--------------------------|---------|-------|-------|----------------------------|-------|
| CURRENT ADVANCE CONSTRUCTION FUNDS TOTAL | | | | | | | | | \$0 | | | | | | |

SECTION 3:

FREIGHT INVESTMENT PLAN PROJECTS

As of the date of publication, the Freight Advisory Committee had completed a draft Oklahoma Freight Transportation Plan and recommended approval of the plan by the Federal Highway Administration.

The complete Oklahoma Freight Transportation Plan can be viewed on the Freight Plan website:
<http://www.okstatefreightplan.com/>

6.5.3 Freight Investment Plan Projects

NATIONAL HIGHWAY FREIGHT PROGRAM PROJECTS

ODOT considered various factors for the allocation of federal freight formula funds for Oklahoma's freight projects including level annual funding, corridor focus, geographic diversification, project ranking, stakeholder priorities, project size, and designation of critical candidate rural freight corridors. The resulting set of 18 projects, selected to be funded in part with National Highway Freight Program (NHFP) funds, constitute Oklahoma's Five Year Financially Constrained Freight Investment Plan. As shown in **Table 18**, these projects require total funding of \$250.5 million. NHFP funds will cover \$100.2 million, and the remaining \$150.3 million will be supplied by state and other federal sources. An additional \$62 million (not included in the \$250.5 million) already is being funded by a federal FASTLANE grant for U.S. 69 in Bryan County.



U.S. 69 Bryan County



Visualization of U.S. 69 after completion of FASTLANE grant project

Table 18. Five Year Financially Constrained Freight Investment Plan Projects

| County / ODOT Division | Job Piece No. | Project Description | Plan Year | Type of Project | NHFN * | Plan Cost Est. (M\$) | Funding Source | | |
|---------------------------|---------------|---|--------------|--------------------|-----------|-------------------------|----------------|-----------------|----------------|
| | | | | | | | NHFP | Nat'l Hwy PP | State |
| Grady 7 | 24428(05) | U.S. 81 REALIGNMENT FROM 1 MI. N. OF U.S. 81/ U.S. 277 JCT. S. OF CHICKASHA EXT. N. 8.63 MI. TO .85 MI. N OF THE U.S. 62/ U.S. 81 JCT. (R/W) | 2018 | C | R | \$11.51 | \$4.60 | \$4.60 | \$2.30 |
| Oklahoma 4 | 27897(04) | I-35NB & SB BRIDGES OVER DEEP FORK CR SERVICE RD, 4.6 MI N OF I-40 JUNCTION | 2018 | C | Y | \$33.00 | \$13.20 | \$13.20 | \$6.60 |
| Sequoyah 1 | 10618(07) | I-40 INTERCHANGE @ U.S. 64 IN SALLISAW (BR @ U.S. 64 & LITTLE SALLISAW CR) | 2018 | C | Y | \$25.90 | \$10.36 | \$10.36 | \$5.18 |
| Texas 6 | 14971(36) | U.S. 54: BEG APPROX 10.5 MI N of JCT of US54/US64W and EXTEND N 3.6 MI; ROW | 2018 | C | R | \$.80 | \$.32 | \$.32 | \$.16 |
| Texas 6 | 20839(08) | U.S. 54; BEGIN APPROX. 8.5 MI. NORTH OF U.S. 64 & EXTEND N 2.0 MILES THROUGH TYRONE: GRADE, DRAIN, SURFACE | 2018 | C | R | \$9.42 | \$3.77 | \$3.77 | \$1.88 |
| Tulsa 8 | 28859(04) | 129TH E. AVE I-244 UNDER, 1.54 MI EAST OF JCT U.S. 169; BRIDGE | 2018 | C | Y | \$6.29 | \$2.52 | \$2.52 | \$1.26 |
| Subtotal 2018 | | | | | | \$86.92 | \$34.77 | \$34.77 | \$17.38 |

Table 18. Five Year Financially Constrained Freight Investment Plan Projects (continued)

| County / ODOT Division | Job Piece No. | Project Description | Plan Year | Type of Project | NHFN * | Plan Cost Est. (M\$) | Funding Source | | |
|------------------------|---------------|--|-----------|-----------------|--------|----------------------|----------------|----------------|----------------|
| | | | | | | | NHFP | Nat'l Hwy PP | State |
| Bryan 2 | 31855(04)** | U.S. 69. BEGIN AT SOUTH END OF CALERA AND EXTEND NORTH TO U.S. 70 INTERCHANGE; GRADE, DRAIN, SURFACE, BRIDGE (FASTLANE @ \$62M) | 2019 | C | R | \$58.00 | \$23.20 | \$10.80 | \$24.00 |
| Texas 6 | 14971(37) | U.S. 54: BEG APPROX 10.5 MI N of JCT of US54/US64W and EXTEND N 3.6 MI; UT | 2019 | C | R | \$.37 | \$.15 | \$.15 | \$.07 |
| Texas 6 | 14971(41) | U.S. 54: BEG APPROX 10.5 MI N of JCT of US54/US64W and EXTEND N 3.6 MI; (SURFACE FOR SB LANES) | 2019 | OI | R | \$3.00 | \$1.20 | \$1.20 | \$.60 |
| Subtotal 2019 | | | | | | \$61.37 | \$24.55 | \$12.15 | \$24.67 |
| Grady 7 | 24428(06) | U.S. 81 REALIGNMENT FROM 1 MI. N. OF THE U.S. 81/U.S. 277 JCT. S. OF CHICKASHA EXT. N. 8.63 MI. TO .85 MI. N OF THE U.S. 62/U.S. 81 JCT. (UTILITIES) | 2020 | C | R | \$6.30 | \$2.52 | \$2.52 | \$1.26 |
| Texas 6 | 20947(04) | U.S. 54 FROM 4.8 mi. N of U.S. 64 EXTEND N. 3.7 MI, GRADE & DRAIN | 2020 | C | R | \$3.25 | \$1.30 | \$1.30 | \$.65 |
| Subtotal 2020 | | | | | | \$9.55 | \$3.82 | \$3.82 | \$1.91 |
| Oklahoma 4 | 26422(05) | I-40: FROM MI MARKER 171 EAST TO MI MARKER 173 (RECONSTRUCT & ADD LANES & RECONSTRUCT, HARRAH/NEWALLA INTERCHANGE | 2021 | C | Y | \$20.60 | \$8.24 | \$8.24 | \$4.12 |
| Texas 6 | 20947(07) | U.S. 54 FROM 4.8 mi. N of U.S. 64, EXTEND N 3.7 MI; SURFACE | 2021 | C | R | \$9.31 | \$3.72 | \$3.72 | \$1.86 |
| Texas 6 | 20947(08) | U.S. 54 FROM 4.8 mi. N of U.S. 64 EXTEND N 3.7 mi, RR XING | 2021 | OI | R | \$.14 | \$.06 | \$.06 | \$.03 |
| Subtotal 2021 | | | | | | \$30.05 | \$12.02 | \$12.02 | \$6.01 |

Table 18. Five Year Financially Constrained Freight Investment Plan Projects (continued)

| County / ODOT Division | Job Piece No. | Project Description | Plan Year | Type of Project | NHFN * | Plan Cost Est. (M\$) | Funding Source | | |
|------------------------|---------------|--|-----------|-----------------|--------|----------------------|-----------------|----------------|----------------|
| | | | | | | | NHFP | Nat'l Hwy PP | State |
| Oklahoma 4 | 29844(04) | I-35: NB & SB BRIDGES OVER 63RD ST 5.0 MIS. N. OF I-40 INCL RECONFIG OF I-35/ I-44 INTERCHGE TO ACCOMODATE BRIDGES | 2022 | C | Y | \$33.00 | \$13.20 | \$13.20 | \$6.60 |
| Pottawatomie 3 | 21007(07) | I-40: FROM OKLAHOMA C/L, EAST 5.0 MI TO S.H. 102S; GRADE, DRAIN, SURFACE (MP172.89 TO MP 177.89) | 2022 | C | Y | \$16.00 | \$6.40 | \$6.40 | \$3.20 |
| Texas 6 | 14971(35) | U.S. 54: BEG APPROX 10.5 MI N of JCT of US54/US64W and EXTEND N 3.6 MI; GRADE, DRAIN | 2022 | OI | R | \$2.49 | \$1.00 | \$1.00 | \$0.50 |
| Texas 6 | 14971(42) | U.S. 54. BEG APPROX 10.5 MI N of JCT of US54/US64W and EXTEND N 3.6 MI; SURFACE | 2022 | OI | R | \$11.13 | \$4.45 | \$4.45 | \$2.23 |
| Subtotal 2022 | | | | | | \$62.62 | \$25.05 | \$25.05 | \$12.52 |
| Grand Total | | | | | | \$250.51 | \$100.20 | \$87.80 | \$62.50 |

*Y indicates Yes, on National Highway Freight Network (NHFN); R indicates Recommended for NHFN

**Plan Cost Est. (\$58M) + FASTLANE grant (\$62M) = Total project cost of \$120M

Project Types: Capacity (C), Operational Improvements (OI)

HIGHWAY FREIGHT MOBILITY PROJECTS

Additional Support by traditional federal and state programs

In addition to projects funded in part by NHFP funds, 36 top highway freight mobility projects appear in the 8 Year Construction Work Plan. These projects are being funded from traditional highway sources, with 80 percent from the federal government and 20 percent from the state. These 36 projects represent an additional \$504 million investment in freight over the next five years, as displayed in **Table 19**. Combined with the 18 projects that will receive NHFP funds, the total highway freight investment in Oklahoma over the next five years is \$816 million, covering all of the 54 top projects presented in Table 17. The location of these 54 projects appears in the map in **Figure 27**, which also depicts the top highway freight bottlenecks in the state. Twenty-nine of the projects are slated for locations with bottlenecks.

Table 19. Five Year Highway Freight Investment Projects Funded with Traditional Federal and State Funds

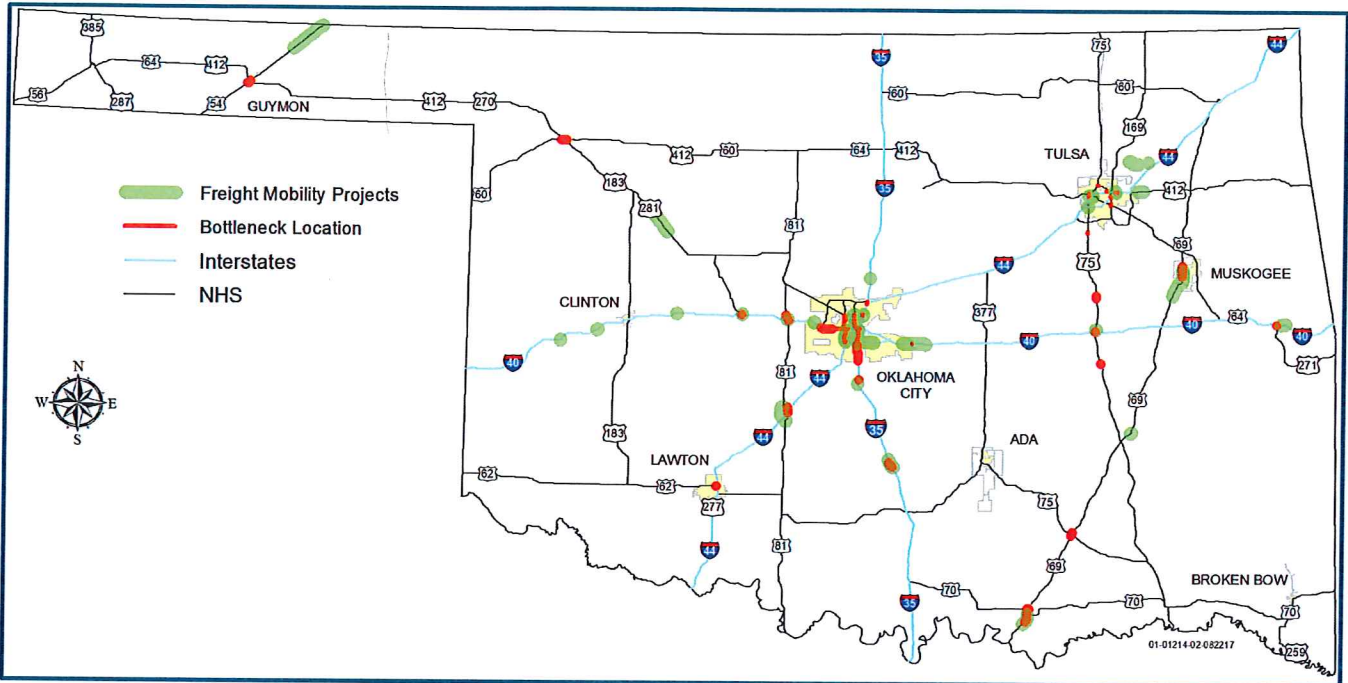
| County / ODOT Division | Job Piece No. | Project Description | Plan Year | Type of Project | Plan Cost Est. (M\$) |
|------------------------|---------------|--|-----------|-----------------|----------------------|
| Tulsa 8 | 28881(04) | I-444 OVER 11TH AND 6TH STREET, .3 MILES NORTH OF S.H. 51 | 2018 | C | \$4.20 |
| Beckham 5 | 30998(04) | I-40: S.H. 6 BOTH NB & SB BRIDGES OVER I-40 IN ELK CITY | 2018 | C | \$9.34 |
| Oklahoma 4 | 27905(04) | I-235: NB OFFRAMP IMPROVEMENTS AT N. 23RD ST. | 2018 | C | \$.50 |
| Oklahoma 4 | 28855(04) | I-44: EB, WB & ON-RAMP BRIDGES OVER DEEP FORK CREEK 6.7 MIS. N. OF I-40 | 2018 | OI | \$4.00 |
| Oklahoma 4 | 30444(06) | I-35: ADD CAPACITY TO EXISTING BRIDGES AT I-35/I-40 INTERCHANGE - INTERIM IMPROVEMENT | 2018 | OI | \$5.00 |
| Okmulgee 1 | 29673(04) | U.S. 75: BRIDGES OVER KO & G R.R. (ABANDONED RR), 1.2 MILE NORTH OF I-40 | 2018 | OI | \$4.71 |
| Sequoyah 1 | 28961(04) | I-40: BRIDGE OVER CO. RD. (OLD U.S. 64) & KCS R.R., 1.40 MI. E. OF JCT. U.S. 59 | 2018 | OI | \$10.89 |
| Tulsa 8 | 28900(04) | I-444 FROM ARKANSAS RIVER EXTEND EAST APROX. 1.68 MILES (SOUTH LEG OF THE IDL) | 2018 | OI | \$20.50 |
| Washita 5 | 29003(04) | I-40 N. FRONTAGE ROAD: BRIDGE & APPROACHES OVER SAND CREEK, 0.11 MILE EAST OF S.H. 44. | 2018 | OI | \$.74 |
| Subtotal 2018 | | | | | \$59.89 |
| Canadian 4 | 27004(04) | I-40B: OVER THE UP RAILROAD ON THE SOUTH EDGE OF EL RENO | 2019 | OI | \$7.58 |
| Oklahoma 4 | 31006(04) | I-44: DOWEL BAR RETROFIT AND DIAMOND GRINDING FROM SW 74TH ST, NORTH TO OKLAHOMA RIVER, ADDED LANE ON SB FROM 0.5 SOUTH OF SW74TH ST | 2019 | OI | \$10.10 |
| Oklahoma 4 | 31019(04) | I-44: NB AND SB BRIDGE REHABILITATION OVER S.59TH ST, 0.75 MILES SOUTH OF THES.H. 152 JCT | 2019 | OI | \$1.52 |
| Oklahoma 4 | 9033(27) | I-235: MAINLINE THRU I-44 INTERCHANGE (SEGMENT 8) | 2019 | OI | \$45.45 |
| Oklahoma 4 | 9033(11) | I-235: NB TO WB & EB TO NB FLYOVER BRIDGES I-235/ I-44 INTERCHANGE (SEGMENT 2B) | 2019 | OI | \$35.35 |
| Pittsburg 2 | 14999(09) | U.S. 69 CONSTRUCTION INTERCHANGE @ KINKEAD ROAD IN MCALESTER | 2019 | C | \$20.00 |
| Subtotal 2019 | | | | | \$119.99 |

Table 19. Five Year Highway Freight Investment Projects Funded with Traditional Federal and State Funds (continued)

| County / ODOT Division | Job Piece No. | Project Description | Plan Year | Type of Project | Plan Cost Est. (M\$) |
|------------------------|---------------|---|-----------|-----------------|----------------------|
| Canadian 4 | 30715(04) | I-40: INTERCHGE AT FRISCO ROAD, 4.5 MILES WEST OF THE KILPATRICKTURNPIKE JUNCTION. | 2020 | C | \$17.36 |
| Dewey 5 | 17671(41) | U.S. 270, BEGIN 0.4 MI SE OF THE S.H. 51 E JCT AND EXTEND SE 4.9 MILES.TURNKEY PROJECT (CONSTRUCT AS 4 LANE DIV & REHAB EXISTING) | 2020 | C | \$20.00 |
| Garvin 3 | 20970(08) | I-35: FROM S.H. 19, NORTH 3.21 MI | 2020 | OI | \$15.55 |
| Muskogee 1 | 27108(04) | U.S. 69: BEGIN 0.1 MI N OF U.S. 64 E (PEAK BLVD) & EXT N 2.5 MILES | 2020 | C | \$4.00 |
| Muskogee 1 | 31211(04) | U.S. 69: NORTHBOUND - FROM 4.5 MI. N. OF MUSKOGEE C/L N. 8.5 MI., SOUTHBOUND - FROM 8.5 MI. N OF MUSKOGEE C/L N. 4.5 MI. | 2020 | OI | \$6.00 |
| Oklahoma 4 | 9033(28) | I-44: WB TO NB RAMPS AT I-44E/I-235 INTERCHGE (SEGMENT 3A) | 2020 | OI | \$15.81 |
| Oklahoma 4 | 9032(05) | I-35: OVER THE I-240 JCT. RECONSTR INTERCHGE (PHASE IB) | 2020 | OI | \$12.24 |
| Rogers 8 | 27031(04) | S.H. 20: FROM 4 MILES EAST OF TULSA COUNTY LINE EAST TO 1 MILE EAST OF VERDIGRIS RIVER | 2020 | C | \$52.49 |
| Subtotal 2020 | | | | | \$143.44 |
| Custer 5 | 31060(04) | AIRPORT ROAD OVER I-40 LOCATED 4.3 MILES EAST OF S.H. 54 IN WEATHERFORD. | 2021 | C | \$6.32 |
| Dewey 5 | 17671(13) | U.S. 270 FROM 5.4 MI SOUTH OF S.H. 51 EAST JCT & EXT SE 3.0 MILES.TURNKEY PROJECT (CONSTRUCT AS 4 LANE DIV & REHAB EXISTING) | 2021 | C | \$14.17 |
| Oklahoma 4 | 9032(06) | I-35: OVER THE I-240 JCT. (PHASE II) RECONST INTERCHG. | 2021 | OI | \$24.72 |
| Oklahoma 4 | 9032(07) | I-35 @ THE I-240 JCT (PHASE III) RECONST INTERCHG. | 2021 | OI | \$16.48 |
| Oklahoma 4 | 9032(08) | I-35 @ THE I-240 JCT (PHASE IV) RECONST INTERCHG | 2021 | OI | \$31.93 |
| Rogers 8 | 26242(04) | S.H. 20 / S.H. 66 CONNECTION | 2021 | C | \$32.70 |
| Subtotal 2021 | | | | | \$126.32 |
| Canadian 4 | 27959(04) | U.S. 281 SPUR: BRIDGE OVER I-40 4.1 MIS. E. OF THE CADDO C/L | 2022 | OI | \$4.00 |
| McClain 3 | 19314(04) | I-35/S.H. 9 INTERCHGE (PHASE III) | 2022 | C | \$7.18 |
| Oklahoma 4 | 31013(06) | I-240: DIAMOND GRINDING FROM 0.15 MILES EAST OF I-35, EXTEND WEST 5.75MILES TO THE WEST SIDE OF AIR DEPOT | 2022 | OI | \$1.50 |
| Oklahoma 4 | 29843(04) | I-35: NB & SB BRIDGES OVER WATERLOO ROAD AT LOGAN C/L | 2022 | C | \$28.00 |
| Oklahoma 4 | 31018(04) | I-44: BRIDGE REHABILITATION OVER I-240, 1.3 MILES NORTH OF THECLEVELAND COUNTY LINE INCL. RAMP AND NB MAINLINE | 2022 | OI | \$3.03 |
| Rogers 8 | 31093(04) | U.S. 412 ADD J-TURNS AT 265TH E AVE & 289TH E AVE. APPROX. 2.8 MI & 4.3 MI EAST OF I 44 JCT | 2022 | C | \$.25 |
| Tulsa 8 | 29694(04) | UNION AVE OVER I-44, 1.6 MILES EAST OF S.H. 66 | 2022 | C | \$10.55 |
| Subtotal 2022 | | | | | \$54.51 |
| Grand Total | | | | | \$504.15 |

Note: Project Types: Capacity (C), Operational Improvements (OI)

Figure 27. Top Highway Freight Mobility Projects



Source: Oklahoma Department of Transportation; WSP analysis of Highway Performance Monitoring System and National Performance Management Research Data Set data

WATERWAY FREIGHT MOBILITY PROJECTS

Turning to investments in other parts of the Oklahoma multimodal freight system, **Table 20** lists freight mobility projects scheduled on the MKARNS system at the time of this Plan’s development.

Table 20. Waterway Freight Mobility Projects, FFY 2018 through 2022

| County ODOT Division | Ref. No. | Owner/ Operator | Project Description | Yr. of Planned Expenditure | NHFN | Est. Cost. Mill \$ | Funding Sources |
|---|----------|-----------------|--|----------------------------|------|--------------------|-----------------|
| Wagoner, Sequoyah & LeFlore, Muskogee 1 and 2 | WW 1 | USACE | Replace lock roof at multiple locations to eliminate leaking onto control panels | 2018 | NA | 0.30 | USACE |
| Muskogee 1 | WW 2 | USACE | Acquire new miter gate pintle ball for Webbers Falls | 2018 | NA | 0.40 | USACE |
| Wagoner, Leflore & Sequoyah 1 and 2 | WW 3 | USACE | Replace lock control wiring at multiple locations upstream & downstream | 2018 | NA | 2.50 | USACE |
| LeFlore & Sequoyah 1 and 2 | WW 4 | USACE | Purchase stop Logs (50 foot) at Robert S Kerr lock | 2018 | NA | 5.50 | USACE |
| Total | | | | | | \$8.7 | |

SECTION 4:

TRANSIT PROGRAMS

The Federal Transit Administration (FTA) supports public transportation planning, capital purchases and operations in a number of ways. It administers grant programs to fund the multimodal transportation efforts of MPOs and the State. FTA also provides technical assistance on a broad range of planning and operational topics including regional and statewide planning and programming; corridor planning; environmental project reviews; travel demand forecasting; financial planning; land use planning and public involvement. FTA planning assistance is organized within the following three areas: transportation systems planning, project planning and development, and environmental review of proposed projects. Financial assistance for capital purchases and operational expenses are also available under several of the FTA administered programs.

FFY 2018 - FFY 2021 STIP

FFY 2018 TRANSIT STATEWIDE LINE ITEMS

| County | JP No. | Project No. | HW | Work Type | Description | Project Program Year | Federal | State | Other |
|-----------|------------|-------------------|-------|------------------|--|----------------------|--------------|-------------|-------------|
| STATEWIDE | 26107() | STPTRF-9025 () | TRANS | TRANSIT PROGRAMS | STATE TRANSIT REVIVING FUND | 2018 | | \$5,700,000 | \$0 |
| STATEWIDE | 25928() | FTA5311-TP-17() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5311/5340, NONURBANIZED AREA FORMULA GRANT PROGRAM, FY 2017 APPORTIONMENT | 2018 | \$14,900,000 | \$0 | \$2,800,000 |
| STATEWIDE | N/A | N/A | TRANS | TRANSIT PROGRAMS | FTA SECTION 5310, TRANSPORTATION PROGRAM FOR ELDERLY & PERSONS WITH DISABILITIES, FY 2017 APPORTIONMENT | 2018 | \$2,400,000 | \$236,992 | \$376,400 |
| STATEWIDE | 15612() | J1 -5612 () | TRANS | TRANSIT PROGRAMS | FTA SECTION 5303, METROPOLITAN PLANNING PROGRAM FY 2017 APPORTIONMENT | 2018 | \$640,000 | \$0 | \$128,000 |
| STATEWIDE | 32598 () | FTA5304-TP-17() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5304, STATEWIDE PLANNING PROGRAM FY 2017 APPORTIONMENT | 2018 | \$166,000 | \$33,200 | \$0 |
| STATEWIDE | 26086() | FTARTAP-0945() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5311 (b) - RURAL TRANSIT ASSISTANCE PROGRAM (FY 2017 APPORTIONMENT) | 2018 | \$223,000 | \$0 | \$0 |
| STATEWIDE | 29129() | FTA-5339-BBF() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5339 - BUS AND BUS FACILITIES (FY 2020 NONURBANIZED AREA APPORTIONMENT) | 2018 | \$1,800,000 | \$0 | \$270,000 |
| STATEWIDE | 32035() | FTA-5329-TP17() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5329 STATE SAFETY OVERSIGHT FORMULS GRANT PROGRAM (FY 2017 APPORTIONMENT) | 2018 | \$250,000 | \$50,000 | \$0 |
| STATEWIDE | 32704(16) | FTA-5339-TP-18() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5339(b) BUS & BUS FACILITIES DISCRITIONARY GRANTT PROGRAM FY 2017 APPORTIONMENT - REPLACEMENT RURAL TRANSIT VEHICLES | 2019 | \$3,600,000 | \$0 | \$635,294 |

| | | | | | | | | | |
|------------------------|------------|-------------------|-------|------------------|--|------|---------------------|--------------------|--------------------|
| STATEWIDE | 32704(27) | FTA-5339-TP-18() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5339(b) BUS & BUS FACILITIES DISCRPTIONARY GRANTT PROGRAM FY 2017 APPORIONMENT - OSU TRANSPORTATION OPERATIONS 7 MAINTENANCE FACILITY | 2019 | \$2,400,000 | \$0 | \$600,000 |
| STATEWIDE Total | | | | | | | \$20,379,000 | \$6,020,192 | \$3,574,400 |

FFY 2018 - FFY 2021 STIP

FFY 2019 TRANSIT STATEWIDE LINE ITEMS

| County | JP No. | Project No. | HW | Work Type | Description | Project Program Year | Federal | State | Other |
|-----------|-----------|-------------------|-------|------------------|---|----------------------|--------------|-------------|-------------|
| STATEWIDE | 26107() | STPTRF-9025 () | TRANS | TRANSIT PROGRAMS | STATE TRANSIT REVIVING FUND | 2019 | | \$5,700,000 | \$0 |
| STATEWIDE | 25928() | FTA5311-TP-18() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5311/5340, NONURBANIZED AREA FORMULA GRANT PROGRAM, FY 2018 APPORTIONMENT | 2019 | \$14,900,000 | \$0 | \$2,800,000 |
| STATEWIDE | N/A | N/A | TRANS | TRANSIT PROGRAMS | FTA SECTION 5310, TRANSPORTATION PROGRAM FOR ELDERLY & PERSONS WITH DISABILITIES, FY 2018 APPORTIONMENT | 2019 | \$2,400,000 | \$236,992 | \$376,400 |
| STATEWIDE | 15612() | J1 -5612 () | TRANS | TRANSIT PROGRAMS | FTA SECTION 5303, METROPOLITAN PLANNING PROGRAM FY 2018 APPORTIONMENT | 2019 | \$640,000 | \$0 | \$128,000 |
| STATEWIDE | 32598 () | FTA5304-TP-18() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5304, STATEWIDE PLANNING PROGRAM FY 2018 APPORTIONMENT | 2019 | \$166,000 | \$33,200 | \$0 |
| STATEWIDE | 26086() | FTARTAP-0945() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5311 (b) - RURAL TRANSIT ASSISTANCE PROGRAM (FY 2018 APPORTIONMENT) | 2019 | \$223,000 | \$0 | \$0 |
| STATEWIDE | 29129() | FTA-5339-BBF() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5339 - BUS AND BUS FACILITIES (FY 2020 NONURBANIZED AREA APPORTIONMENT) | 2019 | \$1,800,000 | \$0 | \$270,000 |
| STATEWIDE | 32035() | FTA-5329-TP18() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5329 STATE SAFETY OVERSIGHT FORMULS GRANT PROGRAM (FY 2018 APPORTIONMENT) | 2019 | \$250,000 | \$50,000 | \$0 |
| STATEWIDE | 32704(28) | FTA-5339-TP-19() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5339(b) BUS & BUS FACILITIES INVESTMENT GRANTT PROGRAM FY 2018 APPORTIONMENT - REPLACEMENT/REHAB RURAL TRANSIT VEHICLES | 2019 | \$407,596 | \$0 | \$101,899 |
| STATEWIDE | 32704(29) | FTA-5339-TP-19() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5339(b) BUS & BUS FACILITIES BUS FACILITIES INVESTMENT GRANTT PROGRAM FY 2018 APPORTIONMENT - FIRST & RED TRANSPORTATION FACILITY REHAB | 2019 | \$3,874,200 | \$0 | \$683,682 |

STATEWIDE Total

\$24,660,796

\$6,020,192

\$4,359,981

FFY 2018 - FFY 2021 STIP

FFY 2020 TRANSIT STATEWIDE LINE ITEMS

| County | JP No. | Project No. | HW | Work Type | Description | Project Program Year | Federal | State | Other |
|-----------|-----------|------------------|-------|------------------|---|----------------------|--------------|-------------|-------------|
| STATEWIDE | 26107() | STPTRF-9025 () | TRANS | TRANSIT PROGRAMS | STATE TRANSIT REVIVING FUND | 2020 | | \$5,700,000 | \$0 |
| STATEWIDE | 25928() | FTA5311-TP-19() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5311/5340, NONURBANIZED AREA FORMULA GRANT PROGRAM, FY 2019 APPORTIONMENT | 2020 | \$14,900,000 | \$0 | \$2,800,000 |
| STATEWIDE | N/A | N/A | TRANS | TRANSIT PROGRAMS | FTA SECTION 5310, TRANSPORTATION PROGRAM FOR ELDERLY & PERSONS WITH DISABILITIES, FY 2019 APPORTIONMENT | 2020 | \$2,400,000 | \$236,992 | \$376,400 |
| STATEWIDE | 15612() | J1 -5612 () | TRANS | TRANSIT PROGRAMS | FTA SECTION 5303, METROPOLITAN PLANNING PROGRAM FY 2019 APPORTIONMENT | 2020 | \$640,000 | \$0 | \$128,000 |
| STATEWIDE | 32598 () | FTA5304-TP-19() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5304, STATEWIDE PLANNING PROGRAM FY 2019 APPORTIONMENT | 2020 | \$166,000 | \$33,200 | \$0 |
| STATEWIDE | 26086() | FTARTAP-0945() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5311 (b) - RURAL TRANSIT ASSISTANCE PROGRAM (FY 2019 APPORTIONMENT) | 2020 | \$223,000 | \$0 | \$0 |
| STATEWIDE | 29129() | FTA-5339-BBF() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5339 - BUS AND BUS FACILITIES (FY 2020 NONURBANIZED AREA APPORTIONMENT) | 2020 | \$1,800,000 | \$0 | \$270,000 |
| STATEWIDE | 32035() | FTA-5329-TP19() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5329 STATE SAFETY OVERSIGHT FORMULS GRANT PROGRAM (FY 2019 APPORTIONMENT) | 2020 | \$250,000 | \$50,000 | \$0 |
| STATEWIDE | 34000() | FTA-5310-TP-20() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5310, TRANSPORTATION PROGRAM FOR ELDERLY & PERSONS WITH DISABILITIES, FY 2015, 2016, 2017, 2018, 2019 OHS Funds Available to ODOT | 2020 | \$7,425,198 | \$0 | \$1,310,330 |
| STATEWIDE | 32704() | FTA-5339-TP-20() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5339(b) BUS & BUS FACILITIES INVESTMENT GRANTT PROGRAM FY 2019 APPORTIONMENT - REPLACEMENT/REHAB RURAL TRANSIT VEHICLES | 2020 | \$4,020,576 | \$0 | \$709,514 |

| | | | | | | | | | |
|------------------------|---------|------------------|-------|------------------|--|------|---------------------|--------------------|--------------------|
| STATEWIDE | 32704() | FTA-5339-TP-20() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5339(b) BUS & BUS FACILITIES BUS FACILITIES INVESTMENT GRANT PROGRAM FY 2019 APPORTIONMENT - CAR & MCT TRANSPORTATION FACILITY REHAB | 2020 | \$129,020 | \$0 | \$32,255 |
| STATEWIDE Total | | | | | | | \$31,953,794 | \$6,020,192 | \$5,626,499 |

FFY 2018 - FFY 2021 STIP

FFY 2021 TRANSIT STATEWIDE LINE ITEMS

| County | JP No. | Project No. | HW | Work Type | Description | Project Program Year | Federal | State | Other |
|------------------------|-----------|------------------|-------|------------------|---|----------------------|---------------------|--------------------|--------------------|
| STATEWIDE | 26107() | STPTRF-9025 () | TRANS | TRANSIT PROGRAMS | STATE TRANSIT REVIVING FUND | 2021 | | \$5,700,000 | \$0 |
| STATEWIDE | 25928() | FTA5311-TP-20() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5311/5340, NONURBANIZED AREA FORMULA GRANT PROGRAM, FY 2020 APPORTIONMENT | 2021 | \$14,900,000 | \$0 | \$2,800,000 |
| STATEWIDE | N/A | N/A | TRANS | TRANSIT PROGRAMS | FTA SECTION 5310, TRANSPORTATION PROGRAM FOR ELDERLY & PERSONS WITH DISABILITIES, FY 2020 APPORTIONMENT | 2021 | \$2,400,000 | \$236,992 | \$376,400 |
| STATEWIDE | 15612() | J1 -5612 () | TRANS | TRANSIT PROGRAMS | FTA SECTION 5303, METROPOLITAN PLANNING PROGRAM FY 2020 APPORTIONMENT | 2021 | \$640,000 | \$0 | \$128,000 |
| STATEWIDE | 32598 () | FTA5304-TP-20() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5304, STATEWIDE PLANNING PROGRAM FY 2020 APPORTIONMENT | 2021 | \$166,000 | \$33,200 | \$0 |
| STATEWIDE | 26086() | FTARTAP-0945() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5311 (b) - RURAL TRANSIT ASSISTANCE PROGRAM (FY 2020 APPORTIONMENT) | 2021 | \$223,000 | \$0 | \$0 |
| STATEWIDE | 29129() | FTA-5339-BBF() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5339 - BUS AND BUS FACILITIES (FY 2020 NONURBANIZED AREA APPORTIONMENT) | 2021 | \$1,800,000 | \$0 | \$270,000 |
| STATEWIDE | 32035() | FTA-5329-TP20() | TRANS | TRANSIT PROGRAMS | FTA SECTION 5329 STATE SAFETY OVERSIGHT FORMULS GRANT PROGRAM (FY 2020 APPORTIONMENT) | 2021 | \$250,000 | \$50,000 | \$0 |
| STATEWIDE Total | | | | | | | \$20,379,000 | \$6,020,192 | \$3,574,400 |

SECTION 5:

METROPOLITAN PLANNING ORGANIZATIONS

Federal regulations require Metropolitan Planning Organizations (MPO's) to implement transportation planning processes to include the development of a transportation improvement program (TIP) in cooperation with the State and public transit operators. TIPs are developed by MPOs, designated by the governor, and dictate priorities for each individual metropolitan area. The TIPs are included in the STIP without modification.

The Department partners with the state's three major MPO areas (Oklahoma City, Tulsa and Lawton) to ensure consistency between the TIPs and the STIP. These ongoing partnerships strengthen the working relationships between the Department and the MPOs in their day-to-day planning activities.

The Department also coordinates with the Frontier MPO and the Arkansas DOT in maintaining the planning process for the Ft. Smith area.

As of the date of publication, the Indian Nations Council of Governments transportation improvement program has not been provided to the State for inclusion in the FFY 2018– 2021 STIP.

METROPOLITAN PLANNING ORGANIZATIONS

Association of Central Oklahoma Governments (ACOG)

John G. Johnson, Executive Director
4205 N. Lincoln Boulevard
Oklahoma City, Oklahoma 73105

Fax: (405) 234-2200 Telephone:(405) 234-2264

www.acogok.org

The transportation planning boundary, known as the Oklahoma City Area Regional Transportation Study (OCARTS), includes all of Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan and McClain Counties.

Indian Nations Council of Government (INCOG)

Rich Brierre, Executive Director
2 West 2nd Street, Suite 800
Tulsa, Oklahoma 74103-3123

Fax:(918) 583-1024 Telephone:(918) 584-7526

www.incog.org

The transportation planning boundary includes Tulsa County and portions of Creek, Osage, Rogers and Wagoner Counties.

Lawton Metropolitan Planning Organization (LMPO)

Fred Fitch, Chairperson
212 S.W. 9th Street
Lawton, Oklahoma 73501-4078
Telephone:(580) 581-3375
www.lawtonmpo.org

The transportation planning boundary consists of the area within the Lawton city limits, with minor adjustments, excluding Fort Sill.

Frontier Metropolitan Planning Organization

Lyndsee Lyons, Director
1109 S. 16th Street, P.O. Box 2067
Ft. Smith, Arkansas 72902
Fax:(479) 785-1964 Telephone:(479) 785-2652
www.frontiermpo.org

The transportation planning boundary includes portions of LeFlore and Sequoyah counties



4205 N. Lincoln Blvd. | OKC, OK 73105

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OCARTS TRANSPORTATION MANAGEMENT AREA

FFY 2020 - FFY 2023

October 1, 2019 - September 30, 2023



acog



Association of Central Oklahoma Governments

4205 N. Lincoln Boulevard
Oklahoma City, OK 73105
Telephone: (405) 234-ACOG (2264)
Fax: (405) 234-2200
www.acogok.org

*Adopted by the Intermodal Transportation Policy Committee
and Endorsed by the ACOG Board of Directors
on June 27, 2019.*

*Approved by the Oklahoma Department of Transportation
on September 5, 2019.*

Preparation of this report was financially aided through funds provided by the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration), the Oklahoma Department of Transportation and local contributions.

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*Maps/data presented in this report were created and assembled by the Association of Central Oklahoma Governments (ACOG) for information, planning reference and guidance only. You are admonished to use these materials only as a starting point and not a final product or document. None of these materials should be utilized by you or other parties without the benefit of advice and instruction from appropriate professional services. These materials are not verified by a Registered Professional Land Surveyor for the State of Oklahoma and are not intended to be used as such. ACOG makes no warranty, express or implied, related to the accuracy or content of these materials and data.

INTRODUCTION

Background

The Transportation Improvement Program (TIP) is a cooperatively developed, four-year program outlining multimodal transportation improvements and services to be implemented within the Oklahoma City Area Regional Transportation Study (OCARTS) area.

Federal law requires that all Metropolitan Planning Organizations (MPOs) prepare a TIP for their designated region. The Fixing America's Surface Transportation (FAST) Act is the most recent law establishing federal transportation policy and funding authorizations. Under this legislation, the Association of Central Oklahoma Governments (ACOG), in its role as the MPO, is responsible for preparing the regional TIP in cooperation with the state department of transportation, transit operators, and local governments.

Although federal regulations require the TIP be updated at least every four years and cover a minimum four-year period, ACOG produces a new TIP biannually and outlines federal transportation expenditures for the subsequent four-year period. This document is prepared under the guidance of the Intermodal Transportation Technical and Policy Committees, and is submitted to the Governor, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) through the Oklahoma Department of Transportation (ODOT).

Capital and non-capital projects funded by the FTA, the FHWA, and the Federal Aviation Administration are required to be listed in the TIP to be eligible for obligation of federal funds. Projects designated for each year of the TIP are expected to be ready for obligation of federal funds within the year listed. Other state, county, and locally funded projects may also be included in the TIP for informational purposes.

TIP Purpose and Scope

The TIP is intended to fulfill the following purposes:

- To serve as a short-range implementation tool to achieve compliance with the goals of the regional long-range transportation plan.
- To provide continuity of current transportation improvement projects with those identified in previous TIPs.
- To identify transportation projects recommended for implementation by transportation mode, type of improvement, funding source(s), and geographic area.
- To estimate the costs of projects proposed for federal funding. The total federal share of project costs is to be consistent with the federal funds reasonably anticipated to be available for such projects in the area.
- To establish a prioritization of projects to effectively utilize federal funds as they become available.
- To identify and implement transportation improvements which will reduce congestion, increase mobility and safety, and enhance the region's air quality.
- To utilize performance-based planning and programming techniques by establishing and monitoring regional performance measures and targets.

Prioritization of Projects

This TIP includes a listing of projects for FFY 2020, 2021, 2022 and 2023. Those projects included in FFY 2020 are considered to be of the highest priority and most ready for implementation. This means that local matching funds have been identified, environmental review and site preparation for construction projects have been, or will be, accomplished within the funding period, and the project is anticipated to result in the obligation of federal funds during FFY 2020. Projects for future implementation and of lesser readiness are those identified in the subsequent fiscal years. The projects included in this TIP represent the priorities of the Metropolitan Planning Organization for implementation within the OCARTS area. All projects included in the TIP are consistent with the region's Metropolitan Transportation Plan, *Encompass 2040*, adopted on October 27, 2016, and the *Oklahoma Long-Range Transportation Plan 2015-2040*, approved November of 2016.

Program Boundary

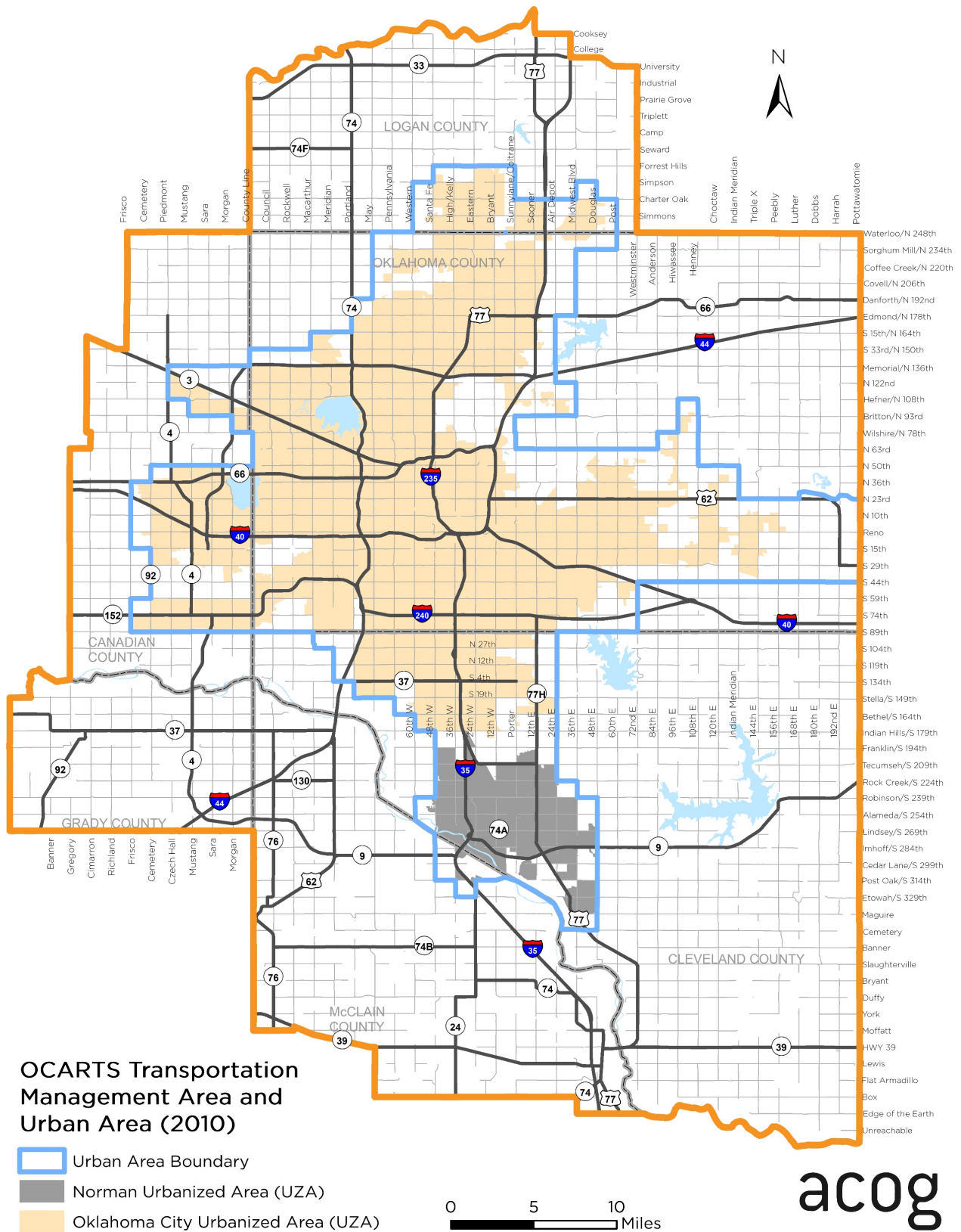
The geographic area covered by the TIP is coterminous with the metropolitan planning boundary, known as the Oklahoma City Area Regional Transportation Study (OCARTS) area. The OCARTS area includes approximately 2,085 square miles, which encompasses all of Oklahoma and Cleveland Counties and portions of Canadian, Grady, Logan, and McClain Counties¹. The OCARTS area is also designated as the Transportation Management Area (TMA) for the Oklahoma City metropolitan region.

Beginning with the 2000 Census and continuing with the 2010 Census, the U.S. Census Bureau delineated two urbanized areas (UZAs) within the OCARTS TMA—the Oklahoma City UZA and Norman UZA. Sec. 6016 of the FAST Act attributes the Norman UZA population to the Oklahoma City UZA for highway funding purposes. These boundaries are important because they directly impact the amount of funding that is suballocated to the MPO for project selection. Only UZAs with a population of at least 200,000 receive suballocated federal funds under certain FHWA programs, which the Norman UZA would not qualify for on its own. However, the FTA does distribute funding to designated recipients for both large and small urbanized areas.

Figure 1 reflects the latest geography of the Oklahoma City and Norman urbanized areas, as well as the adjusted, or “smoothed”, urban area boundary (UAB) within the OCARTS TMA.

¹ The Intermodal Transportation Policy Committee approved the current OCARTS area boundary on February 28, 2002, which added 395 square miles in McClain and Cleveland Counties.

Figure 1: OCARTS Transportation Management Area and Urban Area



Program Revisions

Projects included in the TIP may be considered for amendment or revision. Such amendments may not exceed the federal, state and local funds anticipated to be available in order to maintain the FAST Act financial constraint requirement for the TIP. Modifications to the TIP requested by OCARTS area communities or other implementing agencies must have the approval of the ITPC, which conducts a public hearing prior to final action. Following MPO approval, each amendment is forwarded to ODOT for approval, as the Governor's designee, and inclusion in the Statewide Transportation Improvement Program (STIP).

Electronic Transportation Improvement Program (eTIP)

During the fall of 2018, ACOG launched the eTIP website (known as eTRACKER), a computerized information management and decision support system, which provides user friendly, comprehensive, and efficient tools for managing TIPs. Member entities can access and monitor their projects over the course of the TIP while members of the public can search and view ongoing and past TIP projects.

Members of the public can access the eTIP at the following address:

<https://etracker.acogok.org/default.asp>

Air Quality and Conformance with SIP

The impact of transportation on Central Oklahoma's quality air is a component of ACOG's regional planning efforts. Since the establishment of comprehensive federal and state emission regulations by the 1970 Clean Air Act, research has continued to demonstrate the relationship between public health and air quality. While ACOG is not a regulatory body and has no enforcement capabilities, it does work to promote compliance with the Environmental Protection Agency's (EPA's) National Ambient Air Quality Standards (NAAQS) through a variety of programs in Central Oklahoma.

In October 2015, EPA revised the primary and secondary ozone standard levels from 0.075 parts per million (ppm) to 0.070 ppm, and retained their indicators (O₃), forms (fourth-highest daily maximum, averaged across three consecutive years), and averaging times (eight hours). In September 2016, Oklahoma Governor Mary Fallin wrote a letter to EPA recommending that all of Oklahoma's 77 counties be designated attainment/unclassifiable for the revised primary and secondary ozone standards. EPA designated the entire State of Oklahoma as 'Attainment/Unclassifiable' in a December 2017 letter to Governor Fallin based upon 2013-2015 air quality data.

Although the OCARTS area is in compliance with the federal air quality standards, regional leaders continue to explore strategies that will maintain and improve our air quality. ACOG works in concert with a multitude of stakeholders on air quality related activities with a particular focus on ground-level Ozone and Carbon Monoxide. These emissions reductions efforts are reported to EPA annually as part of EPA's Ozone Advance Program. Central Oklahoma must remain vigilant in promoting good air quality habits if we are to remain in compliance in the future.

More information about Central Oklahoma's air quality status and the region's efforts to remain in attainment with the National Ambient Air Quality Standards can be found online at www.acogok.org.

Title VI and Environmental Justice

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." The Environmental Justice (EJ) Orders (1997) further amplify Title VI by providing that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

Compliance with Title VI and the EJ Orders among recipients of Federal Highway and Federal Transit Administration funds is a priority of the U.S. Department of Transportation that is evaluated during metropolitan and transit authority certification reviews and review of the Statewide TIP.

In compliance with FTA Circular 4702.1B, the Central Oklahoma Transportation and Parking Authority (COTPA) and Cleveland Area Rapid Transit (CART) prepare triennial Title VI reports documenting that transit services and amenities are provided within the region in a nondiscriminatory manner. ACOG's Title VI Plan further documents that the MPO planning process, including information dissemination and participation in the decision-making process, is conducted in a nondiscriminatory fashion.

Projects included in this TIP represent a balance between transportation needs and anticipated funding. Projects are generally dispersed throughout the OCARTS area, and different improvements affecting different locations are identified each time a new TIP is prepared. Impacts on various socioeconomic groups from large projects that address transportation corridors or modes are generally determined through special planning studies or environmental processes prior to inclusion in the TIP and STIP. Smaller projects to improve the capacity or safety of the existing street network, the transit system or area airports are not anticipated to have a disproportionate impact on any particular segment of the region's population.

Public Involvement

ACOG's public participation goals and strategies are outlined in its Public Participation Plan. This document acts as a framework from which to guide the public participation process in transportation planning, including development of the TIP.

In developing this TIP, the MPO provided citizens, affected public agencies, local governments, public and private transportation providers, goods movement providers, and other interested parties with a reasonable opportunity to provide input and to comment on the proposed program. Opportunities for review and comment on the proposed TIP were announced through ACOG's social media platforms, articles and notices published in metro area newspapers, ACOG's blog, and public meetings/hearings held by the Intermodal Transportation Technical Committee (ITTC) and the Intermodal Transportation Policy Committee (ITPC).

Notices of public hearing were published in local newspapers advising the public of the availability of the preliminary and final versions of the FFY 2020-2023 OCARTS area TIP. Notices included information on the time frame for submitting written comments and the date, time and location that the TIP would be considered by the ITPC. In addition, notification was provided via the ACOG website, a media release, and ACOG's social media suite.

Appendix A includes documentation of the MPO's public outreach efforts associated with this TIP. The final TIP and subsequent amendments will be available on ACOG's website.

Comments on this TIP from the public, committee members, or any local organization, whether positive or negative, are handled in the following manner:

- All comments are requested to be put in writing and provided to the MPO.
- Comments concerning specific projects or proposals are forwarded to the sponsoring agency or jurisdiction.
- A copy or summaries of substantive comments are provided to the ITTC and ITPC during their regular meetings for their evaluation.
- A written response is provided to the individual or organization concerning recommendations or decisions arising from the ITPC meeting or the sponsoring entity, as appropriate.
- Copies of all comments received on the preliminary TIP are included in the final document.

OVERVIEW OF PROGRAM ELEMENTS

Street and Highway Element

The Street and Highway Element of the TIP includes transportation improvements submitted by cities and counties located within the OCARTS area, as well as projects recommended for funding within the OCARTS area by the Oklahoma Department of Transportation (ODOT). Funding for these projects will utilize a variety of federal funding categories administered by the Federal Highway Administration. Each of the Street and Highway Element projects represent short-range priorities that are located on the Federal Functional Classification System and are consistent with the region's long-range transportation plan, *Encompass 2040*, and the *Oklahoma Long-Range Transportation Plan 2015-2040*. *Encompass 2040* was adopted by the MPO on October 27, 2016, and is incorporated by reference into the statewide plan, which was adopted by the Oklahoma Transportation Commission in November of 2016.

Street and Highway Element projects include construction, maintenance, and transportation system management (TSM) activities that will impact the regional network. Numerous TSM projects are included in the TIP, which are intended to enhance the efficiency of the existing street network. Examples of these activities include traffic signalization, signal coordination, safety improvements, and intersection redesign. Other improvements involve the widening of streets and bridges, thus increasing capacity to meet travel demand, increase safety, and reduce congestion. Also included in this element is the identification of roadway projects that will include sidewalks and/or bicycle paths. Specific information about the Street and Highway Element projects proposed for implementation during FFY 2020-2021 is provided in Chapter 3 of this document.

Transit Element

Transit services within the OCARTS area include the urban area bus systems operated by the Central Oklahoma Transportation and Parking Authority (COTPA), a trust of the City of Oklahoma City; the University of Oklahoma (Norman), Cleveland Area Rapid Transit (CART); and the City of Edmond. Other services include the Elderly and Persons with Disabilities Program, administered by the Oklahoma Department of Human Services, Aging Services Division; and the Rural Area Formula Program, administered by ODOT, Transit Programs Division. These services are funded by the Federal Transit Administration (FTA), local funds and the ODOT Public Transit Revolving Fund.

Section 5307 - Urban Area Transit Services

COTPA provides public transportation through its bus system known as EMBARK. The COTPA system includes 19 local routes, an express route to Norman in partnership with CART, four evening routes, and Saturday service on most routes. Sunday service began operation in January 2019.

At present, the University of Oklahoma serves both the campus and City with public transportation known as CART. The City of Norman and the University of Oklahoma are currently in discussions about transferring the operation of non-university service to the City or another grantee. The Norman system includes 10 local routes and an express route to Oklahoma City in partnership with EMBARK.

The City of Edmond provides public transportation through a bus system known as Citylink. The system includes five local routes and an express route to and from Oklahoma City. Citylink receives some FTA Section 5307 funds as a subrecipient to COTPA.

Each of the urban area transit operators also provide paratransit service within $\frac{3}{4}$ mile of their fixed routes as required by the federal regulations, with EMBARK and CART providing paratransit service above and beyond this requirement outside of this area in Oklahoma City and Norman respectively.

Other Special Transportation Services

In addition to the fixed route services described above, COTPA participates in a variety of transit services for the elderly and mobility impaired. These include:

- **EMBARK Plus** – demand-responsive service for mobility impaired persons, serving the greater Oklahoma City area.
- **Share-A-Fare** – reduced cost taxi fares for the elderly and persons with disabilities, which operates 24 hours a day, seven days a week, in coordination with local taxi companies.
- **Discount Bus Program** – half-fare bus service available to persons 60 years of age and older and to persons with disabilities.
- **STEP (Supplemental Transportation for Elderly Persons) Shopping Shuttle** – donation-based van service to designated grocery stores for persons 60 years of age and older. The service is underwritten by the Areawide Aging Agency and COTPA.
- **Congregate Meal Shuttle** – a donation-based transportation service for the senior nutrition project of the Areawide Aging Agency, serving persons 60 years of age and older and persons with disabilities. Funding is provided by the Areawide Aging Agency and COTPA.
- **Interim** – free, one-time demand-responsive taxi service available to the elderly and disabled for essential trips only, when they are unable to secure transportation from any other source. COTPA contracts with the local taxi company to provide the service, which is financed in part by the Areawide Aging Agency and COTPA.
- **Daily Living Center** – a round-trip, door-to-door transportation service for older adults and persons with disabilities to the Daily Living Center, an adult day care center.
- **Helpline** – taxi service for emergency or medical related transportation needs of the homeless operated through a contract with a local taxi company and underwritten by the City of Oklahoma City and COTPA.
- **RSVP (Retired Senior Volunteer Program)** – senior volunteer drivers provide transportation to medical appointments for low- and moderate-income seniors, using private vehicles, with mileage reimbursement provided by the Areawide Aging Agency.
- **Senior Companion Program** – able volunteer seniors are matched with frail elderly persons to help provide meals, companionship, assist with housekeeping, and other services. A van transports the volunteers from their residences to the residences of the elderly.

CART's special transportation services include:

- **CARTaccess** – origin-to-destination service for individuals who, because of disability, are unable to ride the fixed route buses.
- **Discount Bus Program** – half-fare bus service available to persons 60 years of age and older, persons with disabilities, and Medicare cardholders. Fixed-route service is free for CARTaccess members.
- **Social Security Route** – a shuttle every Tuesday and Friday offering transportation from Norman to the Social Security Administration in Moore. This shuttle is open to all.

Citylink's special transportation services include:

- **CAPS (Citylink Access Paratransit Service)** – free curb-to-curb service that allows disabled residents rides from Citylink to appointments within Edmond city limits.
- **Free Service** – All Citylink service is free for anyone who wishes to ride.

Section 5310 - Elderly and Persons with Disabilities Program

In addition to the transportation services available to the elderly and persons with disabilities provided through COTPA, CART, and Citylink, numerous organizations operate wheelchair accessible vehicles under 49 U.S.C., Section 5310. The Section 5310 program gives private, non-profit organizations the opportunity to purchase vehicles, with federal assistance, to transport elderly and disabled clients to meet their everyday needs, including transportation to work, medical appointments, shopping, and recreation. Other eligible applicants for these funds can include public bodies approved by the State to coordinate services for elderly persons and persons with disabilities, and public bodies that certify to the Governor that no non-profit corporations or associations are readily available in their area to provide service to meet the special needs of the elderly and disabled.

The Section 5310 funds pay for 85 percent of the capital cost of a wheelchair accessible vehicle (80 percent for non-accessible vehicles), with the local match, operation, and maintenance paid for by the sponsoring organization.

The Department of Human Services, Aging Services Division, administers this program, and advises the MPO annually of eligible applications received within the OCARTS area. The TIP includes a line item for Sec. 5310 projects, and specific projects are reflected later when more complete information is known.

Cooperation and coordination among Sec. 5310 operators is encouraged so that the maximum number of patrons can be served.

Section 5311 - Public Transportation Program for Non-Urbanized Areas

The Section 5311 Rural Area Formula Program is administered by the Transit Programs Division of the ODOT, which is charged with providing an equitable distribution of funds throughout the State for the administration of public transportation services in non-urbanized areas. There are currently 20 agencies providing rural public transportation services in 74 counties within Oklahoma.

Section 5311 funds are provided by the FTA for the purchase of capital equipment, administration and operation of the rural transit systems. Rural operators may receive up to 80 percent reimbursement for capital and administrative expenses, and a 50 percent reimbursement for their net operating deficit. Capital expenditures associated with compliance with the Americans with Disabilities Act and the Clean Air Act, as amended, may receive a 90 percent federal share. The local share is provided by the operating agencies receiving the FTA assistance.

In the OCARTS area, Section 5311 funds are provided to the Logan County Historical Society, which operates a system known as the First Capital Trolley and to Delta Transit in the southern portion of the region. However, only a portion (approximately 25 percent) of Delta Transit's service is provided within the OCARTS area.

Airport Element

The OCARTS area contains seven public airports. Most are partially funded through the Federal Aviation Administration (FAA). These airports serve a variety of air travel needs ranging from international to regional in scale. Three airports are located in the City of Oklahoma City and include Will Rogers World Airport, Wiley Post Airport, and Clarence E. Page Airport. The Oklahoma City Airport Trust oversees operation of these airports, with administrative staff provided by the Oklahoma City Department of Airports. An Airport System Plan guides planning and programming of transportation improvements at these facilities.

Max Westheimer Airport is located in the City of Norman and is operated by the University of Oklahoma. The Cities of Guthrie and Edmond signed an agreement in June 2004 to collaborate on the operation and funding of the Guthrie-Edmond Regional Airport, located in Guthrie. Prior to that agreement, the former Guthrie Airport was operated solely by the City of Guthrie. Finally, the Town of Goldsby operates the David J. Perry Airport and the City of Purcell operates the Purcell Municipal Airport located within their jurisdictions.

Performance Management

With the passage of the Moving Ahead for Progress in the 21st Century Act (MAP-21), and later the Fixing America's Surface Transportation (FAST) Act, Performance-based Planning and Programming (PBPP) methods were implemented. The PBPP process involves developing performance measures to track and maximize the benefits of transportation planning decisions and link infrastructure investments to STBG-UZA project selection, metropolitan planning and Intelligent Transportation Systems (ITS), the TIP, and the Metropolitan Transportation Plan (MTP). As an MPO, ACOG is required to establish quantifiable targets so that progress can be gauged over time. The seven federal performance measures areas required to monitor and report on are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

STREET AND HIGHWAY ELEMENT

The Street and Highway Element of this Transportation Improvement Program includes specific projects that will be implemented by various OCARTS area cities and counties and the Oklahoma Department of Transportation (ODOT) during the FFY 2020-2023 short-range planning period.

The improvements that are reflected for FFY 2020 represent the region's highest priorities for enhancing the OCARTS street and highway network. These projects are generally in the design phase, and thus have the greatest level of commitment from the sponsoring entities and the greatest probability of being implemented with federal and local funding resources. Federal rules require that the costs of projects listed in each metropolitan area's TIP are consistent with the federal, state, and local funds expected to be available to the area. This TIP is based upon the latest available project cost estimates and revenue expectations.

OCARTS Area Projects Funded from Previous TIPs

The previous OCARTS Area TIP covered FFY 2018-2021. The following table includes Street and Highway Element projects that were reflected in the previous TIP and funded during FFY 2018. These OCARTS area improvements represent a total expenditure of \$142 million. This includes federal, state, and local funds spent on streets eligible for Federal aid and those portions of the State Highway System (interstates, U.S. highways, and state highways) located within the OCARTS area. Figure 2 identifies the locations of the major improvements reflected in the table.

Street and Highway Element Funding Sources

Several categories of federal funding are available for implementing the Street and Highway Element of the TIP. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

On December 4, 2015, Public Law 114-94, the Fixing America's Surface Transportation Act (FAST Act) was signed into law. The FAST Act builds on the changes made by MAP-21. The FAST Act funds surface transportation programs for federal fiscal years (FFY) 2016 through 2020. It is the first transportation law enacted in a decade that provides long-term funding certainty for surface transportation.

The new law maintained (with modification) the core highway formula programs and added a new National Highway Freight Program, as described below:

- National Highway Performance Program (NHPP)
 - *Created under MAP-21, this program combined the former National Highway System, Interstate Maintenance, and Highway Bridge Programs*
- Surface Transportation Block Grant Program (STBG)
 - *Name changed to add the words "Block Grant"*
 - *Continues all prior STP eligibilities*
 - *Transportation Alternatives Program eliminated and replaced with a set-aside of STBG program funding*
 - *Maintains Recreation Trails Program set-aside*

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program (set-aside from HSIP)
- National Highway Freight Program
 - *New program to improve the efficient movement of freight on the National Highway Freight Network*

Some of these funding sources may also be used for bicycle and pedestrian pathways, as alternatives to vehicle travel, and some are “flexible,” meaning they can be used for eligible transit activities. Funding apportionments under these programs are made available annually to ODOT from the Federal Highway Administration for use throughout the state.

The FAST Act calls for urbanized areas with a population greater than 200,000 to receive a formula-based suballocation of Surface Transportation Block Grant Program (STBG) funds, including the set-aside for transportation alternatives projects. The amount of funding received is based upon the population within the census-designated urbanized area. Beginning with the 2000 Census and continuing with the 2010 Census, the U.S. Census Bureau delineated two urbanized areas (UZAs) within the OCARTS TMA—the Oklahoma City UZA and Norman UZA. Sec. 6016 of the FAST Act attributes the Norman UZA population to the Oklahoma City UZA for highway funding purposes.

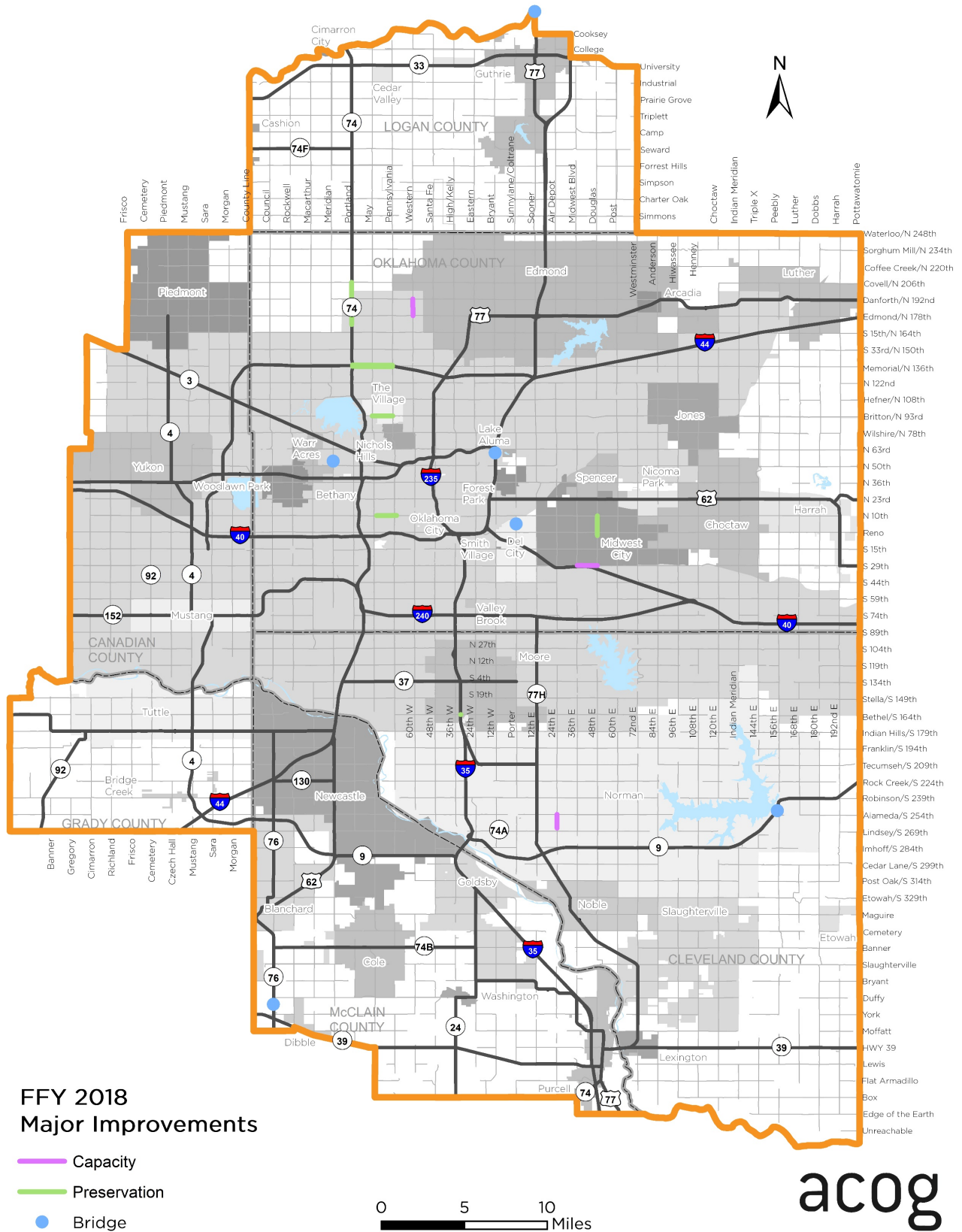
OCARTS Area Projects Funded During FFY 2018

| Location | Project Description | Job Number | Length (miles) | Funding Source | Federal Share | State/Local Share | Other | Total |
|------------------|--|----------------------------------|----------------|------------------------|---------------|-------------------|-------|-----------|
| Cleveland County | SH-9: From 108th Ave. E, E to 156th Ave. E (South) in Norman (RW for 20266(14)) (Right of Way) | 20266(15) | 4.60 | STP | 277,049 | 69,262 | 0 | 346,311 |
| Cleveland County | SH-9 over Little River, 12.3 mi. E of US-77 (Bridge & Approaches) | 24760(04) SBR- 114B(206)SS | 0.02 | STP | 5,006,585 | 1,251,645 | 0 | 6,258,230 |
| Cleveland County | SW 34th Street over I-35, Approx. 700 Ft W of Telephone Rd. E .7 miles (Grade, Draining, Bridge & Surface) | 32155(04) | 0.20 | NHPP | 3,200,000 | 800,000 | 0 | 4,000,000 |
| Del City | NE 4th, 0.4 mi. E of Sunnyslane over Cherry Crk. (Bridge Rehabilitation) | 31527(04) | 222' | STP-UZA 80%/20% | 562,138 | 140,535 | 0 | 702,673 |
| Logan County | US-77: Over the Cimarron River 2.8 Miles N of SH-33 (Bridge & Approaches) | 27103(04) | 0.20 | STP | 4,400,000 | 1,100,000 | 0 | 5,500,000 |
| McClain County | NE of SH-76/SH-39 Junc over Dibble Crk. & Trib. (Bridge Reconstruction) | 30110(04) | 60' 45' | STP-UZA 80%/20% | 752,626 | 188,157 | 0 | 940,783 |
| Midwest City | City wide, Phase 2 (Pavement Markings) | 31475(04) | 0.00 | STP-UZA 100% Safety | 189,933 | 0 | 0 | 189,933 |
| Midwest City | Douglas Blvd. SE 4th to NE 10th St. (Resurface / Sidewalk) | 31546(04) | 1.24 | STP-UZA 80%/20% | 1,800,440 | 450,110 | 0 | 2,250,550 |
| Midwest City | SE 29th, Midwest Blvd. to Douglas (Widen 4 to 4 Divided / Trail - N side) | 31548(04) | 1.05 | STP-UZA 80%/20% | 3,440,223 | 860,056 | 0 | 4,300,279 |
| Midwest City | City Wide Phase A (Signal Upgrades / Pedestrian Controls-Ped Xing) | | 0.00 | STP-UZA 100% Safety | 738,070 | 0 | 0 | 738,070 |
| Norman | 24th Ave SE, Lindsey St to Alameda St. (Widen (2 to 4), Bike Lane/Sidewalk) | 29300(04) STP- 214B(068)AG | 0.85 | STP-UZA 80%/20% | 3,956,024 | 989,006 | 0 | 4,945,030 |
| Norman | City wide (Signal Upgr - Ped Controls / Bike Lane) | 30484(04) | 0.00 | STP-UZA 100% Safety | 533,540 | 0 | 0 | 533,540 |
| Norman | City wide, Phase 6 (Pavement Markings / BL) | 33127(04) | 0.00 | STP-UZA 100% Safety | 292,829 | 0 | 0 | 292,829 |
| Oklahoma City | Memorial Rd. fr. SH-74 (Portland Ave) to Penn. (Resurface) | 30230(04) | 2.08 | STBG-UZA 49% / 51% | 1,334,135 | 1,405,988 | 0 | 2,740,123 |

OCARTS Area Projects Funded During FFY 2018 (Cont.)

| Location | Project Description | Job Number | Length (miles) | Funding Source | Federal Share | State/Local Share | Other | Total |
|-----------------|--|------------------------------|----------------|---------------------|-------------------|-------------------|------------------|--------------------|
| Oklahoma City | Western, NW 178th to NW 192nd (Widen to 4 Lanes & Bridge / Sidewalk) | 30326(04) | 0.93 | STP-UZA 80%/20% | 3,224,018 | 806,005 | 0 | 4,030,023 |
| Oklahoma City | NW 10th, Penn Ave to May Ave (Reconstruct / Sidewalk) | 31521(04) | 1.00 | STP-UZA 80%/20% | 2,127,799 | 531,950 | 0 | 2,659,749 |
| Oklahoma City | Meridian Ave between NW 52 and NW 53 (Pedestrian Hybrid Beacon) | 31568(04) | 0.00 | STP-UZA 100% Safety | 51,996 | 0 | 0 | 51,996 |
| Oklahoma County | I-35: Over the I-240 Jct. (Utilities for 09032(05)(06)(07)&(08)) | 09032(22) | 1.00 | NHPP | 1,600,000 | 400,000 | 0 | 2,000,000 |
| Oklahoma County | SH-74: From approx. 0.5 mi. N of NW 164h St. north 2.5 mi. to NW 206th (Covell Rd.) (Grade, Drain & Surface) | 14964(08) STP-155C(569)SS | 2.50 | STP | 19,200,000 | 4,800,000 | 0 | 24,000,000 |
| Oklahoma County | WP 5.1B: OKCY Crosstown from Western to the West Side of Walker (Grade, Draining, Bridge & Surface) | 17428(88) | 1.25 | NHPP | 15,573,932 | 3,000,000 | 0 | 15,000,000 |
| Oklahoma County | WP 5.1C: OKCY Crosstown from W of Walker to W side of EK Gaylord (Grade, Draining, Bridge & Surface) | 17428(89) | 1.25 | NHPP | 904,361 | 1,219,128 | 4,876,511 | 7,000,000 |
| Oklahoma County | Division 4 - Bridge Painting Projects (Bridge Paint) | 24239(07) | 0.00 | | 0 | 1,500,000 | 0 | 1,500,000 |
| Oklahoma County | I-40: From mile marker 170 E to mile marker 171 within OTA E OK County Turnpike Interchange (Money Only) | 26422(10) | 1.64 | OTA | 0 | 16,000,000 | 0 | 16,000,000 |
| Oklahoma County | I-35: NB & SB over Deep Fork Creek & Service Road, 4.6 mi. N of the I-40 Jct. (Bridge & Approaches) | 27897(04) J2-7897(004) | 0.20 | NHPP/ NHFP | 26,400,000 | 6,600,000 | 0 | 33,000,000 |
| The Village | Britton Rd. from Pennsylvania Ave. to May Ave. (Reconstruction) | 31102(04) 31597(04) | 1.00 | STBG-UZA 80%/20% | 3,044,225 | 761,056 | 0 | 3,805,281 |
| Totals | | | | | 98,609,923 | 42,872,896 | 4,876,511 | 142,785,398 |

Figure 2: Major OCARTS Improvements for FFY 2018



Surface Transportation Block Grant Program - Urbanized Area Funds (STBG-UZA)

As a Transportation Management Area, ACOG receives an annual distribution of Surface Transportation Block Grant Program (STBG-UZA) funds according to the formula outlined in the FAST Act. The amount of funding received is based on the combined populations of the Oklahoma City and Norman Urbanized Areas. These are referred to as STBG-UZA funds.

Selection of STBG-UZA funded projects for the TIP is performed in accordance with the MPO-adopted [Surface Transportation Block Grant Program Procedures for the Oklahoma City Urbanized Area Funds](#). STBG-UZA project requests are evaluated and prioritized in accordance with the adopted [Criteria and Process for Evaluation of STBG-UZA Projects](#) as part of the development (or update) of each TIP.

Beginning in the fall of 2017, ACOG’s member jurisdictions and staff identified a disconnect between the projects that were being awarded in the TIP and the goals, objectives and strategies identified in the Metropolitan Transportation Plan, *Encompass 2040*. After a year-long revision of the *Criteria and Process for Evaluation of STBG-UZA Projects* under the guidance of a consultant and a sub-committee made of up members of the ITTC and ITPC, revisions were adopted by the ITPC on August 16, 2018. These revisions were made to reflect the goals of *Encompass 2040*, the strategies of the Congestion Mitigation Process (CMP) and member entity priorities. The goals and priorities of *Encompass 2040* are: Economic Strength, Safety and Security, Equity and Options, Healthy Communities, Connectivity, System Performance, and System Preservation.

From these goals, ten evaluation criteria were created as a means of scoring projects submitted for STBG-UZA funding. The evaluation criteria are as follows:

| Encompass 2040 Goals | STBG-UZA Scoring Criteria |
|----------------------|---|
| Economic Strength | Supports a regional activity center |
| Safety and Security | Addresses safety at high crash severity locations |
| Equity and Options | Provides options for Environmental Justice (EJ) areas or underserved communities |
| Healthy Communities | Improves air and water quality |
| Connectivity | Integrates multiple transportation modes, connects to multiple communities or leverages other investments |
| System Performance | Addresses congested based on volume/capacity ratio, congested/unreliable corridors, strategies that reduce travel delay |
| System Preservation | Improves infrastructure condition |

The categories of projects included in the evaluation process are:

1. widening (including railroad/roadway grade separation)
2. new construction
3. intersection/safety improvements
4. resurfacing, reconstruction, rehabilitation, restoration
5. bridge improvements
6. transit, park-and-ride, high occupancy vehicle lanes
7. independent bicycle and pedestrian facilities/projects
8. carpool/vanpool administration, other
9. safety projects (eligible for 100 percent federal funds)

In October 2009, the Intermodal Transportation Policy Committee updated the STBG-UZA Procedures to allow all MPO-member local governments within the OCARTS area to apply for the region's STBG-UZA funds. Prior to this policy change, eligible applicants were restricted to local governments located wholly or partially within the combined Oklahoma City and Norman Urbanized Areas. Copies of both the STBG-UZA Procedures and the STBG-UZA Evaluation Criteria are available on the ACOG website www.acogok.org.

Surface Transportation Block Grant Program Urbanized Area Safety (STBG-UZA Safety) Funds

Up to 10 percent of the total STBG-UZA funds may be spent on the construction costs of eligible safety improvements and may be funded with up to 100 percent federal funds. The STBG-UZA Evaluation Criteria described above incorporates the MPO's policy for selecting and funding safety projects. The 10 percent limit for any given year may be exceeded, provided the cumulative total of all STBG-UZA funds apportioned to the urbanized area does not exceed the 10 percent maximum.

The standard funding ratio for STBG funds is 80 percent federal. The remaining 20 percent is to be provided by the state or local government sponsor. However, federal rules allow up to 10 percent of the total STBG-UZA funds to be spent at 100 percent of the project cost, with no local match, for eligible safety projects defined in the law.

Surface Transportation Block Grant Program Set-Asides - TAP and RTP

The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of STBG Program funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle projects, recreational trails, and safe routes to school projects. Also eligible are community projects such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Similar to the previous TAP program, the FAST Act requires all transportation alternative projects to be funded through a competitive process, and metropolitan areas over 200,000 population receive a suballocation of the set-aside funds based on their urbanized area population. The FAST Act newly requires States and MPOs to report annually to the US Department of Transportation (USDOT) on project applications and projects that are awarded. The USDOT will make these reports available to the public.

This TIP includes a transportation alternatives line item for each year to reflect the total federal funds that will be authorized for successful projects. These projects may be funded with up to 80 percent federal funds and at least a 20 percent local match.

The Recreational Trails Program (RTP) set-aside is administered at the state level by the Oklahoma Tourism and Recreation Department, which maintains an annual application cycle and competitive project selection process.

Fiscal Constraint of the FFY 2020-2023 Urbanized Area Funds

This TIP was prepared based on an estimated amount of funds available to the OCARTS area over the TIP timeframe for the combined Oklahoma City and Norman urbanized areas. To ensure that the region's STBG-UZA projects are financially constrained, an estimated apportionment for the Oklahoma City Urbanized Area was developed in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The estimate is based on the STBG-UZA apportionment that was received in FFY 2016 under MAP-21 and was increased each year based upon annual funding increases anticipated under the FAST Act.

Federal law requires cost estimates for TIP projects include an inflation factor to reflect year-of-expenditure dollars. Therefore, the STBG-UZA project estimates included in this TIP reflect the ODOT inflation factors of 3.0% for FFY 2020, 6.0% for FFY 2021, 9.0% for FFY 2022, and 12.0% for FFY 2023.

The *STBG-UZA Procedures for the Oklahoma City Urbanized Area Funds* call for 90 percent of the estimated funds to be used when preparing a TIP. This is intended to avoid a shortage of funds in case the actual federal STBG-UZA funds are less than the estimate used to develop the TIP or other unforeseen events. The estimate serves as the planning cap for STBG-UZA funded projects for each year of the TIP, including future amendments. As final funding figures are provided, and/or additional obligation authority is received, the figures will be updated. Appendix C provides additional information about the estimated federal funds for the Oklahoma City Urbanized Area, upon which this TIP is based.

The first year of this TIP includes 14 projects, including four safety projects, proposed for funding with STBG-UZA funds. This represents a total of \$19,829,623 in federal funds. The FFY 2021, 2022, and 2023 programs propose STBG-UZA totals of \$20,275,790, \$20,760,381, and \$21,185,150 respectively, which are within the planning estimate for the OCARTS area.

Each of the Local Government Project lists also reflects a line item for Congestion Mitigation/Air Quality (CMAQ) funds that will be spent within the OCARTS area. Each year, the Oklahoma Department of Transportation provides the MPO with \$700,000 in CMAQ funds to assist with programs to enhance the region's air quality. A portion of the funds is provided to the area's transit operators and the remainder is used by ACOG to administer its air quality public education, Air Quality Awareness grants and public fleet conversion programs.

FFY 2020 - FFY 2023 Street and Highway Element Projects

The following pages describe the street and highway projects proposed for implementation within the OCARTS area during this TIP time frame.

Projects are presented by federal fiscal year and include lists of local government-sponsored projects followed by state-sponsored projects within the OCARTS area. The state projects were selected in cooperation with ODOT and are generally located on the State Highway System (interstates, state highways, and U.S. highways). Each project is identified by location, project type, federal funding source, and the source of matching funds.

[Figure 3](#), at the end of this chapter, reflects the general locations of the local government sponsored Street and Highway Element improvements listed in this TIP for FFY 2020-2023.

For more information regarding the FFY 2020 - 2023 Street and Highway Element of the TIP, please see ACOG's eTIP at <https://etracker.acogok.org/default.asp>.

Street Element
Local Government Projects
FFY 2020

| Project Sponsor | Project Description | TIP ID | Length (miles) | Funding Source | Estimated Federal Share | Estimated Local Share | Total |
|------------------------|---|--------|----------------|----------------------|-------------------------|-----------------------|-------------------|
| Oklahoma City | S Walker Ave, SW 44th St, & S Robinson Ave (Bike/Ped) | 10875 | VAR | STBG-UZA 80%/20% | 2,088,407 | 522,102 | 2,610,509 |
| Oklahoma City | N Portland & NW 50th (Bike/Ped) | 10878 | VAR | STBG-UZA 80%/20% | 1,354,998 | 338,749 | 1,693,747 |
| Oklahoma City | S Pennsylvania Ave and SW 59th St (Bike/Ped) | 10879 | VAR | STBG-UZA 80%/20% | 1,122,846 | 280,712 | 1,403,558 |
| Oklahoma City | S Blackwater Ave & S Western Ave: SW 36th Ave to SW 59th (Bike/Ped) | 10876 | VAR | STBG-UZA 80%/20% | 1,597,397 | 399,350 | 1,996,747 |
| Edmond | 15th St & Kelly Ave - Phase 3 (ITS) | 10808 | VAR | STBG-UZA 80%/20% | 7,434,277 | 1,858,569 | 9,292,846 |
| Oklahoma City | N Classen Blvd: NW 50th to Classen Curve (Bike/Ped) | 10825 | 0.53 | STBG-UZA 80%/20% | 433,952 | 108,488 | 542,440 |
| Oklahoma City | S Western Ave, S Walker Ave, and S Robinson Curve (Bike/Ped) | 10877 | VAR | STBG-UZA 80%/20% | 1,569,853 | 392,463 | 1,962,316 |
| Oklahoma City | N Pennsylvania Ave & Memorial Rd (Intersection) | 10852 | NA | STBG-UZA 80%/20% | 488,458 | 112,114 | 600,572 |
| Oklahoma City | N Pennsylvania Ave: NW 36th St to Park Pl (Bike/Ped) | 10838 | 1.94 | STBG-UZA 80%/20% | 1,049,837 | 262,459 | 1,312,296 |
| COTPA | EMBARK Fleet Expansion - two CNG Buses | 10836 | NA | STBG-UZA 68%/32% | 748,329 | 356,041 | 1,104,370 |
| Midwest City | Signal Pedestrian Project | 10881 | VAR | STBG-UZA 100% Safety | 853,373 | 0 | 853,373 |
| Oklahoma City | Citywide (Traffic Signal Vehicle Detection upgrades) | 10845 | VAR | STBG-UZA 100% Safety | 436,720 | 0 | 436,720 |
| Oklahoma City | Citywide (Left Turn Signal Upgrades) | 10843 | VAR | STBG-UZA 100% Safety | 436,720 | 0 | 436,720 |
| Norman | 12th Ave NE: Alameda to Robinson (Signal Interconnect) | 10818 | VAR | STBG-UZA 100% Safety | 254,455 | 0 | 254,455 |
| STBG-UZA Totals | | | | | 19,869,622 | 4,631,048 | 24,500,670 |

Street Element
Local Government Projects
FFY 2020 (Cont.)

| Project Sponsor | Project Description | TIP ID | Length (miles) | Funding Source | Estimated Federal Share | Estimated Local Share | Total |
|-------------------|---|--------|----------------|----------------|-------------------------|-----------------------|-------------------|
| Bethany | Active living project | 10763 | VAR | TAP 80%/20% | 200,000 | 50,000 | 250,000 |
| Choctaw | 23rd St Sidewalk - Clarke to Henney | 10551 | 0.90 | TAP 80%/20% | 516,000 | 103,200 | 619,200 |
| Del City | Kerr/Vickie Sidewalk | 10552 | VAR | TAP 80%/20% | 240,000 | 48,000 | 288,000 |
| Guthrie | Streetscape - Phase 1 | TBD | VAR | TAP 80%/20% | 700,000 | 751,855 | 1,451,855 |
| Midwest City | Rail with Trail - Phase 2 | 10554 | 0.32 | TAP 80%/20% | 304,000 | 76,000 | 380,000 |
| Midwest City | Rail with Trail - Phase 3 | 10555 | 0.77 | TAP 80%/20% | 600,000 | 150,000 | 750,000 |
| Norman | State Highway 9 Multimodal Path- Phase 2 | 10557 | 1.00 | TAP 53%/47% | 600,000 | 530,000 | 1,130,000 |
| Oklahoma City | Watch4Me - Phase 2 | 10773 | VAR | TAP 58%/42% | 357,858 | 259,138 | 616,996 |
| Oklahoma City | Expanding Connectivity Downtown | 10775 | NA | TAP 60%/40% | 599,808 | 399,872 | 999,680 |
| Oklahoma City | Robinson Ave Road Diet | 10560 | 0.10 | TAP 56%/44% | 47,516 | 24,649 | 72,165 |
| Oklahoma City | Grand Blvd (N & S Combined) | 10561 | 1.12 | TAP 48%/52% | 600,000 | 650,000 | 1,250,000 |
| Oklahoma City | Will Rogers and West River Trail Amenities | 10562 | VAR | TAP 70%/30% | 172,000 | 74,000 | 246,000 |
| Oklahoma City | Shartel Sidewalks | 10563 | 0.40 | TAP 70%/30% | 192,500 | 82,500 | 275,000 |
| Oklahoma City | Deep Fork Trail - Phases 1 - 5 | 10564 | 0.76 | TAP 49%/51% | 1,800,000 | 3,700,000 | 5,500,000 |
| Yukon | Garth Brooks Trail | 10568 | 0.74 | TAP 80%/20% | 576,000 | 144,000 | 720,000 |
| OCARTS Line Item | Transportation Alternatives FFY 2020 MPO Apportionment | TBD | NA | TAP 80%/20% | 1,400,000 | 350,000 | 1,750,000 |
| TAP Totals | | | | | 8,905,682 | 7,393,214 | 16,298,896 |

Street Element
Local Government Projects
FFY 2020 (Cont.)

| Project Sponsor | Project Description | TIP ID | Length (miles) | Funding Source | Estimated Federal Share | Estimated Local Share | Total |
|---|---|--------|----------------|-----------------|-------------------------|-----------------------|-------------------|
| COTPA | Two (2) Fast-fill CNG Dispensers (dual hose) 30 time - fill dispensers (dual hoses) (FY 16) | TBD | NA | CMAQ 80%20% | 250,000 | 62,500 | 312,500 |
| Oklahoma Environmental Management Authority | Two (2) CNG Refuse Trucks (FY 17) | TBD | NA | CMAQ 80%20% | 132,562 | 33,141 | 165,703 |
| Moore | One (1) CNG Refuse Truck | TBD | NA | CMAQ 80%20% | 57,980 | 14,495 | 72,475 |
| Midwest City | One (1) CNG Refuse Truck | TBD | NA | CMAQ 80%20% | 55,400 | 13,850 | 69,250 |
| Oklahoma City Community College | Four (4) Level 2 EVSE | TBD | NA | CMAQ 80%20% | 59,839 | 14,960 | 74,799 |
| Oklahoma Municipal Power Authority | One (1) Battery EV and One (1) Level 2 EVSE | TBD | NA | CMAQ 80%20% | 19,080 | 4,770 | 23,851 |
| Edmond | Eight (8) Dual Level 2 EVSE | TBD | NA | CMAQ 80%20% | 25,139 | 6,285 | 31,423 |
| Oklahoma City | Bus Shelters | TBD | NA | CMAQ 80%20% | 37,013 | 15,863 | 52,875 |
| OCARTS Line Item | ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Air Quality Awareness Grants | TBD | NA | CMAQ 80%/20% | 600,000 | 0 | 600,000 |
| CMAQ Totals | | | | | 1,292,311 | 180,562 | 1,472,873 |
| Total | | | | | 30,067,615 | 12,204,824 | 42,272,439 |

Note: A portion of CMAQ funds will be used for planning and is reflected in the UPWP. At least 20% match will be provided by grant recipients.

Highway Element
Oklahoma Department of Transportation Projects
FFY 2020

| County | Project Description | Job Number | Length (miles) | Funding Source | Estimated Federal Share | Estimated State Share | Other | Total |
|-----------|--|------------------------------|----------------|----------------|-------------------------|-----------------------|-----------|------------|
| Canadian | SH-4 Beg. at SH-66 in Yukon and extending N 3.0 mi. to Wilshire Blvd. (Utilities for 04757(04) & 04757(05)) | 04757(07) STP-009C(271)UT | 3.00 | STP | 1,224,000 | 306,000 | 0 | 1,530,000 |
| Canadian | SH-4 Fr. 3.0 mi. N of SH-66 in Yukon @ Wilshire & Ext. N to SH-3 (NW Hwy) (Utilities for 04758(04)) | 04758(06) STP-009C(273)UT | 3.65 | STP | 571,200 | 142,800 | 0 | 714,000 |
| Canadian | SH-152: Add shoulders & Resurface from US-81 East 9.0 mi. to Cemetery Rd. in Mustang (Utilities for 27901(04)) | 27901(08) J2-7901(006)UT | 9.00 | STP | 1,632,000 | 408,000 | 0 | 2,040,000 |
| Canadian | I-40: Interchange at Frisco Road, 4.5 mi. W of the Kilpatrick Turnpike Junction (Interchange) | 30715(04) | 0.33 | NHPP | 8,800,000 | 2,200,000 | 6,360,000 | 17,360,000 |
| Cleveland | SH-9: From 108th Ave. E, E to 156th Ave. E (South) in Norman (ROW for 20266(14)) (Right of Way) | 20266(15) | 4.60 | TBD | 0 | 2,452,500 | 0 | 2,452,500 |
| Cleveland | SH-9: From 108th Ave. E, E to 156th Ave. E (South) in Norman (UT for 20266(14)) (Utilities) | 20266(16) | 4.60 | STP | 654,000 | 163,500 | 0 | 817,500 |
| Cleveland | US-77: From SH-39 in Lexington, N 4.05 miles (4 lane undivided) (Grade, Drain & Surface) | 20997(04) | 4.90 | STP | 13,139,471 | 3,284,867 | 0 | 16,424,338 |
| McClain | SH-39: From Grady C/L E 1 Mi to SH-76 (Div 7- Money Only) | 23146(04) | 1.00 | STP | 2,092,800 | 523,200 | 0 | 2,616,000 |
| Oklahoma | I-35: Over the I-240 Jct. Reconstruct Interchange (Phase IB) (Interchange) | 09032(05) | 1.00 | NHPP | 9,792,000 | 2,448,000 | 0 | 12,240,000 |

Highway Element
Oklahoma Department of Transportation Projects
FFY 2020 (Cont.)

| County | Project Description | Job Number | Length (miles) | Funding Source | Estimated Federal Share | Estimated State Share | Other | Total |
|---------------|--|------------|----------------|----------------|-------------------------|-----------------------|------------------|--------------------|
| Oklahoma | I-44: Westbound to Northbound Ramps at I-44/I-235 Interchange (Segment 3A) (Grade, Draining, Bridge & Surface) | 09033(28) | 0.35 | NHPP | 12,648,000 | 3,162,000 | 0 | 15,810,000 |
| Oklahoma | I-40: WB and EB Bridges over Brutcho Creek & SE 15th Street, 2.3 & 2.6 Miles East of JCT I-35 (Bridges & Approaches) | 23310(04) | 0.10 | NHPP | 25,296,000 | 6,324,000 | 0 | 31,620,000 |
| Oklahoma | SH-66: 4-Lanes From 4.0 Miles E. of I-35 E. Approx. 1.08 Miles (Reconstruct - Added Lanes) | 24356(04) | 1.29 | STP | 3,264,000 | 816,000 | 0 | 4,080,000 |
| Oklahoma | I-40: EB and WB Bridges Over Sooner Road 3.1 Miles East of I-35 (Bridges & Approaches) | 28854(04) | 0.10 | NHPP | 21,624,000 | 5,406,000 | 0 | 27,030,000 |
| Oklahoma | I-35: NB & SB Bridges over Waterloo Road at the Logan C/L (UT for 29843(04)) (Utilities) | 29843(07) | 0.00 | NHPP | 1,224,000 | 306,000 | 0 | 1,530,000 |
| Totals | | | | | 101,961,471 | 27,942,867 | 6,360,000 | 136,264,338 |

Statewide Line Items
(All Figures are Statewide)
FFY 2020

| County | Project Description | Job Number | Length (miles) | Funding Source | Estimated Federal Share | Estimated State Share | Other | Total |
|---------------------|---|------------|----------------|----------------|-------------------------|-----------------------|-------|------------|
| Statewide Line Item | Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc. | 17049(26) | NA | SPR | 0 | 8,000,000 | 0 | 8,000,000 |
| Statewide Line Item | Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc. | 17050(26) | NA | STP | 0 | 2,000,000 | 0 | 2,000,000 |
| Statewide Line Item | Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc. | 17051(26) | NA | SPR | 0 | 12,000,000 | 0 | 12,000,000 |
| Statewide Line Item | Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc. | 17663(26) | NA | TAP | 0 | 12,000,000 | 0 | 12,000,000 |
| Statewide Line Item | Recreational Trails | 18262(23) | NA | TAP | 1,800,000 | 0 | 0 | 1,800,000 |
| Statewide Line Item | Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up | 19720(21) | NA | STP | 0 | 1,000,000 | 0 | 1,000,000 |
| Statewide Line Item | 3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail) | 20780(20) | NA | STP | 0 | 35,000,000 | 0 | 35,000,000 |
| Statewide Line Item | 3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair | 20781(20) | NA | NHPP | 0 | 5,000,000 | 0 | 5,000,000 |
| Statewide Line Item | Preliminary Engineering | 21016(20) | NA | STP | 0 | 25,000,000 | 0 | 25,000,000 |
| Statewide Line Item | County Bridge Program | 23612(20) | NA | STP | 20,000,000 | 0 | 0 | 20,000,000 |

Statewide Line Items
 (All Figures are Statewide)
 FFY 2020 (Cont.)

| County | Project Description | Job Number | Length (miles) | Funding Source | Estimated Federal Share | Estimated State Share | Other | Total |
|---------------------|---|------------|----------------|----------------|-------------------------|-----------------------|----------|--------------------|
| Statewide Line Item | County Road Program | 23613(20) | NA | STP | 6,000,000 | 0 | 0 | 6,000,000 |
| Statewide Line Item | Small City Road & Bridge Program | 23614(20) | NA | STP | 3,000,000 | 0 | 0 | 3,000,000 |
| Statewide Line Item | Safe Routes to School: Design, Development, Construction & Educational Programs | 25625(20) | NA | SRS | 2,000,000 | 0 | 0 | 2,000,000 |
| Statewide Line Item | Statewide Right-of-Way Acquisition and Utility Relocation | 30124(20) | NA | STP | 0 | 3,500,000 | 0 | 3,500,000 |
| Statewide Line Item | Statewide ADA Compliance Projects | 3307(20) | NA | HSIP | 1,533,748 | 4,826,252 | 0 | 6,360,000 |
| Statewide Line Item | Statewide ITS Projects | 33308(20) | NA | HSIP | 2,500,000 | 0 | 0 | 2,500,000 |
| Totals | | | | | 36,833,748 | 100,326,252 | 0 | 137,160,000 |

Street Element
Local Government Projects
FFY 2021

| Project Sponsor | Project Description | TIP ID | Length (miles) | Funding Source | Estimated Federal Share | Estimated Local Share | Total |
|------------------------|---|--------|----------------|-------------------------|-------------------------|-----------------------|-------------------|
| Edmond | W Danforth & N Kelley Ave (Intersection) | 10811 | NA | STBG-UZA 80%/20% | 4,952,569 | 1,238,143 | 6,190,712 |
| Oklahoma City | N Portland Ave: NW 36th St to NW 23rd St (Bike/Ped) | 10819 | 1.00 | STBG-UZA 80%/20% | 2,831,396 | 707,849 | 3,539,245 |
| Norman | W Robinson St: Brookhaven Cr to I-35 (Widening) | 10840 | 0.35 | STBG-UZA 80%/20% | 4,350,138 | 1,505,413 | 5,855,551 |
| Norman | James Garner Ave: N of Acres St to Flood Ave (New Construction) | 10869 | 0.55 | STBG-UZA 70%/30% | 5,662,600 | 2,440,228 | 8,102,828 |
| Oklahoma City | Broadway Ext. Frontage Roads & NE 122nd St (Intersection) | 10848 | NA | STBG-UZA 68%/32% | 451,508 | 208,484 | 659,992 |
| Norman | Various Locations - Phase 8 (Pavement Markings) | 10864 | VAR | STBG-UZA 100% Safety | 325,476 | 0 | 325,476 |
| Norman | Various Locations - Phase 7 (Pavement Markings) | 10844 | VAR | STBG-UZA 100% Safety | 325,478 | 0 | 325,478 |
| Norman | Citywide - Phase 3 (Video Detection Upgrades) | 10851 | VAR | STBG-UZA 100% Safety | 690,750 | 0 | 690,750 |
| Midwest City | Citywide - Phase 5 (Striping) | 10882 | VAR | STBG-UZA 100% Safety | 424,000 | 0 | 424,000 |
| Bethany | NW 36th St & Mueller Ave (Signal Interconnect) | 10883 | NA | STBG-UZA 100% Safety | 261,874 | 0 | 261,874 |
| STBG-UZA Totals | | | | | 20,275,790 | 6,100,117 | 26,371,030 |

Street Element
Local Government Projects
FFY 2021 (Cont.)

| Project Sponsor | Project Description | TIP ID | Length (miles) | Funding Source | Estimated Federal Share | Estimated Local Share | Total |
|--------------------|---|--------|----------------|-----------------|-------------------------|-----------------------|-------------------|
| Edmond | Creek Bend Trail | TBD | 1.20 | TAP 43%/57% | 600,000 | 792,000 | 1,392,000 |
| Norman | Constitution Street Multimodal Path | 10556 | 0.90 | TAP 54%/46% | 600,000 | 520,000 | 1,120,000 |
| Norman | Flood Ave Multimodal Path | 10571 | 2.50 | TAP 6%/94% | 146,484 | 2,203,516 | 2,350,000 |
| Oklahoma City | Green Blvd Intersection Improvements | 10566 | VAR | TAP 70%/30% | 280,000 | 120,000 | 400,000 |
| Purcell | Downtown Streetscape - Phase 1 | 10755 | 0.25 | TAP 48%/52% | 700,000 | 751,885 | 1,451,885 |
| Warr Acres | Pedestrian Improvements | 10867 | VAR | TAP 76%/24% | 534,000 | 172,000 | 706,000 |
| OCARTS Line Item | Transportation Alternatives FFY 2021 MPO Apportionment | TBD | NA | TAP 80%/20% | 1,400,000 | 350,000 | 1,750,000 |
| TAP Totals | | | | | 4,260,484 | 4,909,401 | 9,169,885 |
| OCARTS Line Item | ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Air Quality Awareness Grants | TBD | NA | CMAQ 80%/20% | 600,000 | 0 | 600,000 |
| CMAQ Totals | | | | | 600,000 | 0 | 600,000 |
| Grand Total | | | | | 25,131,397 | 11,009,518 | 36,140,915 |

Note: A portion of CMAQ funds will be used for planning and is reflected in the UPWP. At least 20% match will be provided by grant recipients.

Highway Element
Oklahoma Department of Transportation Projects
FFY 2021

| County | Project Description | Job Number | Length (miles) | Funding Source | Estimated Federal Share | Estimated State Share | Other | Total |
|---------------|--|------------|----------------|----------------|-------------------------|-----------------------|----------|--------------------|
| McClain | I-35L Southbound Ramp at SH-74W, W of Purcell R/W for 32802(04) (Right of Way) | 32802(05) | 0.75 | NHPP | 218,000 | 54,500 | 0 | 272,500 |
| McClain | I-35L Southbound Ramp at SH-74W, W of Purcell UT for 32802(04) (Utilities) | 32802(06) | 0.75 | NHPP | 218,000 | 54,500 | 0 | 272,500 |
| Oklahoma | I-35: Over the I-240 Jct. (Phase II) (Reconstruct Interchange) | 09032(06) | 0.50 | NHPP | 19,776,000 | 4,944,000 | 0 | 24,720,000 |
| Oklahoma | I-35 @ I-240 Jct (Phase III) (Reconstruct Interchange) | 09032(07) | 0.50 | NHPP | 13,184,000 | 3,296,000 | 0 | 16,480,000 |
| Oklahoma | I-35 @ I-240 Jct (Phase IV) (Reconstruct Interchange) | 09032(08) | 0.50 | NHPP | 25,544,000 | 6,386,000 | 0 | 31,930,000 |
| Oklahoma | I-40: From mile marker 170 E to mile marker 173 (Reconstruct & Add Lanes & Reconstruct-Harrah/Newalla Interchange) | 26422(05) | 3.00 | NHPP/ NHFP | 16,480,000 | 4,120,000 | 0 | 20,600,000 |
| Oklahoma | SH-152: Interim Op Improv- Locations TBD- Phase 1 (Grade, Drain, Bridge & Surface) | 32882(08) | 6.94 | STP | 8,800,000 | 2,200,000 | 0 | 10,900,000 |
| Totals | | | | | 84,220,000 | 21,055,000 | 0 | 105,175,000 |

Statewide Line Items
 (All Figures are Statewide)
 FFY 2021

| County | Project Description | Job Number | Length (miles) | Funding Source | Estimated Federal Share | Estimated State Share | Other | Total |
|---------------------|---|------------|----------------|----------------|-------------------------|-----------------------|-------|------------|
| Statewide Line Item | Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc. | 17049(26) | NA | SPR | 0 | 8,000,000 | 0 | 8,000,000 |
| Statewide Line Item | Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc. | 17050(26) | NA | STP | 0 | 2,000,000 | 0 | 2,000,000 |
| Statewide Line Item | Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc. | 17051(26) | NA | SPR | 0 | 12,000,000 | 0 | 12,000,000 |
| Statewide Line Item | Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc. | 17663(26) | NA | TAP | 0 | 12,000,000 | 0 | 12,000,000 |
| Statewide Line Item | Recreational Trails | 18262(23) | NA | TAP | 1,800,000 | 0 | 0 | 1,800,000 |
| Statewide Line Item | Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up | 19720(21) | NA | STP | 0 | 1,000,000 | 0 | 1,000,000 |
| Statewide Line Item | 3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail) | 20780(20) | NA | STP | 0 | 35,000,000 | 0 | 35,000,000 |
| Statewide Line Item | 3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair | 20781(20) | NA | NHPP | 0 | 5,000,000 | 0 | 5,000,000 |
| Statewide Line Item | Preliminary Engineering | 21016(20) | NA | STP | 0 | 25,000,000 | 0 | 25,000,000 |
| Statewide Line Item | County Bridge Program | 23612(20) | NA | STP | 20,000,000 | 0 | 0 | 20,000,000 |

Statewide Line Items
 (All Figures are Statewide)
 FFY 2021 (Cont.)

| County | Project Description | Job Number | Length (miles) | Funding Source | Estimated Federal Share | Estimated State Share | Other | Total |
|---------------------|---|------------|----------------|----------------|-------------------------|-----------------------|----------|--------------------|
| Statewide Line Item | County Road Program | 23613(20) | NA | STP | 6,000,000 | 0 | 0 | 6,000,000 |
| Statewide Line Item | Small City Road & Bridge Program | 23614(20) | NA | STP | 3,000,000 | 0 | 0 | 3,000,000 |
| Statewide Line Item | Safe Routes to School: Design, Development, Construction & Educational Programs | 25625(20) | NA | SRS | 2,000,000 | 0 | 0 | 2,000,000 |
| Statewide Line Item | Statewide Right-of-Way Acquisition and Utility Relocation | 30124(20) | NA | STP | 0 | 3,500,000 | 0 | 3,500,000 |
| Statewide Line Item | Statewide ADA Compliance Projects | 3307(20) | NA | HSIP | 1,533,748 | 4,826,252 | 0 | 6,360,000 |
| Statewide Line Item | Statewide ITS Projects | 33308(20) | NA | HSIP | 2,500,000 | 0 | 0 | 2,500,000 |
| Totals | | | | | 36,833,748 | 100,326,252 | 0 | 137,160,000 |

Street Element
Local Government Projects
FFY 2022

| Project Sponsor | Project Description | TIP ID | Length (miles) | Funding Source | Estimated Federal Share | Estimated Local Share | Total |
|------------------------|--|--------|----------------|----------------------|-------------------------|-----------------------|-------------------|
| COTPA | TSP Safety Project (Transit) | 10850 | NA | STBG-UZA 80%/20% | 867,967 | 216,992 | 1,084,959 |
| Guthrie | E Harrison Ave (Bridge Rehab/Reconstruct) | 10890 | NA | STBG-UZA 80%/20% | 1,385,395 | 346,349 | 1,731,744 |
| Edmond | W Danforth Ave: Fretz Ave to Thomas Dr (Widen) | 10813 | 0.30 | STBG-UZA 80%/20% | 2,608,772 | 652,193 | 3,260,965 |
| Norman | Tecumseh Rd: 24th Ave NW to Flood Ave (Intersection) | 10841 | 0.25 | STBG-UZA 80%/20% | 7,456,084 | 2,221,595 | 9,677,679 |
| Oklahoma City | NW Expressway & W Wilshire Blvd (Pedestrian crossing) | 10849 | NA | STBG-UZA 80%/20% | 2,195,162 | 548,791 | 2,743,953 |
| Norman | Classen Blvd: Shawnee St to Enid St (Bike/Ped) | 10855 | 0.25 | STBG-UZA 80%/20% | 240,791 | 85,051 | 325,842 |
| Norman | N Flood Ave: W Gray St to Acres St (Bike/Ped) | 10860 | 0.45 | STBG-UZA 80%/20% | 291,227 | 107,469 | 398,696 |
| Oklahoma City | Highland Park Blvd & N Pennsylvania Ave (Intersection) | 10846 | NA | STBG-UZA 80%/20% | 1,142,848 | 285,712 | 1,428,560 |
| Oklahoma City | SW 59th St: S May Ave to S Pennsylvania Ave (R,R&R) | 10857 | 1.00 | STBG-UZA 80%/20% | 1,720,273 | 430,068 | 2,150,341 |
| Norman | 36th Ave NW: Cascade Blvd to Bart Conner Dr (Intersection) | 10847 | 1.00 | STBG-UZA 65%/35% | 776,982 | 421,990 | 1,198,972 |
| Choctaw | NE 10th St & Henney Rd (Roundabout) | 10891 | NA | STBG-UZA 100% Safety | 1,359,775 | 0 | 1,359,775 |
| Norman | Citywide - Phase 4 (Video Detection Upgrades) | 10874 | VAR | STBG-UZA 100% Safety | 515,635 | 0 | 515,635 |
| McClain | Various Locations (Signals/Signs) | 10828 | VAR | STBG-UZA 100% Safety | 103,550 | 0 | 103,550 |
| McClain | 180th St: SH-74 to Johnson Ave (Striping) | 10829 | 1.25 | STBG-UZA 100% Safety | 27,250 | 0 | 27,250 |
| McClain | 190th St & Johnson Ave (Striping) | 10830 | 2.27 | STBG-UZA 100% Safety | 32,700 | 0 | 32,700 |
| McClain | Eastern Ave Near Washing School Exit Drive (Guardrail) | 10834 | NA | STBG-UZA 100% Safety | 35,970 | 0 | 35,970 |
| STBG-UZA Totals | | | | | 20,760,381 | 5,316,209 | 26,076,590 |

Street Element
Local Government Projects
FFY 2022 (Cont.)

| Project Sponsor | Project Description | TIP ID | Length (miles) | Funding Source | Estimated Federal Share | Estimated Local Share | Total |
|--------------------|---|--------|----------------|----------------|-------------------------|-----------------------|-------------------|
| OCARTS Line Item | Transportation Alternatives FFY 2022 MPO Apportionment | TBD | NA | TAP 80%/20% | 1,400,000 | 350,000 | 1,750,000 |
| TAP Totals | | | | | 1,400,000 | 350,000 | 1,750,000 |
| OCARTS Line Item | ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Air Quality Awareness Grants | TBD | NA | CMAQ 80%/20% | 600,000 | 0 | 600,000 |
| CMAQ Totals | | | | | 600,000 | 0 | 600,000 |
| Grand Total | | | | | 22,760,381 | 5,666,209 | 28,426,590 |

Note: A portion of CMAQ funds will be used for planning and is reflected in the UPWP. At least 20% match will be provided by grant recipients.

Highway Element
 Oklahoma Department of Transportation Projects
 FFY 2022

| County | Project Description | Job Number | Length (miles) | Funding Source | Estimated Federal Share | Estimated State Share | Other | Total |
|---------------|---|------------|----------------|----------------|-------------------------|-----------------------|------------------|-------------------|
| Canadian | SH 4: Fr SH-66 in Yukon to Wagner, 5 lane fr SH-66 N 0.75 mi then 2 lne section (Grade, Drain, Bridge & Surface) | 04757(04) | 3.00 | STP | 6,400,000 | 1,600,000 | 0 | 8,000,000 |
| Canadian | SH 4 Beg 3.0 mi N of SH-66 in Yukon @ Wilshire & Ext. N to SH-3-NW HWY (Grade, Drain & Surface) | 04758(04) | 3.65 | STP | 8,800,000 | 2,200,000 | 0 | 11,000,000 |
| Cleveland | SH-9: Fr 72nd Ave East, E to 108th Ave East in Norman (includes bridge over unnamed creek) (Grade, Drain, Bridge & Surface) | 20266(11) | 3.00 | TBD | 10,464,000 | 2,616,000 | 0 | 13,080,000 |
| McClain | I-35/SH-9 Interchange (Phase III) (Interchange) | 19314(04) | 0.20 | TBD | 6,256,600 | 1,564,150 | 0 | 7,820,750 |
| McClain | SH-74 over I-35, 2.76 mi S of Cleveland C/L (Right of Way) | 29571(06) | 0.50 | TBD | 27,250 | 27,250 | 0 | 54,500 |
| McClain | SH-74 over I-35, 2.76 mi S of Cleveland C/L (Utilities) | 29571(04) | 0.50 | TBD | 27,250 | 27,250 | 0 | 54,500 |
| McClain | SH-76: Fr SH-130, N 3.0 mi to SH-37 (Grade, Drain & Surface) | 29671(04) | 3.00 | TBD | 7,731,117 | 1,932,779 | 179,850 | 9,843,746 |
| Oklahoma | SH-66: Fr 5.57 mi E of I-35 (Division St). Extend E 1 mi through Arcadia (Grade, Drain & Surface) | 24356(07) | 1.03 | TBD | 1,280,000 | 320,000 | 0 | 1,600,000 |
| Oklahoma | I-35: over Waterloo Rd at the Logan C/L (Interchange) | 29843(04) | 0.05 | TBD | 22,400,000 | 5,600,000 | 5,000,000 | 33,000,000 |
| Oklahoma | I-35: NB & SB Bridges over 63rd St 5.0 mi N of I-40 including reconfig. of the I-35/I-44 interchange to accommodate bridges (Bridge & Approaches) | 29844(04) | 0.10 | TBD | 6,400,000 | 1,600,000 | 0 | 8,000,000 |
| Oklahoma | I-35: Pavement rehab. from the I-44 jct N 4.3 mi to Kilpatrick Turnpike (Pavement Rehab.) | 29871(04) | 3.50 | TBD | 29,700,000 | 8,200,000 | 0 | 37,900,000 |
| Totals | | | | | 99,486,217 | 25,687,429 | 5,179,850 | 49,853,496 |

Statewide Line Items
(All Figures are Statewide)
FFY 2022

| County | Project Description | Job Number | Length (miles) | Funding Source | Estimated Federal Share | Estimated State Share | Other | Total |
|---------------------|---|------------|----------------|----------------|-------------------------|-----------------------|-------|------------|
| Statewide Line Item | Rail Crossing Projects: Protection Devices, Crossing Surfaces, Advance Warning Signs, Striping, Closures, etc. | 17049(26) | 0.00 | SPR | 0 | 8,000,000 | 0 | 8,000,000 |
| Statewide Line Item | Small Scale Bridge Improvements: Painting, Minor Repairs, Seal Coat/Waterproofing, Silane Treatment, etc. | 17050(26) | 0.00 | STP | 0 | 2,000,000 | 0 | 2,000,000 |
| Statewide Line Item | Small Scale Traffic Safety Projects: Signing, Intersec. Modif., Lighting, Interconnect Systems, Guardrail, Delineation, etc. | 17051(26) | 0.00 | SPR | 0 | 12,000,000 | 0 | 12,000,000 |
| Statewide Line Item | Enhancement Projects: Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Landscaping, Historic Preservation, etc. | 17663(26) | 0.00 | TAP | 0 | 12,000,000 | 0 | 12,000,000 |
| Statewide Line Item | Recreational Trails | 18262(23) | 0.00 | TAP | 1,800,000 | 0 | 0 | 1,800,000 |
| Statewide Line Item | Right-of-way Clearance: Removal & Disposal of Obstructions on Public ROW prior to Utility Relocation or Project Start Up | 19720(21) | 0.00 | STP | 0 | 1,000,000 | 0 | 1,000,000 |
| Statewide Line Item | 3R/3P Roadway, in conjunction with FHWA, Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing, Guardrail) | 20780(20) | 0.00 | STP | 0 | 35,000,000 | 0 | 35,000,000 |
| Statewide Line Item | 3B Bridge, in conjunction with FHWA, Preventive maintenance, incl. Paint, Joints, Bearings, & Deck Repair | 20781(20) | 0.00 | NHPP | 0 | 5,000,000 | 0 | 5,000,000 |
| Statewide Line Item | Preliminary Engineering | 21016(20) | 0.00 | STP | 0 | 25,000,000 | 0 | 25,000,000 |
| Statewide Line Item | County Bridge Program | 23612(20) | 0.00 | STP | 20,000,000 | 0 | 0 | 20,000,000 |

Statewide Line Items
 (All Figures are Statewide)
 FFY 2022 (Cont.)

| County | Project Description | Job Number | Length (miles) | Funding Source | Estimated Federal Share | Estimated State Share | Other | Total |
|---------------------|---|------------|----------------|----------------|-------------------------|-----------------------|----------|--------------------|
| Statewide Line Item | County Road Program | 23613(20) | 0.00 | STP | 6,000,000 | 0 | 0 | 6,000,000 |
| Statewide Line Item | Small City Road & Bridge Program | 23614(20) | 0.00 | STP | 3,000,000 | 0 | 0 | 3,000,000 |
| Statewide Line Item | Safe Routes to School: Design, Development, Construction & Educational Programs | 25625(20) | 0.00 | SRS | 2,000,000 | 0 | 0 | 2,000,000 |
| Statewide Line Item | Statewide Right-of-Way Acquisition and Utility Relocation | 30124(20) | 0.00 | STP | 0 | 3,500,000 | 0 | 3,500,000 |
| Statewide Line Item | Statewide ADA Compliance Projects | 3307(20) | 0.00 | HSIP | 1,533,748 | 4,826,252 | 0 | 6,360,000 |
| Statewide Line Item | Statewide ITS Projects | 33308(20) | 0.00 | HSIP | 2,500,000 | 0 | 0 | 2,500,000 |
| Totals | | | | | 36,833,748 | 100,326,252 | 0 | 137,160,000 |

Street Element
Local Government Projects
FFY 2023

| Project Sponsor | Project Description | TIP ID | Length (miles) | Funding Source | Estimated Federal Share | Estimated Local Share | Total |
|-----------------|---|--------|----------------|-------------------------|-------------------------|-----------------------|-------------------|
| Edmond | E Danforth Rd & N Sooner Rd (Intersection) | 10812 | NA | STBG-UZA 80%/20% | 7,500,000 | 3,329,691 | 10,829,691 |
| Norman | Rock Creek Rd: Grandview Ave to W of 36th Ave NW (Widen) | 10865 | 0.45 | STBG-UZA 80%/20% | 3,113,751 | 1,006,246 | 4,119,997 |
| Midwest City | Reno Ave: Midwest Blvd to Douglas Blvd (R,R&R) | 10866 | 1.00 | STBG-UZA 80%/20% | 1,879,530 | 469,883 | 2,349,413 |
| Norman | 36th Ave NW & Tecumseh Rd (Intersection) | 10871 | NA | STBG-UZA 80%/20% | 1,458,824 | 453,372 | 1,912,196 |
| Norman | 36th Ave NW: N of Tecumseh Rd to N of Franklin Rd (Widen) | 10862 | 1.00 | STBG-UZA 65%/35% | 5,537,089 | 3,021,114 | 8,558,203 |
| Purcell | Main St & Canadian Ave (Roundabout) | 10886 | NA | STBG-UZA 100% Safety | 1,565,760 | 0 | 1,565,760 |
| McClain | Bryant Ave: 230th St to Eastern Ave (Striping) | 10831 | 5.00 | STBG-UZA 100% Safety | 61,600 | 0 | 61,600 |
| McClain | 240th St & May Ave: SH-24 to SH-39 | 10832 | 7.00 | STBG-UZA 100% Safety | 84,000 | 0 | 84,000 |
| McClain | May Ave & 230th St (Guardrail) | 10833 | 1.00 | STBG-UZA 100% Safety | 28,000 | 0 | 28,000 |
| McClain | Bryant Ave N of 210th St (Guardrail) | 10835 | NA | STBG-UZA 100% Safety | 28,000 | 0 | 28,000 |
| Totals | | | | | 21,256,554 | 8,280,305 | 29,536,859 |

Street Element
Local Government Projects
FFY 2023 (Cont.)

| Project Sponsor | Project Description | TIP ID | Length (miles) | Funding Source | Estimated Federal Share | Estimated Local Share | Total |
|--------------------|---|--------|----------------|----------------|-------------------------|-----------------------|-------------------|
| OCARTS Line Item | Transportation Alternatives FFY 2023 MPO Apportionment | TBD | NA | TAP 80%/20% | 1,400,000 | 350,000 | 1,750,000 |
| TAP Totals | | | | | 1,400,000 | 350,000 | 1,750,000 |
| OCARTS Line Item | ACOG AQ Programs: Air Quality Public Education, Public Fleet Conversion, Air Quality Awareness Grants | TBD | NA | CMAQ 80%/20% | 600,000 | 0 | 600,000 |
| CMAQ Totals | | | | | 600,000 | 0 | 600,000 |
| Grand Total | | | | | 23,256,554 | 8,630,305 | 31,886,859 |

Note: A portion of CMAQ funds will be used for planning and is reflected in the UPWP. At least 20% match will be provided by grant recipients.

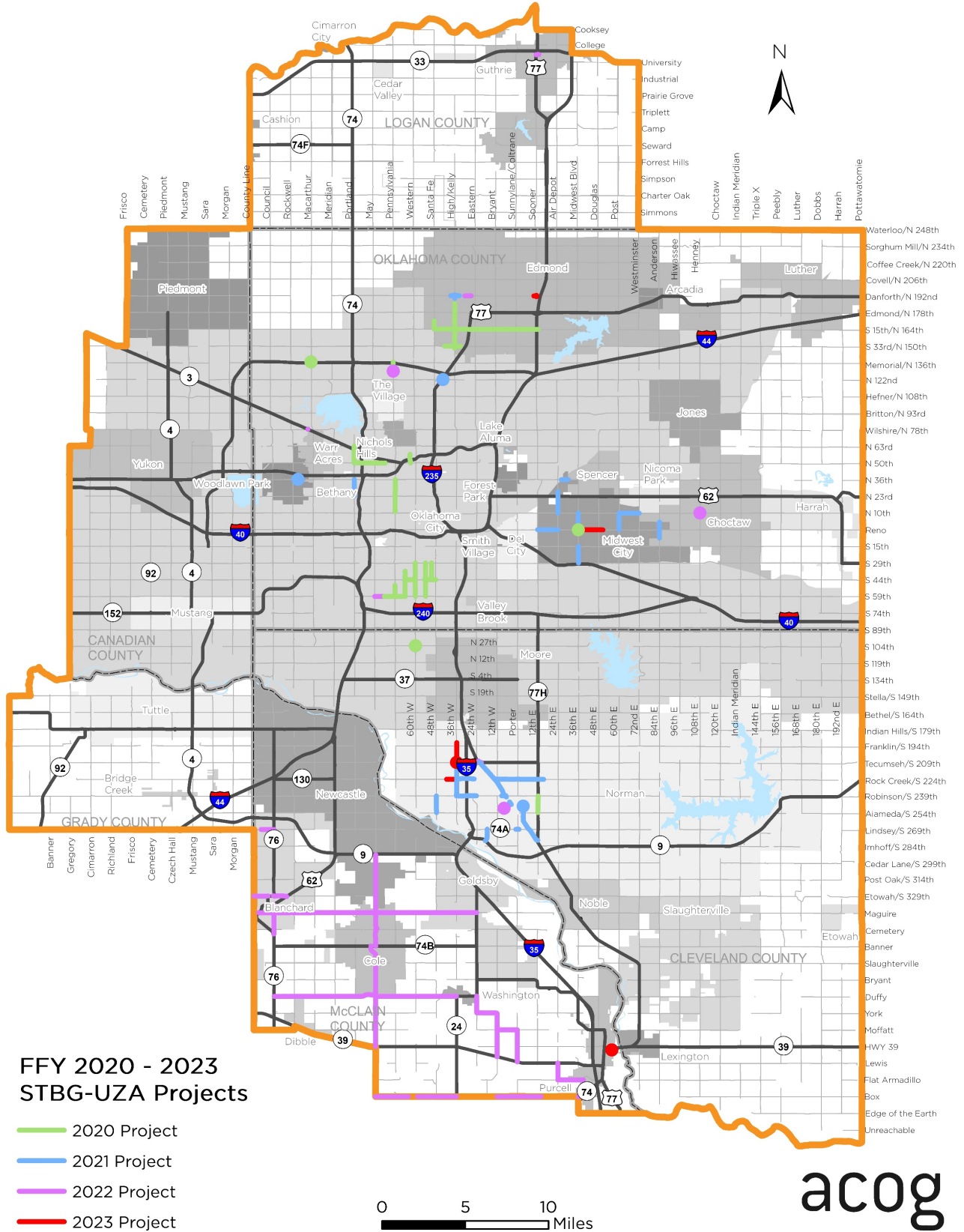
Highway Element
 Oklahoma Department of Transportation Projects
 FFY 2023

| County | Project Description | Job Number | Length (miles) | Funding Source | Estimated Federal Share | Estimated State Share | Other | Total |
|-----------|---|------------|----------------|----------------|-------------------------|-----------------------|-------|------------|
| Canadian | SH-152: Fr Banner Rd E 5.0 mi to Cemetery Rd in Mustang (Grade, Drain & Surface) | 27901(09) | 5.00 | TBD | 7,600,000 | 1,900,000 | 0 | 9,500,000 |
| Cleveland | US-77: Fr 7.4 mi N of SH-39, N 3.25 mi to McGuire Rd in Noble (4 lane undivided) (Grade, Drain, Bridge & Surface) | 20997(10) | 3.25 | STP | 11,047,399 | 3,195,354 | 0 | 14,242,753 |
| Cleveland | SH-39: Fr 7.0 mi E of US-77, E 3.56 mi (Widen, Resurface & Bridge) | 24112(07) | 3.56 | TBD | 8,637,736 | 2,159,434 | 0 | 10,797,170 |
| Cleveland | I-35 under Indian Hills Rd, 7.39 mi N of McClain C/L (Bridge and Approaches) | 29106(05) | 0.02 | TBD | 7,600,000 | 1,900,000 | 0 | 9,500,000 |
| Cleveland | I-44: Fr just S of 89th St, N to 0.5 mi N of 89th St (Grade, Drain & Surface) | 30391(04) | 0.25 | TBD | 5,200,000 | 1,300,000 | 0 | 6,500,000 |
| Cleveland | SH-9: begin at 156th St N in Norman, E approx. 4.0 mi to Pecan Ck Bridge (Near Pottawatomie C/L) (Right of Way) | 32758(05) | 4.00 | TBD | 0 | 500,000 | 0 | 500,000 |
| Cleveland | SH-9: begin at 156th St N in Norman, E approx. 4.0 mi to Pecan Ck Bridge (Near Pottawatomie C/L) (Utilities) | 32758(06) | 4.00 | TBD | 400,000 | 100,000 | 0 | 500,000 |
| Cleveland | US-77: Intersection at Ann Brandon in Norman, S of SH-9 Jct. (Intersect. Modif.) | 33843(04) | 0.39 | TBD | 2,000,000 | 1,500,000 | 0 | 3,500,000 |

Highway Element
Oklahoma Department of Transportation Projects
FFY 2023 (Cont.)

| County | Project Description | Job Number | Length (miles) | Funding Source | Estimated Federal Share | Estimated State Share | Other | Total |
|---------------|---|------------|----------------|----------------|-------------------------|-----------------------|----------|-------------------|
| Logan | SH-33: Add shoulders & resurface from the Kingfisher C/L E 3.51 mi (Widen & Resurface) | 26996(04) | 3.51 | TBD | 5,600,000 | 1,400,000 | 0 | 7,000,000 |
| Logan | SH-33: Over Gar Creek 2.8 mi E of SH-74 (Bridge and Approaches) | 29841(04) | 0.10 | TBD | 2,160,000 | 540,000 | 0 | 2,700,000 |
| Oklahoma | I-40 Crosstown: BNSF Riverside Connection Tracks, Fr I-35 to the New Permanent Interchange Track Site (Railroad Rehabilitation) | 17428(52) | 2.50 | TBD | 6,400,000 | 1,600,000 | 0 | 8,000,000 |
| Oklahoma | I-35: from Fort Smith Jct, Extend N to I-44 (Grade, Drain, Bridge & Surface) | 20330(04) | 4.54 | NHPP | 9,600,000 | 2,400,000 | 0 | 12,000,000 |
| Oklahoma | SH-66 from approx. 6.50 mi E of I-35, E approx. 7.63 mi (Widen and Resurface) | 26423(04) | 7.63 | SSP | 8,800,000 | 2,200,000 | 0 | 11,000,000 |
| Oklahoma | I-240 under SH-77H (Sooner Rd): 4.0 mi E of I-35 (Bridge Rehabilitation) | 27107(04) | 0.20 | TBD | 2,400,000 | 600,000 | 0 | 3,000,000 |
| Oklahoma | I-40: EB & WB Bridges over Sunnyslane, 1.9 mi E of I-35 (Bridge and Approaches) | 29846(04) | 0.10 | TBD | 11,200,000 | 2,800,000 | 0 | 14,000,000 |
| Oklahoma | I-240: Diamond Grinding from 0.15 mi E of I-35, extend E 5.75 mi to the E side of Air Depot (Pavement Rehab.) | 31013(04) | 5.75 | NHPP | 1,200,000 | 300,000 | 0 | 1,500,000 |
| Totals | | | | | 89,845,135 | 24,394,788 | 0 | 51,539,923 |

Figure 3: FFY 2020-2023 OCARTS Transportation Improvement Projects



TRANSIT ELEMENT

This chapter includes information on the capital, operating and planning costs proposed for public transportation within the OCARTS area during this TIP time frame. As discussed in Chapter 2, these services are operated by the Central Oklahoma Transportation and Parking Authority (COTPA) as EMBARK, the University of Oklahoma as CART, the City of Edmond as Citylink, various non-profit organizations, and two rural public transportation agencies. Citylink is not a direct recipient of federal formula funds but receives federal funds as a subrecipient to COTPA.

Detailed project and cost information is provided in this chapter for each TIP year for the above listed public transportation operators. This document includes a line item for vehicles purchased with FTA Sec. 5310 funds to serve elderly and disabled citizens.

Urbanized Area Program

COTPA and CART provide fixed route, express and paratransit services each weekday, with COTPA providing service on Saturday and Sunday. COTPA provides subscription service to those entities that budget local funds to support the transit operation serving their citizens. Other demand responsive public transportation services available to the elderly and persons with disabilities are described in Chapter 2. In July 2009, the City of Edmond began administering Citylink which provides fixed route bus service to local residents and students at the University of Central Oklahoma (UCO), paratransit service, and express bus service between Edmond and downtown Oklahoma City.

Many of the capital projects included in the attached lists will be funded with 80 percent Section 5307 funds administered by the Federal Transit Administration (FTA) and matched with 20 percent local funds. COTPA, CART and Citylink operate accessible bus systems in compliance with the Americans with Disabilities Act (ADA) of 1990. Expenditures associated with the purchase of accessible vehicles or equipment to comply with the ADA are eligible for funding at an increased federal share of 85 percent.

The Section 5307 Urbanized Area Program funds are apportioned by a statutory formula to Census-designated urbanized areas based on population, population density, and various transportation data. In the OCARTS area, both COTPA and CART are direct recipients of FTA funds for the Oklahoma City and Norman UZAs, respectively.

Below are the primary FTA funding programs:

- Urbanized Area Formula Program (Sec. 5307) - *Includes eligible activities under the former Job Access and Reverse Commute Program*
- Passenger Ferry Grant Discretionary Program (Sec. 5307(h))
- Capital Investment Grants Program (Sec. 5309)
- Enhanced Mobility of Seniors & Individuals with Disabilities (Sec. 5310) - *Includes eligible activities under the former New Freedom Program*
- Rural Area Formula Program (Sec. 5311)
- State of Good Repair (Sec. 5337)
- Bus and Bus Facilities Formula Program (Sec. 5339)

Transit Element
Central Oklahoma Transportation and Parking Authority (COTPA)
FFY 2020

| PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|---|--------------------------------|--------------------|-------------------|-------------------|
| I. CAPITAL | | (Fed./Local Share) | | |
| A. Preventive Maintenance (EMBARK) | FTA 5307 (80/20) | 4,800,000 | 1,200,000 | 6,000,000 |
| B. Service Vehicle Replacement | FTA 5307 (80/20) | 128,000 | 32,000 | 160,000 |
| C. Bus and Bus Facilities Enhancement-Bus shelter accessibility improvements (1%) | FTA 5307 (80/20) | 86,000 | 21,500 | 107,500 |
| D. Security Project (1%) | FTA 5307 (80/20) | 86,000 | 21,500 | 107,500 |
| E. Technology Infrastructure, Computer and Software Upgrades | FTA 5307 (80/20) | 400,000 | 100,000 | 500,000 |
| F. COTPA Shop Improvement/Equipment | FTA 5307 (80/20) | 20,000 | 5,000 | 25,000 |
| G. City of Edmond CityLink Capital Enhancements | FTA 5307 (80/20) | 162,219 | 40,555 | 202,774 |
| H. Bus Replacement--10 Paratransit Vans | FTA 5339 FFY 18 85/15 | 779,351 | 194,838 | 974,188 |
| I. City of Edmond Bus and Bus Facilities | FTA 5339 FFY 18 80/20 | 224,769 | 56,192 | 280,961 |
| J. Northwest Bus Rapid Transit (BRT) BUILD Grant (FY 2018 funded) | USDOT BUILD Grant FFY 18 | 14,375,250 | 13,735,000 | 28,110,250 |
| K. Ferryboat Formula Program: locks and landings, etc. | FHWA FBP 1121 FFY 19 80/20 | 100,000 | 25,000 | 125,000 |
| SUBTOTAL - CAPITAL | | 21,161,589 | 15,431,585 | 36,593,173 |
| II. NON-CAPITAL | | (Fed./Local Share) | | |
| A. ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 860,000 | 215,000 | 1,075,000 |
| B. Operations/Maint. (Citylink) for Edmond FY 2020 | FTA 5307 (80/20) | 498,133 | 498,133 | 996,266 |
| SUBTOTAL - OPERATIONS | | 1,358,133 | 713,133 | 2,071,266 |
| III. PLANNING PROJECTS | | (Fed./Local Share) | | |
| A. Planning Activities of the UPWP | FTA 5307 (80/20) | 700,000 | 175,000 | 875,000 |
| B. Engineering and Design Commitment for BUILD NW BRT Project | FTA 5307(80/20) | 774,800 | 193,700 | 968,500 |
| C. Consultant Planning Activities of UPWP: NEPA, On-Call, etc. | FTA 5307(80/20) | 75,000 | 18,750 | 93,750 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | 1,549,800 | 387,450 | 1,937,250 |
| GRAND TOTAL | | 24,069,522 | 16,532,168 | 40,601,689 |

This TIP includes FFY '19 5307 and FFY 2018 (not '19) 5339 Apportionments, and the FFY 2019 Ferryboat Apportionment.
Note: All Section 5307 and 5339 Rolling Stock Items are 85%/15%; Security and Enhancement to be 1% of 5307.
Other Section 5307 projects are 80%/20%.
Created January 2019.

Transit Element
Central Oklahoma Transportation and Parking Authority (COTPA)
FFY 2021

| PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|--|-----------------------------|--------------------|------------------|-------------------|
| I. CAPITAL | | (Fed./Local Share) | | |
| A. Preventive Maintenance (EMBARK) | FTA 5307 (80/20) | 4,800,000 | 1,200,000 | 6,000,000 |
| B. Service Vehicle Replacement | FTA 5307 (80/20) | 92,000 | 23,000 | 115,000 |
| C. Bus and Bus Facilities Enhancement- Bus shelter accessibility improvements (1%) | FTA 5307 (80/20) | 86,000 | 21,500 | 107,500 |
| D. Security Project (1%) | FTA 5307 (80/20) | 86,000 | 21,500 | 107,500 |
| E. Technology Infrastructure, Computer and Software Upgrades | FTA 5307 (80/20) | 800,000 | 200,000 | 1,000,000 |
| F. COTPA Shop Improvement/Equipment | FTA 5307 (80/20) | 20,000 | 5,000 | 25,000 |
| G. City of Edmond CityLink Capital Enhancements | FTA 5307 (80/20) | 162,219 | 40,555 | 202,774 |
| H. Bus Replacement--4 Paratransit Vans | FTA 5307 (80/20) | 331,224 | 58,451 | 389,675 |
| I. Bus Replacement--5 Paratransit Vans | FTA 5339 FFY 19 (85/15) | 414,030 | 73,064 | 487,094 |
| J. City of Edmond Bus and Bus Facilities | FTA 5339 FFY 18 (85/15) | 66,114 | 11,667 | 77,781 |
| K. West OKC Mini Hub | FTA 5339 FFY 19 (80/20) | 525,000 | 131,250 | 656,250 |
| L. Ferryboat Formula Program: locks and landings, etc. | FHWA FBP 1121 FFY 20(80/20) | 100,000 | 25,000 | 125,000 |
| SUBTOTAL - CAPITAL | | 7,482,587 | 1,810,987 | 9,293,574 |
| II. NON-CAPITAL | | (Fed./Local Share) | | |
| A. ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 860,000 | 215,000 | 1,075,000 |
| B. Operations/Maint. (Citylink) for Edmond FY 2021 | FTA 5307 (80/20) | 498,133 | 498,133 | 996,266 |
| SUBTOTAL - OPERATIONS | | 1,358,133 | 713,133 | 2,071,266 |
| III. PLANNING PROJECTS | | (Fed./Local Share) | | |
| A. Planning Activities of the UPWP | FTA 5307 (80/20) | 700,000 | 175,000 | 875,000 |
| B. Consultant Planning Activities of UPWP: NEPA, On-Call, etc. | FTA 5307 (80/20) | 200,000 | 50,000 | 250,000 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | 900,000 | 225,000 | 1,125,000 |
| GRAND TOTAL | | 9,740,720 | 2,749,120 | 12,489,840 |

This TIP includes Predicted FFY '20 5307 and FFY 2019 (not '18) 5339 Apportionments, and the FFY 2020 Ferryboat Apportionment.

Note: All Section 5307 and 5339 Rolling Stock Items are 85%/15%; Security and Enhancement to be 1% of 5307. Other Section 5307 projects are 80%/20%.

Created January 2019.

Transit Element
Central Oklahoma Transportation and Parking Authority (COTPA)
FFY 2022

| PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|--|------------------------------|--------------------|------------------|-------------------|
| I. CAPITAL | | (Fed./Local Share) | | |
| A. Preventive Maintenance (EMBARK) | FTA 5307 (80/20) | 4,800,000 | 1,200,000 | 6,000,000 |
| B. South May Campus Improvements | FTA 5307 (80/20) | 1,175,000 | 293,750 | 1,468,750 |
| C. Service Vehicle Replacement | FTA 5307 (80/20) | 66,400 | 16,600 | 83,000 |
| D. Bus and Bus Facilities Enhancement- Bus shelter accessibility improvements (1%) | FTA 5307 (80/20) | 90,000 | 22,500 | 112,500 |
| E. Security Project (1%) | FTA 5307 (80/20) | 86,000 | 21,500 | 107,500 |
| F. Technology Infrastructure, Computer and Software Upgrades | FTA 5307 (80/20) | 52,000 | 13,000 | 65,000 |
| G. COTPA Shop Improvement/Equipment | FTA 5307 (80/20) | 10,000 | 2,500 | 12,500 |
| H. City of Edmond CityLink Capital Enhancements | FTA 5307 (80/20) | 162,219 | 40,555 | 202,774 |
| I. Bus Rapid Transit | FTA 5339 FFY 20 (80/20) | 1,000,000 | 250,000 | 1,250,000 |
| J. Bus Replacement--Citylink Edmond | FTA 5339 FFY 20 (85/15) | 66,114 | 11,667 | 77,781 |
| K. Ferryboat Formula Program: locks and landings, etc. | FHWA FBP 1121 FFY 21 (80/20) | 100,000 | 25,000 | 125,000 |
| SUBTOTAL - CAPITAL | | 7,607,733 | 1,897,072 | 9,504,805 |
| II. NON-CAPITAL | | (Fed./Local Share) | | |
| A. ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 860,000 | 215,000 | 1,075,000 |
| B. Operations/Maint. (Citylink) for Edmond FY 2021 | FTA 5307 (80/20) | 498,133 | 498,133 | 996,266 |
| SUBTOTAL - OPERATIONS | | 1,358,133 | 713,133 | 2,071,266 |
| III. PLANNING PROJECTS | | (Fed./Local Share) | | |
| A. Planning Activities of the UPWP | FTA 5307 (80/20) | 700,000 | 175,000 | 875,000 |
| B. Consultant Planning Activities of UPWP: NEPA, On-Call, etc. | FTA 5307 (80/20) | 100,000 | 25,000 | 125,000 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | 800,000 | 200,000 | 1,000,000 |
| GRAND TOTAL | | 9,765,866 | 2,810,205 | 12,576,071 |

This TIP includes Predicted FFY '21 5307 and FFY 2020 (not '19) 5339 Apportionments, and the FFY 2021 Ferryboat Apportionment.

Note: All Section 5307 and 5339 Rolling Stock Items are 85%/15%; Security and Enhancement to be 1% of 5307. Other Section 5307 projects are 80%/20%.

Created February 2019

Transit Element
Central Oklahoma Transportation and Parking Authority (COTPA)
FFY 2023

| PROJECT DESCRIPTION | FUNDING SOURCE | FEDERAL SHARE | LOCAL SHARE | TOTAL |
|--|------------------------------|--------------------|------------------|-------------------|
| I. CAPITAL | | (Fed./Local Share) | | |
| A. Preventive Maintenance (EMBARK) | FTA 5307 (80/20) | 4,800,000 | 1,200,000 | 6,000,000 |
| B. Service Vehicle Replacement | FTA 5307 (80/20) | 40,000 | 10,000 | 50,000 |
| C. Bus and Bus Facilities Enhancement- Bus shelter accessibility improvements (1%) | FTA 5307 (80/20) | 102,000 | 25,500 | 127,500 |
| D. Security Project (1%) | FTA 5307 (80/20) | 86,000 | 21,500 | 107,500 |
| E. Technology Infrastructure, Computer and Software Upgrades | FTA 5307 (80/20) | 52,000 | 13,000 | 65,000 |
| F. COTPA Shop Improvement/Equipment | FTA 5307 (80/20) | 200,000 | 50,000 | 250,000 |
| G. Fare Collection Equipment | FTA 5307 (80/20) | 1,000,000 | 250,000 | 1,250,000 |
| H. City of Edmond CityLink Capital Enhancements | FTA 5307 (80/20) | 162,219 | 40,555 | 202,774 |
| I. Bus Replacement--Citylink Edmond | FTA 5339 FFY 21 (85/15) | 66,114 | 11,667 | 77,781 |
| J. Fare Collection Equipment | FTA 5339 FFY 21 (80/20) | 950,000 | 237,500 | 1,187,500 |
| K. Ferryboat Formula Program: locks and landings, etc. | FHWA FBP 1121 FFY 22 (80/20) | 100,000 | 25,000 | 125,000 |
| SUBTOTAL - CAPITAL | | 7,558,333 | 1,884,722 | 9,443,055 |
| II. NON-CAPITAL | | (Fed./Local Share) | | |
| A. ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 860,000 | 215,000 | 1,075,000 |
| B. Operations/Maint. (Citylink) for Edmond FY 2021 | FTA 5307 (80/20) | 498,133 | 498,133 | 996,266 |
| SUBTOTAL - OPERATIONS | | 1,358,133 | 713,133 | 2,071,266 |
| III. PLANNING PROJECTS | | (Fed./Local Share) | | |
| A. Planning Activities of the UPWP | FTA 5307 (80/20) | 700,000 | 175,000 | 875,000 |
| B. Consultant Planning Activities of UPWP: NEPA, On-Call, etc. | FTA 5307 (80/20) | 100,000 | 25,000 | 125,000 |
| SUBTOTAL - PLANNING/OTHER PROJECTS | | 800,000 | 200,000 | 1,000,000 |
| GRAND TOTAL | | 9,716,466 | 2,797,855 | 12,514,321 |

This TIP includes Predicted FFY '22 5307 and FFY 2021 (not '20) 5339 Apportionments, and the FFY 2022 Ferryboat Apportionment.

Note: All Section 5307 and 5339 Rolling Stock Items are 85%/15%; Security and Enhancement to be 1% of 5307.

Other Section 5307 projects are 80%/20%.

Created February 2019

Transit Element
Cleveland Area Rapid Transit (CART)
FFY 2020

| PROJECT DESCRIPTION | | FUNDING SOURCE | FEDERAL | LOCAL | TOTAL |
|---|--|--------------------|------------------|------------------|------------------|
| I. CAPITAL AND OPERATING | | (Fed./Local Share) | | | |
| | A. Preventive Maintenance | FTA 5307 (80/20) | 760,000 | 190,000 | 950,000 |
| | B. ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 200,000 | 50,000 | 250,000 |
| | C. Operating Assistance | FTA 5307 (50/50) | 892,866 | 892,866 | 1,785,732 |
| SUBTOTAL - CAPITAL & OPERATING | | | 1,852,866 | 1,132,866 | 2,985,732 |
| II. PLANNING PROJECTS | | (Fed./Local Share) | | | |
| | A. Planning Activities of the UPWP | FTA 5307 (80/20) | 137,890 | 34,473 | 172,363 |
| SUBTOTAL - PLANNING | | | 137,890 | 34,473 | 172,363 |
| III. SECURITY PROJECTS | | (Fed./Local Share) | | | |
| | A. Security Projects for Public Transportation | FTA 5307 (80/20) | 20,110 | 5,028 | 25,138 |
| SUBTOTAL - SECURITY | | | 20,110 | 5,028 | 25,138 |
| GRAND TOTAL | | | 2,010,866 | 1,172,366 | 3,183,232 |

*Projects will comply with the Americans with Disabilities Act (ADA)

Note: All capital, planning, and paratransit projects are 80%/20%. All operating projects are 50%/50%.

Projected 5307 grant funding assumes FFY19 funding level - \$2,010,866

Transit Element
Cleveland Area Rapid Transit (CART)
FFY 2021

| PROJECT DESCRIPTION | | FUNDING SOURCE | FEDERAL | LOCAL | TOTAL |
|---|--|--------------------|------------------|------------------|------------------|
| I. CAPITAL AND OPERATING | | (Fed./Local Share) | | | |
| | A. Preventive Maintenance | FTA 5307 (80/20) | 760,000 | 190,000 | 950,000 |
| | B. ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 200,000 | 50,000 | 250,000 |
| | C. Operating Assistance | FTA 5307 (50/50) | 892,866 | 892,866 | 1,785,732 |
| SUBTOTAL - CAPITAL & OPERATING | | | 1,852,866 | 1,132,866 | 2,985,732 |
| II. PLANNING PROJECTS | | (Fed./Local Share) | | | |
| | A. Planning Activities of the UPWP | FTA 5307 (80/20) | 137,890 | 34,473 | 172,363 |
| SUBTOTAL - PLANNING | | | 137,890 | 34,473 | 172,363 |
| III. SECURITY PROJECTS | | (Fed./Local Share) | | | |
| | A. Security Projects for Public Transportation | FTA 5307 (80/20) | 20,110 | 5,028 | 25,138 |
| SUBTOTAL - SECURITY | | | 20,110 | 5,028 | 25,138 |
| GRAND TOTAL | | | 2,010,866 | 1,172,366 | 3,183,232 |

*Projects will comply with the Americans with Disabilities Act (ADA)

Note: All capital, planning, and paratransit projects are 80%/20%. All operating projects are 50%/50%.

Projected 5307 grant funding assumes FFY19 funding level - \$2,010,866

Transit Element
Cleveland Area Rapid Transit (CART)
FFY 2022

| PROJECT DESCRIPTION | | FUNDING SOURCE | FEDERAL | LOCAL | TOTAL |
|---|--|--------------------|------------------|------------------|------------------|
| I. CAPITAL AND OPERATING | | (Fed./Local Share) | | | |
| | A. Preventive Maintenance | FTA 5307 (80/20) | 760,000 | 190,000 | 950,000 |
| | B. ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 200,000 | 50,000 | 250,000 |
| | C. Operating Assistance | FTA 5307 (50/50) | 892,866 | 892,866 | 1,785,732 |
| SUBTOTAL - CAPITAL & OPERATING | | | 1,852,866 | 1,132,866 | 2,985,732 |
| II. PLANNING PROJECTS | | (Fed./Local Share) | | | |
| | A. Planning Activities of the UPWP | FTA 5307 (80/20) | 137,890 | 34,473 | 172,363 |
| SUBTOTAL - PLANNING | | | 137,890 | 34,473 | 172,363 |
| III. SECURITY PROJECTS | | (Fed./Local Share) | | | |
| | A. Security Projects for Public Transportation | FTA 5307 (80/20) | 20,110 | 5,028 | 25,138 |
| SUBTOTAL - SECURITY | | | 20,110 | 5,028 | 25,138 |
| GRAND TOTAL | | | 2,010,866 | 1,172,366 | 3,183,232 |

*Projects will comply with the Americans with Disabilities Act (ADA)

Note: All capital, planning, and paratransit projects are 80%/20%. All operating projects are 50%/50%.

Projected 5307 grant funding assumes FFY19 funding level - \$2,010,866

Transit Element
Cleveland Area Rapid Transit (CART)
FFY 2023

| PROJECT DESCRIPTION | | FUNDING SOURCE | FEDERAL | LOCAL | TOTAL |
|---|---|--------------------|------------------|------------------|------------------|
| I. CAPITAL AND OPERATING | | (Fed./Local Share) | | | |
| A. | Preventive Maintenance | FTA 5307 (80/20) | 760,000 | 190,000 | 950,000 |
| B. | ADA Complimentary Paratransit Service | FTA 5307 (80/20) | 200,000 | 50,000 | 250,000 |
| C. | Operating Assistance | FTA 5307 (50/50) | 892,866 | 892,866 | 1,785,732 |
| SUBTOTAL - CAPITAL & OPERATING | | | 1,852,866 | 1,132,866 | 2,985,732 |
| II. PLANNING PROJECTS | | (Fed./Local Share) | | | |
| A. | Planning Activities of the UPWP | FTA 5307 (80/20) | 137,890 | 34,473 | 172,363 |
| SUBTOTAL - PLANNING | | | 137,890 | 34,473 | 172,363 |
| III. SECURITY PROJECTS | | (Fed./Local Share) | | | |
| A. | Security Projects for Public Transportation | FTA 5307 (80/20) | 20,110 | 5,028 | 25,138 |
| SUBTOTAL - SECURITY | | | 20,110 | 5,028 | 25,138 |
| GRAND TOTAL | | | 2,010,866 | 1,172,366 | 3,183,232 |

*Projects will comply with the Americans with Disabilities Act (ADA)

Note: All capital, planning, and paratransit projects are 80%/20%. All operating projects are 50%/50%.

Projected 5307 grant funding assumes FFY19 funding level - \$2,010,866

Elderly and Persons with Disabilities Program

The FTA Section 5310 Elderly and Persons with Disabilities Program currently provides capital assistance to organizations that serve the specialized transportation needs of the elderly and persons with disabilities. Federal matching funds pay for 85 percent of the cost of accessible vehicles (80 percent for non-accessible vehicles) with the remainder paid for by the requesting organization. Each Section 5310 recipient is also responsible for ongoing maintenance and operation costs once the vehicle has been acquired.

Eligible Section 5310 activities include improvements beyond the requirements of the Americans with Disabilities Act (ADA) – formerly a separate program known as New Freedom. The FAST Act also continued the geographic distribution of funds based on population—large urban, small urban, and rural—rather than the previous single distribution to the state as a whole. The Aging Services Division of the Oklahoma Department of Human Services (DHS) administers the State’s Section 5310 program for the Oklahoma City Urbanized Area, as well as the small urban and rural areas of the state.

An annual grant application to the Federal Transit Administration is submitted in order to utilize the apportioned funds. The amount of Sec. 5310 funding spent within the OCARTS area varies each year and is dependent upon the level of requests from local non-profit organizations as well as the total funds apportioned to the urban area.

With the passage of HB 1365 on April 25, 2019, the Office of Mobility and Public Transit within the Department of Transportation was created. This means that all FTA program implementations not currently managed by the Department of Transportation shall be moved to the Office of Mobility and Public Transit from other state agencies and programs. The following line item is intended to serve as a “placeholder” and will be updated as more information regarding these transit projects becomes available.

| Project Description | Estimated Federal Share | Estimated Local Share | Total |
|--|---|-----------------------|-------|
| Vehicles purchased with FTA Sec. 5310 funds to serve elderly and disabled citizens | To be determined by future funding requests from non-profit organizations | | |

Public Transportation Program for Rural Areas

The Transit Programs Division of ODOT administers the Section 5311, Rural Area Formula Program. The Department is charged with providing an equitable distribution of funds throughout the state for the administration of public transportation services in non-urbanized areas. There are currently 19 agencies providing rural public transportation service within 72 of Oklahoma's 77 counties

Section 5311 funds are provided by the FTA for the purchase of capital equipment, administration, and operation of the transit systems. The transit operators receive an 80 percent reimbursement for capital and administrative expenses, and a 50 percent reimbursement for their net operating deficit. Capital expenditures associated with compliance with the Americans with Disabilities Act may receive a 90 percent federal share. The local share is provided by organizations within the areas receiving the FTA assistance.

In the OCARTS area, Section 5311 funds are provided to the Logan County Historical Society, which operates a system known as First Capital Trolley. Delta Public Transit operates partially within the OCARTS area. Approximately 25 percent of its total passenger trips occur within the Purcell area at the south end of the OCARTS transportation planning area.

The following tables provide the anticipated federal and local expenditures to operate these rural transportation systems over the coming four years.

Transit Element
 Section 5311 Non-Urbanized Area Formula Program
 Delta Community Action Foundation, Inc.
 dba **Delta Public Transit**
 FFY 2020-2023

| Funding Source | Percent Match | Federal Match | Local Match ² | Total |
|--------------------------------------|---------------|----------------|--------------------------|------------------|
| FFY 2020¹ | | | | |
| Capital | 85/15 | 118,575 | 20,914 | 139,489 |
| Administration | 80/20 | 29,334 | 7,334 | 36,668 |
| Operational | 50/50 | 101,102 | 101,102 | 202,204 |
| SUBTOTAL - FFY 2020 | | 249,011 | 129,350 | 378,361 |
| FFY 2021¹ | | | | |
| Capital | 85/15 | 0 | 0 | 0 |
| Administration | 80/20 | 29,334 | 7,334 | 36,668 |
| Operational | 50/50 | 101,102 | 101,102 | 202,204 |
| SUBTOTAL - FFY 2021 | | 130,436 | 108,436 | 238,872 |
| FFY 2022¹ | | | | |
| Capital | 85/15 | 0 | 0 | 0 |
| Administration | 80/20 | 29,334 | 7,334 | 36,668 |
| Operational | 50/50 | 101,102 | 101,102 | 202,204 |
| SUBTOTAL - FFY 2022 | | 130,436 | 108,436 | 238,872 |
| FFY 2023¹ | | | | |
| Capital | 85/15 | 0 | 0 | 0 |
| Administration | 80/20 | 29,334 | 7,334 | 36,668 |
| Operational | 50/50 | 101,102 | 101,102 | 202,204 |
| SUBTOTAL - FFY 2023 | | 130,436 | 108,436 | 238,872 |
| GRAND TOTAL - FFY 2022 - 2023 | | 640,319 | 454,656 | 1,094,975 |

Note 1: All Section 5311 category amounts for FY-20 through FY-23 are estimated, based on FY-2018 allocations. Delta's Section 5339(b) are estimated, based on FY 2020 allocations (not annual grant)

Note 2: The local share over matches the federal amount available.

Transit Element
 Section 5311 Non-Urbanized Area Formula Program
 Logan Historical Society, Inc.
 dba **First Capital Trolley**
 FFY 2020-2023

| Funding Source | Percent Match | Federal Match | Local Match ² | Total |
|--------------------------------------|---------------|------------------|--------------------------|------------------|
| FFY 2020¹ | | | | |
| Capital | 85/15 | 5,448 | 1,362 | 6,810 |
| Administration | 80/20 | 89,583 | 22,396 | 111,979 |
| Operational | 50/50 | 633,202 | 633,202 | 1,266,404 |
| 5339(a) | | 280,433 | 49,488 | 329,921 |
| 5339(b) | | 474,725 | 83,775 | 558,500 |
| SUBTOTAL - FFY 2020 | | 1,483,391 | 706,448 | 1,715,114 |
| FFY 2021¹ | | | | |
| Capital | 85/15 | 5,448 | 1,362 | 6,810 |
| Administration | 80/20 | 64,986 | 16,247 | 81,233 |
| Operational | 50/50 | 678,450 | 678,450 | 1,356,900 |
| SUBTOTAL - FFY 2021 | | 748,884 | 696,059 | 1,444,943 |
| FFY 2022¹ | | | | |
| Capital | 85/15 | 0 | 0 | 0 |
| Administration | 80/20 | 64,986 | 16,247 | 81,233 |
| Operational | 50/50 | 678,450 | 678,450 | 1,356,900 |
| SUBTOTAL - FFY 2022 | | 743,436 | 694,697 | 1,438,133 |
| FFY 2023¹ | | | | |
| Capital | 85/15 | 0 | 0 | 0 |
| Administration | 80/20 | 64,986 | 16,247 | 81,233 |
| Operational | 50/50 | 678,450 | 678,450 | 1,356,900 |
| SUBTOTAL - FFY 2023 | | 743,436 | 694,697 | 1,438,133 |
| GRAND TOTAL - FFY 2022 - 2023 | | 3,719,147 | 2,791,899 | 6,036,321 |

Note 1: All Section 5311 category amounts for FY-20 through FY-23 are estimated, based on FY-2018 allocations. Delta's Section 5339(b) are estimated, based on FY 2020 allocations (not annual grant)

Note 2: The local share over matches the federal amount available.

AIRPORT ELEMENT

This chapter includes a listing of proposed capital improvements for Will Rogers World Airport, Wiley Post Airport and Clarence E. Page Airport, located in Oklahoma City. Also included are proposed improvements for Max Westheimer Airport, which is operated by the University of Oklahoma in Norman, and regional airports located in the municipalities of Guthrie, Goldsby, and Purcell.

The airport improvements included in this chapter were obtained from the Oklahoma City Department of Airports, the University of Oklahoma Architectural and Engineering Services (for Max Westheimer Airport), and the Towns of Goldsby, Guthrie, and Purcell. Each of the following airport improvements is listed by airport, and includes the proposed year of implementation, proposed federal, state, and local funding sources, and estimated costs by funding source.

The Federal Aviation Administration provides federal funding for airport improvements under the Airport Improvement Program (AIP). The federal share of the improvements varies from 10.5 percent to 95 percent, depending on the project eligibility and other funding sources. Other projects included in the attached lists will be accomplished with 100 percent local funds or a combination of state and local funds.

The following list of improvements proposed for the OCARTS area airports represent a total expenditure of approximately \$64.8 million over the TIP period. Of this total, approximately \$50.3 million will be requested from the Federal Aviation Administration and the remaining \$14.5 million will be provided through local and state funds.

AIRPORT ELEMENT
TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2020-2023

| FFY | Project Description | Funding Source | Federal Share | Local Share | Additional AIP | Other | Total |
|--|---|-----------------------|-------------------|-------------------|-------------------|------------------|-------------------|
| WILL ROGERS WORLD AIRPORT | | | | | | | |
| 20 | Phase III Reconstruct/Repair of Terminal Building Upper Level Bridge Deck | AIP/OCAT 90% - 10% | 5,152,477 | 1,847,523 | 0 | | 7,000,000 |
| | Rehab Airport Access Road (Terminal Drive) | OCAT | 0 | 4,000,000 | 0 | 0 | 4,000,000 |
| | Subtotal - Will Rogers World Airport 2020 | | | 5,152,477 | 5,847,523 | 0 | 0 |
| 21 | Rehab Runway 13/31 (Design and Construction Phase 1) | AIP/OCAT 90% - 10% | 4,950,000 | 4,959,361 | 4,050,000 | 0 | 13,959,361 |
| | Subtotal - Will Rogers World Airport 2021 | | | 4,950,000 | 4,959,361 | 4,050,000 | 0 |
| 22 | Rehabilitate Runway 13/31 (Phase 2 Construction) | AIP/OCAT 90% - 10% | 4,950,000 | 1,579,686 | 9,267,172 | 0 | 15,796,858 |
| | Subtotal - Will Rogers World Airport 2022 | | | 4,950,000 | 1,579,686 | 9,267,172 | 0 |
| 23 | Terminal Apron - Phase 1 | AIP/OCAT 90% - 10% | 4,500,000 | 500,000 | 0 | 0 | 5,000,000 |
| | Subtotal - Will Rogers World Airport 2023 | | | 4,500,000 | 500,000 | 9,267,172 | 0 |
| TOTAL - Will Rogers World Airport 2020-2023 | | | 19,552,477 | 12,886,570 | 22,584,344 | 0 | 45,756,219 |

AIP - Airport Improvement Program
 OCAT - Oklahoma City Airport Trust
 OAC - Oklahoma Aeronautics Commission
 PFC - Passenger Facility Charges

AIRPORT ELEMENT (Cont.)
 TRANSPORTATION IMPROVEMENT PROGRAM
 FFY 2020-2023

| FFY | Project Description | Funding Source | Federal Share | Local Share | Additional AIP | Other | Total |
|--|---|-----------------------|----------------|----------------|------------------|---------------|------------------|
| WILEY POST AIRPORT | | | | | | | |
| 20 | No projects planned | | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - Wiley Post Airport 2020 | | 0 | 0 | 0 | 0 | 0 |
| 21 | Rehabilitate Runway 13/31 - Design and Construction (Pavement, Lights, and Signs) | AIP/OCAT 90% - 10% | 300,000 | 170,153 | 750,000 | 50,000 | 1,270,153 |
| | Subtotal - Wiley Post Airport 2021 | | 300,000 | 170,153 | 750,000 | 50,000 | 1,270,153 |
| 22 | No projects planned | | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - Wiley Post Airport 2022 | | 0 | 0 | 0 | 0 | 0 |
| 23 | Widening of 17R/35L from 75 ft to 100 ft - Design & Construction | AIP/OCAT 90% - 10% | 150,000 | 495,000 | 4,305,000 | 0 | 4,950,000 |
| | Subtotal - Wiley Post Airport 2023 | | 150,000 | 495,000 | 4,305,000 | 0 | 4,950,000 |
| TOTAL- Wiley Post Airport 2020-2023 | | | 450,000 | 665,153 | 5,055,000 | 50,000 | 6,220,153 |

AIRPORT ELEMENT (Cont.)
 TRANSPORTATION IMPROVEMENT PROGRAM
 FFY 2020-2023

| FFY | Project Description | Funding Source | Federal Share | Local Share | Additional AIP | Other | Total |
|---|--|-----------------------|----------------|----------------|----------------|----------|------------------|
| Clarence E. Page Airport | | | | | | | |
| 20 | No projects planned | | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - Clarence E. Page Airport 2020 | | 0 | 0 | 0 | 0 | 0 |
| 21 | No projects planned | | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - Clarence E. Page Airport 2021 | | 0 | 0 | 0 | 0 | 0 |
| 22 | Rehabilitation of Airport Apron - Design & Construction (<i>Additional AIP-State Apportionment - \$682,500, Other is State Match 5%</i>) | AIP/OCAT 90% - 10% | 786,181 | 627,432 | 78,534 | 0 | 1,492,147 |
| | Subtotal - Clarence E. Page Airport 2022 | | 786,181 | 627,432 | 78,534 | 0 | 1,492,147 |
| 23 | No projects planned | | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - Clarence E. Page Airport 2023 | | 0 | 0 | 0 | 0 | 0 |
| TOTAL - Clarence E. Page Airport 2020-2023 | | | 786,181 | 627,432 | 78,534 | 0 | 1,492,147 |

AIP - Airport Improvement Program
 OCAT - Oklahoma City Airport Trust
 OAC - Oklahoma Aeronautics Commission
 PFC - Passenger Facility Charges

AIRPORT ELEMENT (Cont.)
 TRANSPORTATION IMPROVEMENT PROGRAM
 FFY 2020-2023

| FFY | Project Description | Funding Source | Federal Share | Local Share | Additional AIP | Other | Total |
|---|--|---------------------|----------------|---------------|----------------|----------|----------------|
| DAVID J. PERRY (GOLDSBY) AIRPORT | | | | | | | |
| 20 | Rehabilitate Runway 17/35 and Parking Apron (Crack Seal, Seal Coat, Minor Patching - No Overlay) | AIP/Sponsor 90%-10% | 154,080 | 17,120 | 0 | 0 | 171,200 |
| | Subtotal - David J. Perry Airport 2020 | | 154,080 | 17,120 | 0 | 0 | 171,200 |
| 21 | Rehabilitate Runway 13/31 | AIP/Sponsor 90%-10% | 204,660 | 22,740 | | | 227,400 |
| | Subtotal - David J. Perry Airport 2021 | | 204,660 | 22,740 | 0 | 0 | 227,400 |
| 22 | Install Perimeter Fencing and Gates | AIP/Sponsor 90%-10% | 166,590 | 18,510 | | | 185,100 |
| | Subtotal - David J. Perry Airport 2022 | | 166,590 | 18,510 | 0 | 0 | 185,100 |
| 23 | No projects submitted for FFY 2023 | | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - David J. Perry Airport 2023 | | 0 | 0 | 0 | 0 | 0 |
| TOTAL - David J. Perry Airport 2020-2023 | | | 525,330 | 58,370 | 0 | 0 | 583,700 |

AIRPORT ELEMENT (Cont.)
 TRANSPORTATION IMPROVEMENT PROGRAM
 FFY 2020-2023

| FFY | Project Description | Funding Source | Federal Share | Local Share | Additional AIP | Other | Total |
|---|---|-------------------------|----------------|---------------|----------------|---------------|----------------|
| MAX WESTHEIMER AIRPORT | | | | | | | |
| 20 | North Apron Crack Repair | AIP/OAC/OU 90%-5%-5% | 275,355 | 15,298 | 0 | 15,298 | 305,951 |
| | Subtotal - Max Westheimer Airport 2020 | | 275,355 | 15,298 | 0 | 15,298 | 305,951 |
| 21 | No projects submitted for FFY 2021 | | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - Max Westheimer Airport 2021 | | 0 | 0 | 0 | 0 | 0 |
| 22 | No projects submitted for FFY 2022 | | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - Max Westheimer Airport 2022 | | 0 | 0 | 0 | 0 | 0 |
| 23 | No projects submitted for FFY 2023 | | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - Max Westheimer Airport 2023 | | 0 | 0 | 0 | 0 | 0 |
| TOTAL - Max Westheimer Airport 2020-2023 | | | 275,355 | 15,298 | 0 | 15,298 | 305,951 |

AIRPORT ELEMENT (Cont.)
 TRANSPORTATION IMPROVEMENT PROGRAM
 FFY 2020-2023

| FFY | Project Description | Funding Source | Federal Share | Local Share | Additional AIP | Other | Total |
|--|--|------------------------|-------------------|-------------------|----------------|----------|-------------------|
| GUTHRIE-EDMOND REGIONAL AIRPORT | | | | | | | |
| 20 | Rehabilitate Terminal Apron | AIP/Sponsor 90%-10% | 429,798 | 47,755 | 0 | 0 | 477,553 |
| | Subtotal - Guthrie-Edmond Regional Airport 2020 | | 429,798 | 47,755 | 0 | 0 | 477,553 |
| 21 | No projects submitted for FFY 2021 | | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - Guthrie-Edmond Regional Airport 2021 | | 0 | 0 | 0 | 0 | 0 |
| 22 | No projects submitted for FFY 2022 | | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - Guthrie-Edmond Regional Airport 2022 | | 0 | 0 | 0 | 0 | 0 |
| 23 | Install Perimeter Fence and Gates | AIP/Sponsor 90%-10% | 477,435 | 49,715 | | | 527,150 |
| | Subtotal - Guthrie-Edmond Regional Airport 2023 | | 477,435 | 49,715 | 0 | 0 | 527,150 |
| TOTAL - Guthrie-Edmond Regional Airport 2020-2023 | | | 907,233 | 97,470 | 0 | 0 | 1,004,703 |
| PURCELL MUNICIPAL AIRPORT | | | | | | | |
| 20 | Reconstruct Terminal Apron | AIP/Sponsor 90%-10% | 337,500 | 37,500 | 0 | 0 | 375,000 |
| | Subtotal - Purcell Municipal Airport 2020 | | 337,500 | 37,500 | 0 | 0 | 375,000 |
| 21 | No projects submitted for FFY 2023 | | 0 | 0 | 0 | 0 | 0 |
| | Subtotal - Purcell Municipal Airport 2021 | | 0 | 0 | 0 | 0 | 0 |
| 22 | Construct Hangars | AIP/Sponsor 90%-10% | 299,700 | 33,300 | 0 | 0 | 333,000 |
| | Subtotal - Purcell Municipal Airport 2022 | | 299,700 | 33,300 | 0 | 0 | 333,000 |
| 23 | No projects submitted for FFY 2023 | | | | | | |
| | Subtotal - Purcell Municipal Airport 2023 | | 0 | 0 | 0 | 0 | 0 |
| TOTAL - Purcell Municipal Airport 2020-2023 | | | 637,200 | 70,800 | 0 | 0 | 708,000 |
| GRAND TOTAL - FFY 2020-2023 | | | 22,608,446 | 14,421,093 | 0 | 0 | 64,812,715 |

PERFORMANCE MANAGEMENT

INTRODUCTION

Performance Measures

Fixing America's Surface Transportation Act (FAST Act) and its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21), require that state DOTs, MPOs, and transit agencies conduct performance-based planning and programming. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals. A performance-based approach to transportation planning and programming is intended to ensure the most efficient use of transportation funds, facilitate improved investment decision-making, and increase accountability and transparency.

ACOG must demonstrate that the TIP "makes progress towards achieving the performance targets" and that the TIP includes, "to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets" (23 CFR § 450.326). The national goal areas are as follows:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

As the designated MPO for the region, ACOG is required to set targets for each of these performance measure areas. A target is defined as "a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration (FHWA)" (23 CFR § 490.101). ACOG must set these targets no more than 180 days after ODOT sets their targets, and can establish these targets by either: (1) agreeing to plan and program projects so that they contribute toward the accomplishment of ODOT's targets for the performance measures; or (2) committing to a quantifiable target for the performance measures, as stipulated by the FHWA. The current and first performance period began on January 1, 2018 and will end on December 31, 2021.

SAFETY PERFORMANCE MEASURES

Measures and Targets

The Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the *Federal Register* in March of 2016. This rule requires ACOG to analyze, set, and report on the following safety-related performance measures:

- Number of Fatalities
- Number of Serious Injuries
- Number of Nonmotorized Fatalities and Serious Injuries
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Rate of Serious Injuries per 100 million VMT

As the state DOT, ODOT is required to set annual targets for each safety measure. ACOG, in turn, has the option to support ODOT’s targets or set their own. The five federally-mandated 2018 Safety Performance Measure targets for ODOT and ACOG are presented in the table below.

| 2018 Safety Performance Measures and Targets* ODOT and ACOG | | |
|---|--------|------|
| Safety Performance Measures | ODOT | ACOG |
| Number of Fatalities | 691 | 114 |
| Number of Serious Injuries | 14,083 | 765 |
| Fatality Rate per 100 million VMT | 1.41 | 0.89 |
| Serious Injury Rate per 100 million VMT | 28.90 | 5.8 |
| Total number of non-motorized Fatalities and non-motorized serious injuries | 698 | 222 |

*Targets are based on 5-year rolling averages.

Safety Performance Measure targets are reanalyzed and adopted annually.

Baseline Conditions

ACOG established baseline numbers and subsequent targets using a five-year rolling average on all public roads for each performance measure. The 2018 target is based on the 2012-2016 average as 2016 was the most recent year available. The baseline Performance Measures for ACOG and ODOT are listed in the table below.

| 2018 Safety Baseline Conditions ODOT and ACOG | | |
|---|----------|-------|
| Safety Performance Measures | ODOT | ACOG |
| Number of Fatalities | 662.6 | 116.4 |
| Number of Serious Injuries | 14,746.6 | 798.4 |
| Fatality Rate per 100 million VMT | 1.381 | 0.91 |
| Serious Injury Rate per 100 million VMT | 30.737 | 6.22 |
| Total number of non-motorized Fatalities and non-motorized serious injuries | 663.6 | 227 |

NON-SAFETY PERFORMANCE MEASURES

Measures and Targets

The Second Performance Management Measures Final Rule called for the establishment of measures regarding pavement (both Interstate and Non-Interstate) and NHS-carrying bridge conditions. Six performance measures were established to identify trends and assess progress towards maintaining a good state of repair on the Interstate and Non-Interstate National Highway System (NHS). The specific pavement and bridge condition measures are as follows:

- Pavement Condition
 - % of Interstate System Pavement in Good Condition
 - % of Interstate System Pavement in Poor Condition
 - % of Non-Interstate NHS Pavement in Good Condition
 - % of Non-Interstate NHS Pavement in Poor Condition
- Bridge Condition
 - % of NHS Bridges Classified in Good Condition
 - % of NHS Bridges Classified in Poor Condition

As these targets are set every four years, the targets shown below are for FFY 2022. While some ACOG targets regarding good bridge and pavement condition may fall below ODOT's targets, it is understood that the current performance of roadways is the desired state of good repair. This means that maintaining the current level of service is preferable.

| 2022 Pavement and Bridge Condition Targets ODOT and ACOG | | | |
|--|--|----------------|-----------------------|
| Performance Measures | | ODOT | ACOG |
| Pavement Condition | % of Interstate Pavements in Good Condition | Stay Above 50% | Support ODOT's Target |
| | % of Interstate System Pavement in Poor Condition | Stay Below 3% | Support ODOT's Target |
| | % of Non-Interstate NHS Pavement in Good Condition | Stay Above 45% | Stay Above 28% |
| | % of Non-Interstate NHS Pavement in Poor Condition | Stay Below 7% | Support ODOT's Target |
| Bridge Condition | % of NHS Bridges Classified in Good Condition | Stay Above 60% | Stay Above 45% |
| | % of NHS Bridges Classified in Poor Condition | Stay below 7% | Support ODOT's Target |

The Third Performance Management Final Rule calls for MPOs to establish targets regarding the performance, reliability, and efficiency of the transportation system. These System Performance targets consist of the following three measures:

- System Performance
 - Interstate Travel Time Reliability
 - Non-Interstate Travel Time Reliability
 - Truck Travel Time Reliability

| 2022 System Performance Targets ODOT and ACOG | | | |
|---|--|-----------------|-----------------------|
| Performance Measures | | ODOT | ACOG |
| System Performance | % of Interstate NHS with Reliable Travel Times | Stay Above 90% | Stay Above 86% |
| | % of Non-Interstate NHS with Reliable Travel Times | Stay Above 80% | Support ODOT's Target |
| | Truck Travel Time Reliability | Stay Below 1.33 | Stay Below 1.50 |

These targets are established every four years with the opportunity for revision every two years. ACOG has the option to adopt the statewide targets, set their own, or a combination of the two. ACOG set their own targets on October 25, 2018, approximately six months after ODOT set their own. The table above displays ODOT's and ACOG's target for each measure.

Non-Safety Baseline Conditions

Pavement condition in the OCARTS area was identified in conjunction with ODOT by looking at historical trends, anticipated funding levels, and pavement data collected by ODOT in 2016 to forecast a ten-year timeframe. "Good" conditions are expected to stay stable, while "Poor" conditions are expected to worsen.

Bridge condition was also identified in conjunction with ODOT by using National Bridge Inventory (NBI) condition ratings for Deck, Superstructure, Substructure, and Culvert. The lowest rating for each of these categories determines whether a bridge is classified as "Good" or "Poor".

Travel Time Reliability (TTR) and Truck Travel Time Reliability (TTTR) were calculated using data from the National Performance Management Research Data Set (NPMRDS). TTR measures are calculated as a ratio of near worst-case travel time (80th percentile) to the normal travel time (50th percentile) over 365 days in the year for each road segment. A segment with a ratio of more than 1.50 is unreliable. The TTTR measure is calculated as a ratio of the near worse-case travel time (95th percentile) to the normal travel time (50th percentile). An index of more than 1.5 is unreliable. The table below displays baseline values for all non-safety performance measures.

| 2018 Non-Safety Baseline Conditions ACOG | |
|--|--------------------------|
| Non-Safety Performance Measure | ACOG's Baseline Measures |
| % of Interstate Pavements in Good Condition | 54.9% |
| % of Interstate System Pavement in Poor Condition | 2.3% |
| % of Non-Interstate NHS Pavement in Good Condition | 28.1% |
| % of Non-Interstate NHS Pavement in Poor Condition | 3.9% |
| % of NHS Bridges Classified in Good Condition | 45.0% |
| % of NHS Bridges Classified in Poor Condition | 4.4% |
| % of Interstate NHS with Reliable Travel Times | 86.5% |
| % of Non-Interstate NHS with Reliable Travel Times | 79.5% |
| Truck Travel Time Reliability | 1.49 |

TRANSIT PERFORMANCE MEASURES

Transit providers that receive Federal Transit Authority (FTA) funding are also required to incorporate performance management into their planning and programming process. This requires the creation of a Transit Asset management (TAM) Plan and State of Good Repair (SGR) Performance Targets. The TAM Plan establishes a strategic and systematic process of maintaining, operating, and improving public capital assets effectively through their entire cycle. The State of Good Repair Performance Targets allow for transit agencies to gauge their progress over time. There are two transit operators within the OCARTS TMA that are required to either support, or create, their own TAM plans and SGR targets.

On July 29, 2017, ACOG approved the support of the TAM Plans and SGR Performance Targets for both the Central Oklahoma Transportation and Parking Authority (COTPA) and Cleveland Area Rapid Transit (CART). The SGR targets are listed below.

| Target | COTPA | CART* |
|--|--|--|
| Equipment | | |
| Percent of non-revenue service vehicles that exceed the useful life benchmark (ULB) | N/A - does not have any non-revenue vehicles more than \$50,000 | 100% of vehicles meet or exceed the ULB |
| Rolling Stock | | |
| Percent of revenue vehicles (by type) that exceed the ULB | 0% of fixed-route heavy duty transit buses will have met or exceed their ULB | 100% of vehicles meet or exceed the ULB |
| | 0% of paratransit buses will have met or exceeded their ULB | |
| | 0% of streetcar vehicles will have met or exceed their ULB | |
| Facilities | | |
| The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale | 0% of facilities will have a condition rating below 3.0 on the TERM scale | 100% of facilities meet or exceed FTA TERM rating of 3.0 |
| | 0% of ferryboat vessels will have a condition rating below 3.0 on the grading of condition for vessels based on values in the Published Marine Price Guidebook | |
| Infrastructure | | |
| The percentage of track segments (by mode) that have performance restrictions. | 0% of track segments will have performance restrictions by class | N/A |

Through ACOG's STBG-UZA program, transit agencies can compete for the procurement of transit vehicles, exclusive lanes for transit/HOV, park-and-ride lots, signal preemption for transit/HOV, and bus shelters. All of these items will aid in the achievement of the transit performance measures.

For FFY 2020, COTPA was awarded approximately \$748,000 in STBG-UZA funding for the EMBARK fleet expansion and will be able to procure two CNG buses (see page 19). This is expected to have a positive effect on the transit performance targets as this will lower the overall percentage of their fleet that exceeds the ULB.

*Currently, the City of Norman is in the process of taking over most of CART's transit operations. While CART set transit targets in 2018, we understand that these targets are

subject to change under the new leadership. ACOG will update the TIP when more information becomes available.

PERFORMANCE MEASURES IN THE TIP

The TIP, as well as ACOG's MTP, *Encompass 2040*, are required to address the region's established performance measures, as well as describe how the projects programmed contribute to achieving said performance measures. Projects in the TIP are directly linked to the implementation of performance-based planning and programming (PBPP) as many of the performance measures are utilized when selecting projects to be included in the TIP. Including PBPP in the project selection process allows ACOG to aid regional transportation stakeholders in the establishment of a short-range TIP that implements *Encompass 2040*'s long-range goals and objectives while adhering to and linking investment priorities to national goals.

As one goal of *Encompass 2040* is to reduce fatalities and injuries in the OCARTS area, ACOG strongly considers safety to be a factor in the project selection scoring process. The projects in the TIP are tied to the Safety Performance Measures as points are given to projects in areas that address regional safety concerns. The Surface Transportation Block Grant for the Oklahoma City Urbanized Area (STBG-UZA) (see page 16) sets aside 10% of overall funding for standalone safety projects. These projects are believed to directly address safety issues within the region and are 100% federally funded. Approximately \$8.2 million has been allocated in the FFY 2020 - 2023 TIP for these projects. Projects directly addressing safety that have been/can be funded include:

- Traffic lights and control signalization (new, upgrades, left turn signal phase, timing or interconnect)
- Signing and pavement markings
- Pedestrian controls/crosswalks
- Roundabouts
- Guardrails
- Safety rest areas
- Emergency vehicle/transit signal pre-emption

ACOG believes that the region can achieve the national goal of significantly reducing traffic fatalities and serious injuries on all public roads by encouraging projects that will directly address safety concerns to be included in the TIP.

Non-Safety Performance Measures are also involved in the STBG-UZA project selection scoring process as projects addressing pavement and bridge condition are awarded additional points. Likewise, Travel Time Reliability is a factor when determining congested areas in the region; therefore, projects addressing regionally congested areas are awarded points. To learn more about how performance measures are utilized in the project scoring process, please see ACOG's STBG-UZA Project Scoring Criteria Dashboard at www.acogok.org/stbg-cfp-dashboard.

As this is the first year the TIP contains Performance Measures, ACOG is unable to assess the effect the chosen projects have on the measures. However, the TIP supports the achievement of these performance targets, and ACOG intend to see positive outcomes as a result of these data-driven initiatives.

ADOPTING RESOLUTION

ADOPTING RESOLUTION

JOINT RESOLUTION BETWEEN THE
OCARTS METROPOLITAN PLANNING ORGANIZATION AND THE
OKLAHOMA DEPARTMENT OF TRANSPORTATION

A RESOLUTION TO ADOPT THE FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE OCARTS TRANSPORTATION MANAGEMENT AREA:

WHEREAS, the Association of Central Oklahoma Governments (ACOG), as the Metropolitan Planning Organization (MPO) designated by the Governor of the State of Oklahoma for the Oklahoma City Metropolitan Area, is responsible for the operation and maintenance of a comprehensive, cooperative and continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process within the OCARTS Transportation Management Area is carried out by the MPO through a Memorandum of Understanding with the Oklahoma Department of Transportation, the Central Oklahoma Transportation and Parking Authority and the University of Oklahoma Transit Services/CART, and

WHEREAS, the Governor of the State of Oklahoma has designated the Oklahoma Department of Transportation as the state agency responsible for review and approval of Transportation Improvement Programs developed in Oklahoma under the requirements of Section 134 of the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, a Transportation Improvement Program for the OCARTS Transportation Management Area, containing multimodal transportation projects expected to be carried out in the period FFY 2020 through FFY 2023, has been prepared through the planning process; and


WHEREAS, opportunities for citizens, affected public agencies, private providers of public transportation, and other interested parties to participate in and have their views considered in the development of the TIP were provided through public meetings and public notice;

NOW, THEREFORE, BE IT RESOLVED that the Intermodal Transportation Policy Committee of the Association of Central Oklahoma Governments, as the Metropolitan Planning Organization, and the Oklahoma Department of Transportation, hereby adopt the FFY 2020-2023 Transportation Improvement Program for the OCARTS Transportation Management Area.

6-27-2019
Date


Metropolitan Planning Organization

9/5/19
Date


Oklahoma Department of Transportation

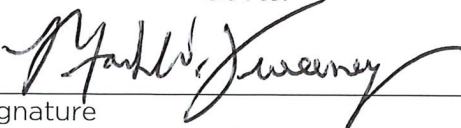
MPO SELF-CERTIFICATION


METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The Oklahoma Department of Transportation (ODOT) and the OCARTS (Oklahoma City Area Regional Transportation Study) Metropolitan Planning Organization for the Oklahoma City Transportation Management Area hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134 and 49 U.S.C. 5303;
- 2) Title VI of the Civil Rights Acts of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37, and 38;
- 7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Association of Central Oklahoma
Govts.




Signature



Printed Name
Executive Director

Title
6/29/19

Date

Oklahoma Dept. of Transportation



Signature


Printed Name
Director of Capital Programs

Title
9/15/19

Date

APPENDIX A: PUBLIC INVOLVEMENT DOCUMENTATION

ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS



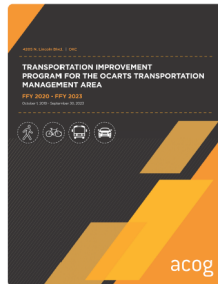
FOR IMMEDIATE RELEASE

CONTACT: Hayden Harrison, hharrison@acogok.org
O: 405.234.2264 | Fax: 234.2200

4205 N. Lincoln Blvd. | Oklahoma City, OK 73105

May 1, 2019

TRANSPORTATION IMPROVEMENT PROGRAM COMMENTS SOUGHT



OKLAHOMA CITY, May 1, 2019: The Association of Central Oklahoma Governments (ACOG) invites citizens throughout Central Oklahoma to review and comment on a preliminary version of the next Transportation Improvement Program (TIP).

The TIP identifies all federally funded surface transportation projects (transit, bicycle, highway, airport, etc.) expected to be carried out by city, county, state and local transportation agencies during federal fiscal years 2020-2023 in the Oklahoma City Area Regional Transportation Study (OCARTS) Area. This region includes Oklahoma and Cleveland Counties and parts of Canadian, Grady, Logan and McClain Counties.

Federal law recognizes ACOG as the metropolitan planning organization responsible for long and short-range transportation planning for Central Oklahoma. As such, ACOG maintains a four-year TIP for the region, which will implement the long-range plan.

The Oklahoma Department of Transportation (ODOT), the Central Oklahoma Transportation and Parking Authority (COTPA), operator of EMBARK in Oklahoma City, Cleveland Area Rapid Transit (CART) in Norman, Citylink in Edmond, and other local governments and transportation agencies developed the preliminary TIP and will implement the activities outlined in the program.

Beginning May 1, copies of the preliminary TIP will be available for citizens' review at metropolitan area libraries and on the ACOG Web site at www.acogok.org. Those interested in requesting a copy may contact Hayden Harrison at HHarrison@acogok.org or (405) 234-2264. Written comments on the TIP will be accepted through May 30.

SUBJECT:

NEWS RELEASE FOR PRELIMINARY FFY 2020-2023 OCARTS TIP

DATE:

MAY 1, 2019

FROM:

HAYDEN HARRISON
Projects Coordinator
Transportation & Planning Services

INFORMATION:

The News Release for the Preliminary FFY 2020-2023 OCARTS TIP was distributed to the following Central Oklahoma Media Outlets:

Television

KFOR
KOCO
Hearst
OKC Fox
News 9
OETA
KSBITV

Radio

KGOU
KOSU
Renda Broadcasting

Newspaper

Mustang News
Mustang Times
Yukon Review
Black Chronicle
City Sentinel
Journal Record
Bethany Tribune
Choctaw Times
US81
Daily News OU
Curbside Chronicle

El Reno Tribute
Norman Transcript
OPUBCO (The Oklahoman)
OKC Herald
Oklahoma Gazette
OKC.net
Guthrie News Leader
Tittle Times
Edmond Sun
El Nacional media

SUBJECT:

DISTRIBUTION OF PRELIMINARY FFY 2020-2023 TIP TO METRO AREA LIBRARIES

DATE:

MAY 1, 2019

FROM:

HAYDEN HARRISON
Projects Coordinator
Transportation & Planning Services

INFORMATION:

A copy of ACOG's May 1, 2019 media release entitled "Transportation Improvement Program Comments Sought" and the Preliminary FFY 2020-2023 OCARTS Area Transportation Improvement Program were delivered on May 1 to the Metropolitan Library System, 300 Park Avenue, Oklahoma City, OK 73102, for distribution to the following libraries:

| | |
|----------------------|-----------------------|
| Almonte Library | Luther Library |
| Belle Isle Library | Midwest City Library |
| Bethany Library | Nicoma Park Library |
| Capitol Hill Library | Northwest Library |
| Choctaw Library | Ralph Ellison Library |
| Del City Library | Southern Oaks Library |
| Downtown Library | Village Library |
| Edmond Library | Warr Acres Library |
| Harrah Library | Wright Library |
| Jones Library | |

Also, the same information was mailed on May 1 to the following libraries:

| <u>NAME OF LIBRARY</u> | <u>ADDRESS-CITY, STATE, ZIP</u> |
|-----------------------------|---------------------------------------|
| Guthrie Public Library | 201 N Division, Guthrie, OK 73044 |
| Mabel C. Fry Public Library | 1200 Lakeshore Dr., Yukon, OK 73099 |
| Moore Public Library | 225 S. Howard, Moore, OK 73160 |
| Mustang Public Library | 224 W. SH-152, Mustang, OK 73064 |
| Newcastle Public Library | PO Box 780, Newcastle, OK 73065 |
| Norman Public Library | 225 N. Webster Ave., Norman, OK 73069 |
| Piedmont Public Library | 1129 7th St., Piedmont, OK 73078 |

APPENDIX B:
AUTHORIZATION FOR ODOT TO ACT
AS GOVERNOR'S DESIGNEE



J. Kevin Stitt
Office of the Governor
State of Oklahoma

June 10, 2019

Brandy Hendrickson
Deputy Administrator
Federal Highway Administration
1200 New Jersey Avenue, Southeast
Washington, District of Columbia 20590

RE: STATE OF OKLAHOMA TRANSPORTATION IMPROVEMENT PROGRAMS

Dear Ms. Hendrickson:

This correspondence is regarding the Transportation Improvement Programs for the State of Oklahoma as referenced in and required by Title, 23 Section 450 of the Code of Federal Regulations.

In accordance with 23 C.F.R. 450.326, paragraph (a), please be advised that I delegate the authority to approve all Transportation Improvement Programs in Oklahoma and designate the Director of the Oklahoma Department of Transportation to execute the required approval on my behalf.

Should you have questions regarding this signature delegation, or if you require additional information feel free to contact my office.

Sincerely,

A handwritten signature in black ink, appearing to read "Kevin Stitt".

J. Kevin Stitt
Governor

APPENDIX C:
ANTICIPATED SUBALLOCATION OF STBG-UZA FUNDS
DURING FFY 2020-2023

THE INTERMODAL TRANSPORTATION TECHNICAL COMMITTEE WILL HOLD A **SPECIAL MEETING** ON THURSDAY, MARCH 14, IN THE ACOG BOARD ROOM, 4205 N. LINCOLN BLVD., OKLAHOMA CITY, OKLAHOMA.

PLEASE NOTIFY ACOG AT 405-234-2264 (TDD/TTY CALL 7-1-1 STATEWIDE) BY 5 P.M. MONDAY, MARCH 11, IF YOU REQUIRE ACCOMMODATIONS PURSUANT TO THE AMERICANS WITH DISABILITIES ACT OR SECTION 504 OF THE REHABILITATION ACT.

AGENDA

A. **CALL TO ORDER** ([ATTACHMENT A](#))

B. **INFORMATION ITEM:**

Estimated Surface Transportation Block Grant - Urbanized Area (STBG-UZA) Funds for the FFY 2020-2023 OCARTS Area Transportation Improvement Program (TIP) - Hayden Harrison, Projects Coordinator ([ATTACHMENT B](#))

C. **ACTION ITEM:**

Develop Committee Recommendations for the Surface Transportation Block Grant - Urbanized Area (STBG-UZA) Projects for the FFY 2020-2023 OCARTS Area TIP - Hayden Harrison, Projects Coordinator ([ATTACHMENT C](#))

D. **ADJOURN**

ATTACHMENT B

SUBJECT:

**ESTIMATED SURFACE TRANSPORTATION BLOCK GRANT -
URBANIZED AREA (STBG-UZA) FUNDS FOR THE FFY 2020-2023
OCARTS AREA TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

DATE:

MARCH 14, 2019

FROM:

HAYDEN HARRISON
Projects Coordinator
Transportation & Planning Services

INFORMATION:

To ensure that the OCARTS Area Transportation Improvement Program (TIP) will remain financially constrained, an estimated apportionment of STBG-UZA funds for the Oklahoma City Urbanized Area has been developed in consultation with the Programs Division of the Oklahoma Department of Transportation (ODOT). The figures below reflect the estimated STBG-UZA apportionment² that will be received in FFY 2020.

As required by the FAST Act, a year-of-expenditure inflation factor is also being applied to the project cost estimates submitted by the project sponsors. Inflation factors of 3, 6, 9, and 12 percent are being used for FFY 2020, 2021, 2022 and 2023, respectively.³

ACOG's [STBG Procedures for the Oklahoma City Urbanized Area Funds](#) call for 90 percent of the estimated apportionment to be used in preparing the TIP. This is intended to avoid a shortage of funds in the case actual federal STBG-UZA funds are less than the estimate used to develop the TIP. Also, federal rules allow 10 percent of the estimated STBG distribution to be used to finance 100 percent of the construction cost of eligible safety projects. Below are the estimated annual STBG-UZA (80% federal) and STBG-UZA Safety (100% federal) funds to be used to for the FFY 2020-2023 TIP.

² The estimated apportionment is based on the combined populations of the Oklahoma City Urbanized Area (UZA) and Norman UZA as authorized by Sec. 6016 of the FAST Act.

³ ACOG staff recommends the continued use of the ODOT Project Management Division's inflation factors of 3, 6, 9 and 12 percent.

For reference, click on the following link: [STBG UZA Project Scoring Criteria Dashboard](#).

| FFY | % Increase | Estimated Apportionment | 90% of Estimated Apportionment | STBG-UZA (80%/20%) | STBG-UZA Safety (100%) |
|------|------------|-------------------------|--------------------------------|--------------------|------------------------|
| 2020 | 2.16 | \$22,032,915 | \$19,829,623* | \$17,846,661 | \$1,982,962 |
| 2021 | 2.25 | \$22,528,655 | \$20,275,790 | \$18,248,211 | \$2,027,579 |
| 2022 | 2.39 | \$23,067,090 | \$20,760,381 | \$18,684,343 | \$2,076,038 |
| 2023 | 2.39 | \$23,618,394 | \$21,256,554 | \$19,130,899 | \$2,125,655 |

* 56% = \$11,104,589 (FFY 2020)

ACTION REQUESTED:

None. For information only.

FFY 2020 – 2023 Transportation Improvement Program

For the Tulsa Transportation Management Area



Endorsed by the INCOG Board of Directors August 13, 2019

This report was prepared by INCOG and was financed in part through United States Department of Transportation funds (Federal Highway Administration and Federal Transit Administration), and in part through local matching funds provided by INCOG member governments. The contents of this report are the responsibility of INCOG. The United States government and its agencies assume no liability for the contents of this report or for the use of the contents.

Contacting INCOG

The *Transportation Improvement Program* is occasionally updated or amended. If you have questions or would like the most current information please contact the INCOG Transportation Planning Division.

Phone: 918-584-7526

E-mail: transportation@incog.org

Web Page: www.incog.org/Transportation

Address: 2 West 2nd Street, Suite 800, Tulsa, OK, 74103

Resolution

Joint resolution between the Indian Nations Council of Governments and the Oklahoma Department of Transportation

A RESOLUTION TO ADOPT THE *FFY 2020 – 2023 TRANSPORTATION IMPROVEMENT PROGRAM* FOR THE TULSA TRANSPORTATION MANAGEMENT AREA

WHEREAS, the Indian Nations Council of Governments, as the Metropolitan Planning Organization designated by the Governor of the State of Oklahoma for the Tulsa Metropolitan Area, is responsible for the operation and maintenance of a comprehensive, cooperative and continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process is carried out by the Indian Nations Council of Governments through a Memorandum of Understanding with the Oklahoma Department of Transportation and the Metropolitan Tulsa Transit Authority, dated April, 1975; and

WHEREAS, the Governor of the State of Oklahoma has designated the Oklahoma Department of Transportation as the state agency responsible for review and approval of Transportation Improvement Programs developed in Oklahoma under the requirements of Section 134, Title 23, United States Code, of Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, a Transportation Improvement Program for the Tulsa Transportation Management Area, containing highway, transit, bicycle/pedestrian, airport, and air quality improvement projects expected to be carried out from FFY 2020 to FFY 2023, has been prepared through the planning process; and

WHEREAS, opportunities for citizens, affected public agencies, private providers of public transportation, and other interested parties to participate in and have their views considered in the development of the Transportation Improvement Program were provided through public meetings and public notices;

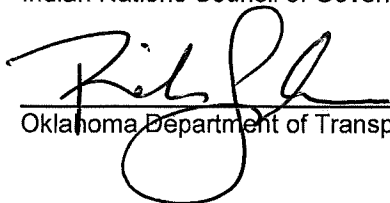
NOW, THEREFORE BE IT RESOLVED that the Indian Nations Council of Governments, as the Metropolitan Planning Organization, hereby endorses the approval of the *FFY 2020 – 2023 Transportation Improvement program* by the Transportation Policy Committee, and the Oklahoma Department of Transportation hereby adopts the *FFY 2020 – 2023 Transportation Improvement Program* for the Tulsa Transportation Management Area.



Indian Nations Council of Governments

10/10/2019

Date



Oklahoma Department of Transportation

10/17/19

Date

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Introduction & Background

The Tulsa metropolitan region's changing pattern of land development and travel demand requires a continuous program of managing and improving the area's surface transportation system. The availability of good surface transportation facilities and services has always been one of the major factors affecting industrial location, commercial activity, and residential development in a changing metropolitan environment. In fact, the transportation system plays a central role in the lives of the citizens of the region as they go about their daily business and activities. If the metropolitan area is to enjoy an enhanced quality of life and maintain a competitive position both regionally and nationally, a transportation improvement program is necessary to assure that the transportation system is positioned to make a positive contribution.

The *Federal Fiscal Year (FFY) 2020 – 2023 Transportation Improvement Program (TIP)* presents a program of improvements to the surface transportation system within the Tulsa Transportation Management Area (see map on page 3) to be implemented with federal matching funds. The projects, which have a combination of federal, state, and local funding sources, cover a wide range of transportation modes, including streets and highways, public transportation, bicycle and pedestrian facilities, and airport improvements. Planned improvements include new construction; expansion of existing services and facilities; operation, maintenance and reconstruction of existing facilities; efficiency improvements to increase the effectiveness of existing transportation investments; and projects specifically identified for their ability to maintain the Tulsa area's "clean air" status.

The TIP was prepared by INCOG, the Metropolitan Planning Organization (MPO) for the Tulsa Transportation Management Area (TMA), under the guidance of the Transportation Policy Committee (TPC) and the Transportation Technical Committee (TTC). It represents a cooperative effort between INCOG and its member governments in the Tulsa area, The Metropolitan Tulsa Transit Authority (MTTA), and the Oklahoma Department of Transportation (ODOT).

The TIP serves as a short-range implementation program, identifying projects to be initiated during the upcoming four-year period. Additionally, the TIP is used as a program management tool, to gauge progress toward implementing transportation plans for the region. Specifically, improvements contained within the TIP must be consistent with approved transportation plans, primarily the Regional Transportation Plan (RTP), and the Tulsa Metropolitan Area Major Street and Highway Plan (MSHP), and should reflect progress toward implementation of the plans in light of the overall transportation goals of the metropolitan area.

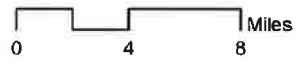
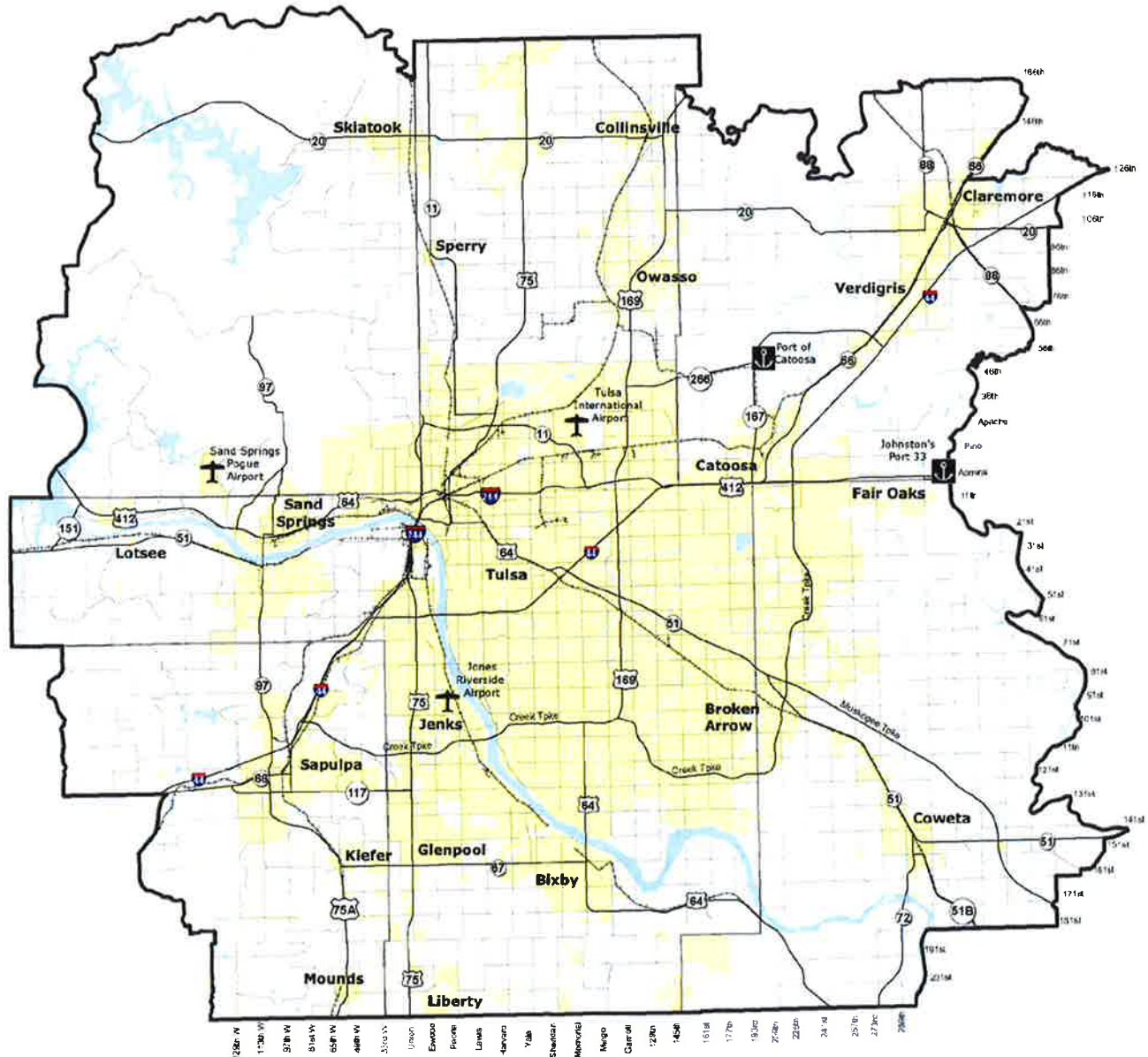
The TIP is a program of projects for which funding is expected to be available. As a result, the *TIP* reflects the transportation improvements priorities of the region, given the resources available. The Program Detail on page 4 lists, by funding program, the total funds expected and programmed from all sources (federal, state, and local).

TIP Document Organization

The TIP is intended to provide technical information that transportation professionals use in a format that is understandable by anyone interested in surface transportation improvements in the region. To accomplish this, some key features should be noted.

- The projects are grouped by year and within each year they are grouped by County in alphabetical order and then by Job Number.
- Summaries of funding by program for each year follow the project listings
- Because the TIP is a dynamic document, being updated or occasionally amended, a page has been included at the front with information on contacting INCOG's Transportation Division
- Finally, the list of projects will be included in the Programs/Projects section on the web page (www.incog.org/transportation), and will be updated as often as necessary.

Tulsa Transportation Management Ar



- Highways
- Arterials
- Railroads
- Water Bodies
- Streams
- Corporate Limits
- County Boundary
- Transportation Management Area



**OKLAHOMA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION WORK PROGRAM
FFY 2020-2023**

**CREEK COUNTY
OSAGE COUNTY
ROGERS COUNTY
TULSA COUNTY
WAGONER COUNTY**

Federal Fiscal Year 2020 (FFY2020)

| County | JP No. | Type | Highway | Length | Description | Cost |
|---------|-----------|-----------------------------------|---------|--------|---|------------------|
| CREEK | 24131(05) | RIGHT OF WAY | SH016 | 4.5mi | SH-16: FROM 1.0 MILE EAST OF JCT. SH-48N, EAST 4.5 MILES (UT FOR 2413104) | \$ 1,007,925.00 |
| CREEK | 24131(06) | UTILITIES | SH016 | 4.5mi | SH-16: FROM 1.0 MILE EAST OF JCT. SH-48N, EAST 4.5 MILES (UT FOR 2413104) | \$ 336,000.00 |
| CREEK | 24425(05) | RIGHT OF WAY | US075A | 5.5mi | US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX. 5.5 MILES, TO KIEFER (RW FOR 24425(04)) | \$ 548,995.00 |
| CREEK | 24425(06) | UTILITIES | US075A | 5.5mi | US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX. 5.5 MILES, TO KIEFER (UT FOR 24425(04)) | \$ 316,645.00 |
| CREEK | 29682(05) | RIGHT OF WAY | SH016 | 0.1mi | SH-16 OVER SAND CREEK, 0.7 MILES EAST OF THE JCT. SH-48RW FOR 29682(04) | \$ 115,540.25 |
| CREEK | 29682(06) | UTILITIES | SH016 | 0.1mi | SH-16 OVER SAND CREEK, 0.7 MILES EAST OF THE JCT. SH-48UT FOR 29682(04) | \$ 115,540.26 |
| CREEK | 29684(04) | BRIDGE & APPROACHES | SH016 | 0.1mi | SH-16 OVER WEST SPRING CREEK, 6.4 MILES SOUTH OF THE JCT. SH-33 | \$ 442,867.01 |
| OSAGE | 24262(04) | BRIDGE & APPROACHES | SH018 | 0.5mi | SH-18: OVER SALT CREEK, 2.0 MILES NORTH OF THE PAWNEE C/L | \$ 4,551,454.64 |
| OSAGE | 24752(04) | BRIDGE & APPROACHES | SH020 | 0.13mi | SH-20 OVER GRAY HORSE CR APPROX. 1.6 MILE EAST OF SH-18 | \$ 3,690,603.30 |
| OSAGE | 24752(05) | BRIDGE & APPROACHES | SH020 | 0.25mi | SH-20: SYCAMORE CREEK , 7.9 MILE EAST OF SH-18 | \$ 2,185,452.97 |
| OSAGE | 27084(04) | BRIDGE & APPROACHES | SH020 | 0.3mi | SH-20: BUG CREEK, 11.5 MI EAST OF JCT. SH18 | \$ 6,811,233.44 |
| OSAGE | 28262(05) | BRIDGE & APPROACHES | SH011 | 0.02mi | SH-11: OVER RED EAGLE BRANCH CREEK, 9.2 MILES EAST OF JCT. SH-99(PHASE II) | \$ 640,000.03 |
| OSAGE | 28860(04) | BRIDGE & APPROACHES | SH099 | 0.5mi | SH 99 OVER BIRCH CREEK, 2.7 MI NORTH OF JCT SH 10 | \$ 1,218,752.58 |
| OSAGE | 29587(04) | BRIDGE & APPROACHES | US060 | 0.1mi | US-60 OVER SALT CREEK, 1.2 MI WEST OF THE JCT OF SH-18 | \$ 2,402,392.60 |
| ROGERS | 27031(04) | GRADE, DRAINING, BRIDGE & SURFACE | SH020 | 3.9mi | SH-20: FROM 4 MILES EAST OF TULSA COUNTY LINE EAST TO .65 MILE EAST OF VERDIGRIS RIVER | \$ 47,800,961.00 |
| ROGERS | 31093(05) | RIGHT OF WAY | US412 | 2.0mi | US 412 ADD J-TURNS AT 265TH E AVE & 289TH E AVE APPROX. 2.8 MI & 4.3 MI EAST OF I 44 JCT RW FOR 3109304 | \$ 54,500.00 |
| ROGERS | 31093(06) | UTILITIES | US412 | 2.0mi | US 412 ADD J-TURNS AT 265TH E AVE & 289TH E AVE APPROX. 2.8 MI & 4.3 MI EAST OF I 44 JCT UT FOR 3109304 | \$ 54,500.00 |
| TULSA | 10981(06) | RIGHT OF WAY | IS044 | 0.3mi | TULSA: I-44 AT US 169 INTERCHANGE(SELECTED MOVEMENTS)(RW FOR 10981(05)) (IM EARMARK) | \$ 3,316,298.51 |
| TULSA | 10981(07) | UTILITIES | IS044 | 0.3mi | TULSA: I-44 AT US 169 INTERCHANGE(SELECTED MOVEMENTS)(UT FOR 10981(05)) | \$ 1,955,226.61 |
| TULSA | 26505(04) | GRADE, DRAINING, & SURFACE | SH051 | 0.22mi | SH-97: FROM 500' SOUTH OF MORROW DRIVE NORTH IN SAND SPRINGS | \$ 7,627,883.49 |
| TULSA | 27073(04) | BRIDGE & APPROACHES | US169 | 0.25mi | US-169 OVER 76TH STREET (SH-135), 8.7 MI. NORTH OF I-44 | \$ 10,506,000.00 |
| TULSA | 29693(04) | BRIDGE & APPROACHES | IS044 | 0.1mi | I-44 OVER 33RD WEST AVE EAST AND WESTBOUND, 0.6 MILES EAST OF SH-66 (IN EARMARK) | \$ 12,039,285.81 |
| TULSA | 30318(10) | BRIDGE PAINTING | | 0.0mi | DIVISION 8 BRIDGE PAINT (VARIOUS LOCATIONS) | \$ 1,000,000.74 |
| TULSA | 31083(04) | BRIDGE REHABILITATION | IS444 | 0.2mi | 3RD ST REHAB BRIDGE OVER I 444 LOCATED .9 MI N OF SH 51 | \$ 2,999,999.63 |
| TULSA | 31094(05) | RIGHT OF WAY | SH051 | 0.5mi | SH 51 ADD J-TURNS AT 265TH W AVE/COYOTE TRAILLOCATED .6 MILES EAST OF CREEK CL RW FOR 3109404 | \$ 54,500.00 |
| TULSA | 31094(06) | UTILITIES | SH051 | 0.5mi | SH 51 ADD J-TURNS AT 265TH W AVE/COYOTE TRAILLOCATED .6 MILES EAST OF CREEK CL UT FOR 3109404 | \$ 54,500.00 |
| TULSA | 31095(05) | RIGHT OF WAY | SH011 | 1.0mi | SH-11 @ 86TH ST NORTH: 5.6 MI N OF GILCREASE INTERSECTION MOD RW FOR 3109504 | \$ 54,500.00 |
| TULSA | 31095(06) | UTILITIES | SH011 | 1.0mi | SH-11 @ 86TH ST NORTH: 5.6 MI N OF GILCREASE INTERSECTION MOD UT FOR 3109504 | \$ 54,500.00 |
| TULSA | 31943(08) | BRIDGE WATER PROOF SEAL | | 0.0mi | DIVISION 8 SILANE PROJECTS - MULTIPLE LOCATIONS | \$ 1,000,000.74 |
| TULSA | 31944(08) | JOINT SEAL/REPAIR | | 0.0mi | JOINT SEAL/REPAIR | \$ 1,000,000.74 |
| WAGONER | 31209(05) | RIGHT OF WAY | US069 | 0.81mi | US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT | \$ 125,000.00 |
| WAGONER | 31209(06) | UTILITIES | US069 | 0.81mi | US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT.UT FOR 31209(04) | \$ 50,000.00 |

Federal Fiscal Year 2021 (FFY2021)

| County | JP No. | Type | Highway | Length | Description | Cost |
|---------|-----------|--------------------------------------|---------|--------|--|------------------|
| OSAGE | 24268(04) | WIDEN & RESURFACE | SH020 | 5.0mi | SH-20 FROM SH-99 IN HOMINY, EAST 5.0 MI | \$ 8,226,415.09 |
| ROGERS | 20899(10) | RIGHT OF WAY | SH066 | 0.16mi | SH-66: OVER BIRD CREEK (NORTHBOUND) & ROAD UNDER, 3.68 MILES NORTH OF I-44(RW FOR 20899(09)) | \$ 190,800.00 |
| ROGERS | 20899(11) | UTILITIES | SH066 | 0.16mi | SH-66: OVER BIRD CREEK (NORTHBOUND) & ROAD UNDER, 3.68 MILES NORTH OF I-44(UT FOR 20899(09)) | \$ 100,011.00 |
| ROGERS | 26242(04) | GRADE, DRAINING, BRIDGE & SURFACE | SH020 | 1.4mi | SH-20: REALIGNMENT FROM SOUTHAVEN RD, EXTEND EAST APPROX. 1.4 MILES TO KING RD. TIED TO 26242(07) | \$ 17,119,784.40 |
| ROGERS | 26242(07) | GRADE, DRAINING, BRIDGE & SURFACE | SH020 | 2.8mi | SH-20: REALIGNMENT FROM .65 MILES EAST OF THE VERDIGRIS RIVER, SE APPROX. 2.8 MILES TO SOUTHAVEN RD. TIED TO 26242(04) | \$ 16,399,790.00 |
| TULSA | 20931(05) | RIGHT OF WAY | US169 | 0.5mi | US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY (SELECTED MOVEMENTS)(RW FOR 20931(04)) | \$ 3,923,160.81 |
| TULSA | 20931(06) | UTILITIES | US169 | 0.5mi | US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY (SELECTED MOVEMENTS)(UT FOR 20931(04)) | \$ 1,690,119.09 |
| TULSA | 26301(06) | PAVEMENT REHABILITATION | IS244 | 2.1mi | I-244: FROM US-75 SOUTH JCT. EXTEND NORTH 2.1 MI. TO ARKANSAS RIVER AND REHAB BRIDGE OVER 31ST. STREET TIED TO 26301(05) | \$ 21,800,000.00 |
| TULSA | 28896(05) | RIGHT OF WAY | US064 | 2.0mi | US 64 FR SOUTH 161 STREET IN BIXBY SOUTH & EAST TO MINGO RD(RW FOR 2889604) | \$ 3,198,473.38 |
| TULSA | 28896(06) | UTILITIES | US064 | 2.0mi | US 64 FR SOUTH 161 STREET IN BIXBY SOUTH & EAST TO MINGO RD(UT FOR 2889604) | \$ 1,884,990.48 |
| TULSA | 31098(05) | RIGHT OF WAY | SH020 | 0.04mi | SH-20 INTERSECTION MODIFICATION WITH TRAFFIC SIGNALS AT 145TH RIGHT OF WAY FOR 3109804 | \$ 545,000.00 |
| TULSA | 31098(06) | UTILITIES | SH020 | 0.04mi | SH-20 INTERSECTION MODIFICATION WITH TRAFFIC SIGNALS AT 145TH UTILITIES FOR 3109804 | \$ 545,000.00 |
| TULSA | 33343(04) | INTERCHANGE | US064 | 0.07mi | US-64 (MEMORIAL DR.) & US-169 INTERCHANGE IMPROVEMENT | \$ 2,469,974.90 |
| TULSA | 33788(04) | INTERCHANGE | IS044 | 1.0mi | I-44/US-75 INTERCHANGE RECONSTRUCTION FROM UNION AVE TO THE ARKANSAS RIVER(WP 1) | \$ 80,000,002.00 |
| WAGONER | 20916(04) | GRADE, DRAIN, & SURFACE | SH072 | 1.77mi | SH-72: FR 2.15 MILES NORTH OF MUSKOGEE C/L, EXT. NORTH 1.77 MILES | \$ 5,161,000.01 |
| WAGONER | 21951(04) | BRIDGE PAINTING | US069 | 0.2mi | US-69: OVER THE VERDIGRIS RIVER/NAVIGATION CHANNEL, 4.9 MI. N. OF THE MUSKOGEE C/L | \$ 2,982,299.99 |
| WAGONER | 32817(04) | MONEY ONLY | SH051 | 0.02mi | SH-51: SH-51 @ ONETA RD. (INCOG) | \$ 350,000.00 |

Federal Fiscal Year 2022 (FFY2022)

| County | JP No. | Type | Highway | Length | Description | Cost |
|---------|-----------|----------------------------|---------|--------|--|------------------|
| CREEK | 27992(04) | PAVEMENT REHABILITATION | SH051 | 2.5mi | SH-51: FROM CREEK COUNTY LINE, EAST 2.5 MILESTIED TO 27978(04) (05)(06) | \$ 3,180,000.88 |
| CREEK | 33826(04) | SAFETY IMPROVEMENT | SH097 | 3.23mi | SH-97: FROM 91ST STREET TO 51ST STREET (SAFETY IMPROVEMENTS) | \$ 3,501,080.00 |
| OSAGE | 20288(04) | GRADE, DRAIN, & BRIDGE | SH011 | 2.00mi | SH-11: FR BARNSDALL, EXTEND SOUTHEAST APPROX. 2.0 MILES | \$ 7,549,308.39 |
| OSAGE | 24233(04) | GRADE, DRAIN, & SURFACE | US060 | 4.96mi | US-60: BEGIN JCT. US-60/SH-35 & EXTEND EAST 4.96 MILES | \$ 21,800,000.00 |
| OSAGE | 29686(04) | BRIDGE & APPROACHES | SH099 | 0.1mi | SH-99 OVER PENN CREEK, 0.3 MILES NORTH OF THE JCT. SH-20 | \$ 2,499,836.52 |
| OSAGE | 31075(04) | BRIDGE & APPROACHES | SH018 | 0.2mi | SH 18 BRIDGE AND APPROACHES OVER SALT CREEK LOCATED 5.3 MI N PAWNEE CL | \$ 4,759,687.74 |
| ROGERS | 30353(04) | BRIDGE REHABILITATION | US412 | 0.87mi | US-412: VERDIGRIS RIVER WESTBOUND, 7.5 MILES EAST OF I-44 | \$ 15,260,000.00 |
| ROGERS | 31093(04) | INTERSECT MODIF | US412 | 2.0mi | US 412 ADD J-TURNS AT 265TH E AVE & 289TH E AVE APPROX. 2.8 MI & 4.3 MI EAST OF I 44 JCT | \$ 272,500.00 |
| ROGERS | 32694(05) | RIGHT OF WAY | US412 | 6.44mi | I-44/US-412 FROM 1.06 MILES EAST OF SH-66, EXTEND EAST 6.44 MILES RW FOR 32694(05) | \$ 54,500.00 |
| ROGERS | 32694(06) | UTILITIES | US412 | 6.44mi | I-44/US-412 FROM 1.06 MILES EAST OF SH-66, EXTEND EAST 6.44 MILES UT FOR 32694(04) | \$ 54,500.00 |
| TULSA | 26301(05) | PAVEMENT REHABILITATION | IS244 | 2.0mi | I-244: FROM I-44 NORTH 2 MI. TO US-75 AND REHAB BRIDGES OVER 48TH STTIED TO 26301(06) | \$ 21,800,000.00 |
| TULSA | 26303(08) | PAVEMENT REHABILITATION | SH051 | 1.0mi | SH-51: (BROKEN ARROW EXP.) FROM PEORIA EAST TO LEWIS AVE. | \$ 10,000,000.08 |
| TULSA | 28899(04) | PAVEMENT REHABILITATION | IS444 | 1.15mi | I-444 FROM SH 51 INTERCHANGE NORTH TO INDEPENDENCE(EAST LEG OF IDL) | \$ 18,781,120.58 |
| TULSA | 30374(04) | BRIDGE & APPROACHES | US075 | 0.2mi | US-75 OVER 81ST STREET SOUTH, NORTHBOUND AND SOUTHBOUND, 7 MILES NORTH OF JCT. US-75/SH-67 | \$ 10,929,282.85 |
| TULSA | 31094(04) | INTERSECT MODIF | SH051 | 0.5mi | SH 51 ADD J-TURNS AT 265TH W AVE/COYOTE TRAILLOCATED .6 MILES EAST OF CREEK CL | \$ 272,500.00 |
| WAGONER | 29665(04) | INTERSECT MODIF | US069 | 0.3mi | US-69/US-51: INTERSECTION IMPROVEMENT IN WAGONER | \$ 545,000.00 |
| WAGONER | 32818(05) | RIGHT OF WAY | SH051B | 0.04mi | SH-51B/SH-104 INTERSECTION | \$ 109,000.00 |
| WAGONER | 32818(06) | UTILITIES | SH051B | 0.04mi | SH-51B/SH-104 INTERSECTION | \$ 109,000.00 |

Federal Fiscal Year 2023 (FFY2023)

| County | JP No. | Type | Highway | Length | Description | Cost |
|---------|-----------|-------------------------------|---------|--------|---|-----------------|
| CREEK | 24425(04) | WIDEN, RESURFACE, & BRIDGE | US075A | 5.5mi | US-75A: FR: APPROX. .34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX 5.5 MILES, TO KIEFER | \$ 7,500,000.00 |
| CREEK | 31089(04) | PAVEMENT REHABILITATION | SH048 | 5.35mi | SH 48 BEGIN 5.56 MILES NORTH OF SH 66 EAST JCT AND EXT NORTH 5.35 MI | \$ 5,000,000.00 |
| OSAGE | 24265(04) | WIDEN & RESURFACE | SH011 | 3.75mi | SH-11: FROM 2.0 MILES S.E. OF BARNSDALL EXTEND S.E. 3.75 MILES | \$ 5,488,800.00 |
| OSAGE | 24266(04) | WIDEN & RESURFACE | SH011 | 4.96mi | SH-11 FROM 9.0 MI S.E. OF BARNSDALL EXTEND S.E. 4.96 MILE TO THEWASHINGTON C/L | \$ 6,805,700.00 |
| OSAGE | 24267(04) | WIDEN, RESURFACE, & BRIDGE | SH020 | 2.4mi | SH-20: FROM 4.06 MLES WEST OF THE TULSA C/L, EAST 2.4 MILES | \$ 6,000,000.00 |
| OSAGE | 27040(05) | RIGHT OF WAY | SH018 | 3.2mi | SH18: FROM 5.68 MILES NORTH OF PAWNEE C/L, NORTH APPROX. 3.2 MILESROW FOR 27040(04) | \$ 2,056,604.00 |
| OSAGE | 27040(06) | UTILITIES | SH018 | 3.2mi | SH18: FROM 5.68 MILES NORTH OF PAWNEE C/L, NORTH APPROX. 3.2 MILESUT FOR 27040(04) | \$ 1,028,302.00 |
| ROGERS | 20899(09) | BRIDGE & APPROACHES | SH066 | 0.16mi | SH-66: OVER BIRD CREEK (NORTHBOUND) & ROAD UNDER, 3.68 MILES NORTH OF I-44 | \$ 6,000,000.00 |
| ROGERS | 30323(04) | GRADE, DRAIN, & BRIDGE | SH266 | 2.55mi | SH-266 FR: .45 MILES EAST OF TULSA C/L EAST TO JCT SH- 266/SH-167ROADWAY FILL ONLY | \$ 3,710,000.00 |
| TULSA | 10981(05) | INTERCHANGE | IS044 | 0.3mi | TULSA: I-44 AT US-169 INTERCHANGE(OPERATIONAL IMPROVEMENTS) | \$ 8,000,000.00 |
| TULSA | 30368(04) | BRIDGE REHABILITATION | US064 | 0.1mi | US-64 OVER 25TH WEST AVE NORTH AND SOUTHBOUND, 13.8 MILES SE OF OSAGE CO | \$ 6,889,600.00 |
| TULSA | 31077(04) | BRIDGE REHABILITATION | IS244 | 0.2mi | 1ST ST TO I 244 NB REHAB BRIDGE OVER I 244 AND RR LOCATED 5.2 MI N I 44 | \$ 590,000.00 |
| TULSA | 31078(04) | BRIDGE REHABILITATION | IS244 | 0.2mi | UTICA & LEWIS AVE REHAB BRIDGES OVER I 244 LOCATED .65 & 1.2 MI E JCT I 44431078 | \$ 5,000,000.00 |
| TULSA | 31079(04) | BRIDGE & APPROACHES | SH011 | 0.2mi | SH-11 OVER BIRD CREEK, LOCATED 2 MI S WASHINGTON CO US 64 REHAB BRIDGES OVER MAIN ST, 49TH W AVE, & 33RD W AVE LOCATED.3 MI E JCT SH 97, 12.3 & 13.3 MI S-E OSAGE CO | \$ 2,048,800.00 |
| TULSA | 31080(04) | BRIDGE REHABILITATION | US064 | 0.2mi | BRIDGE REHAB: DENVER AVENUE OVER I-444 LOCATED 0.7 MI E OF I-244 | \$ 4,930,000.00 |
| TULSA | 31082(04) | BRIDGE REHABILITATION | IS444 | 0.2mi | BRIDGE REHAB: DENVER AVENUE OVER I-444 LOCATED 0.7 MI E OF I-244 | \$ 2,600,000.00 |
| TULSA | 31084(04) | BRIDGE REHABILITATION | US075 | 0.2mi | US 75 REHAB BRIDGE OVER BIRD CREEK O'FLOW LOCATED .4 MI N OF 56 S | \$ 2,820,000.00 |
| TULSA | 31095(04) | INTERSECT MODIF | SH011 | 1.0mi | SH-11 @ 86TH ST NORTH: 5.6 MI N OF GILCREASE INTERSECTION MO | \$ 1,260,000.00 |
| WAGONER | 29746(05) | RIGHT OF WAY | SH051 | 0.95mi | SH-51:FROM 6.8 MILES EAST OF SH-51/US-69 JCT. IN WAGONER, EAST 0.95 MILESROW FOR 29746(04) | \$ 850,000.00 |
| WAGONER | 29746(06) | UTILITIES | SH051 | 0.95mi | SH-51:FROM 6.8 MILES EAST OF SH-51/US-69 JCT. IN WAGONER, EAST 0.95 M US FOR 29746(04) | \$ 348,000.00 |
| WAGONER | 31209(04) | BRIDGE & APPROACHES | US069 | 0.81mi | US-69: BRIDGES OVER UP R.R.(NB), .7 MI. & 1.5 MI. NORTH OF SH-51 JCT | \$ 5,700,000.00 |
| WAGONER | 32104(04) | RESURFACE | US069 | 2.5mi | US-69: FROM MUSKOGEE/WAGONER C/L NORTH 2.5 MILES | \$ 4,000,000.00 |
| WAGONER | 32819(05) | RIGHT OF WAY | SH051 | 4.3mi | SH-51: FROM SH-51/SH-16, EAST 4.3 MI. | \$ 200,000.00 |
| WAGONER | 32819(06) | UTILITIES | SH051 | 4.3mi | SH-51: FROM SH-51/SH-16, EAST 4.3 MI. | \$ 175,000.00 |

INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)

SURFACE TRANSPORTATION PROGRAM – URBANIZED AREA (STP-UZA)

- LIST OF APPROVED PROJECTS PRIOR TO FEDERAL FISCAL YEAR 2020
- LIST OF APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2020
- LIST OF APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2021
- LIST OF APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2022
- LIST OF APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2023*

*FFY 2023 PROJECTS ARE YET TO BE DETERMINED/SELECTED

Projects Approved for Prior Federal Fiscal Years (Prior to FFY2020)

| City/County | Project | Description | Federal \$ | Local \$ | Total \$ |
|----------------------|--|--|---------------|-----------------------------|----------------------|
| Tulsa | Gilcrease West Expressway (Some funds have been expended prior to delegating the project to the Oklahoma Turnpike Authority) | Engineering design, right-of-way acquisition, utility relocation, and construction | \$54,000,000 | \$22,500,000 | \$76,500,000 |
| Tulsa / INCOG / ODOT | Gilcrease Expressway Turnpike Project | GARVEE Project has been approved by INCOG Board with future Surface Transportation Program funding to connect Edison/US-412 with I-44 | \$71,100,000 | Oklahoma Turnpike Authority | Federal: 71,100,000 |
| Tulsa / INCOG / OTA | Gilcrease Expressway Turnpike Project | TIFIA (Transportation Infrastructure Finance and Innovation Act) Finance toward constructing Gilcrease Expressway Turnpike by the Oklahoma Turnpike Authority combined with the GARVEE funding listed above. | \$108,600,000 | Oklahoma Turnpike Authority | Federal: 108,600,000 |
| Sand Springs | SH-97(Wilson Ave.) from W. 2nd St. to Morrow Rd. | Conceptual plans, right-of-way, and phase 1 utility relocation for ultimate widening to 6-lanes including 5 intersections, signalization, and sidewalks. Engineering, design, and right-of-way for construction of intersection to 4 to 5-lane roadway with turn lanes, bridge replacements, sidewalks, drainage improvements and signage. | \$1,600,000 | \$400,000 | \$2,000,000 |
| Jenks | Elwood Ave. and 111th St. Intersection | Widening intersection to 4-5 lanes, with turn lanes, signalization, and other improvements | \$512,000 | \$128,000 | \$640,000 |
| Jenks | Elwood Ave/111th St. Intersection | Construct roadway with shoulders and signalization of intersection | \$1,728,600 | \$402,000 | \$2,130,600 |
| Catoosa | 161st East Avenue/Pine Street Intersection | Widening 23rd to 3 lanes from Kenosha (71st) to Houston (81st) and replacement of the bridge over SH-51 | \$720,000 | \$180,000 | \$900,000 |
| Broken Arrow | 23rd (193rd) Street | Widening of 23rd Street (193rd E. Ave) to 5-lanes and replacement of bridge to 4-lanes over SH-51. | \$1,377,931 | \$344,483 | \$1,722,414 |
| Broken Arrow | 23rd Street from Kenosha to Houston | Reconstruction to 4-lanes, curb and gutter, storm sewer, intersection improvement at Pine including dedicated left turn lanes, concrete pavement and large turning radii. | \$2,499,982 | \$624,996 | \$3,124,978 |
| Catoosa | 161st East Avenue I-44 to Pine | Widening of 23rd Street (193rd E. Ave) to 5-lanes and replacement of bridge to 4-lanes over SH-51. | \$1,731,382 | \$998,689 | \$2,730,071 |
| Broken Arrow | 23rd Street from Kenosha to Houston | Reconstruction to 4-lanes, curb and gutter, storm sewer, intersection improvement at Pine including dedicated left turn lanes, concrete pavement and large turning radii. | \$2,499,982 | \$624,996 | \$3,124,978 |
| Catoosa | 161st East Avenue I-44 to Pine | Traffic Signal Upgrade: Replacing loop detectors with video detection | \$1,731,382 | \$998,689 | \$2,730,071 |
| Sapulpa | Taft & Hickory Intersection | Traffic Signal Replacement: Replacing loop detectors with video detection | \$107,000 | \$10,000 | \$117,000 |
| Sapulpa | Dewey & Mission Intersection | Widen and overlay to 3 lanes, drainage, sidewalks and traffic signals | \$192,000 | \$15,000 | \$207,000 |
| Catoosa | Pine Street from SH-167 to SH-66 | Widening of E. 76th Street North from 2-lanes to 5-lanes | \$1,808,040 | \$341,469 | \$2,149,509 |
| Owasso | E 76th Street North from US-169 to N 129th E Ave | Widening, resurface, add turnlanes, sidewalks, signage improvements on South 113th West Ave. | \$3,472,000 | \$868,000 | \$4,340,000 |
| Sand Springs | S 113th West Ave | Widening of 23rd Street to 5 Lanes with sidewalk and multi-use trail | \$1,718,685 | \$706,895 | \$2,425,580 |
| Broken Arrow | 23rd Street from Kenosha to Houston | | \$220,788 | \$73,597 | \$294,385 |

Projects Approved for Prior Federal Fiscal Years (Prior to FFY2020)

| City/County | Project | Description | Federal \$ | Local \$ | Total \$ |
|--------------|------------------------------------|---|--------------|--------------|-------------|
| Bixby | Memorial Drive | Corridor Traffic and Signalization Study | \$ 68,850 | \$ 21,250 | \$90,100 |
| Sand Springs | S 113th W Ave | Phase 2 Widening Project, Intersection Improvement at E 34th Street | \$ 795,502 | \$ 934,078 | \$1,729,580 |
| Jenks | Elwood Ave (Main to 111th) | Engineering design, right-of-way acquisition, utility relocation, and construction between Main St/Elwood to 111th/Elwood intersections | \$ 1,441,030 | \$ 360,258 | \$1,801,288 |
| Broken Arrow | 23rd Street(193rd E Ave) | Right of Way, Utility relocation, widening of 23rd Street from Houston (81st St) to New Orleans Street (101st Street) from 2 lanes to 5 lanes, with multipurpose asphalt trail and concrete sidewalk. | \$ 2,730,000 | \$ 910,000 | \$3,640,000 |
| Owasso | Garnett Road (96th St to 106th St) | Widen N. Garnett Road from a 2 lane roadway to 4 lane road, including a center left turn lane/landscaped median with sidewalks and dedicated on-street bike lanes. | \$ 3,250,000 | \$ 3,712,000 | \$6,962,000 |
| Tulsa County | E 51st Street | Engineering, Right of Way and Utility relocation for a future widening of E 51st Street S between 162nd E Ave & 177th E Ave. | \$ 650,000 | \$ 220,000 | \$870,000 |
| Owasso | 116th St N & 129th E Ave | Widen intersection with turn lanes | \$ 2,186,000 | \$ 1,403,000 | \$3,589,000 |
| Broken Arrow | 23rd Street (193rd E Ave) | 81st Street to 101st Street: ROW, utilities, widening | \$ 2,580,000 | \$ 860,000 | \$3,440,000 |
| Sapulpa | Canyon Road | Sh-66 to Freedom Road Rehabilitation | \$ 329,353 | \$ 342,796 | \$672,149 |
| Jenks | Main Street & TSU Railroad area | Main St at TSU RR intersection & vicinity | \$ 2,627,200 | \$ 656,800 | \$3,284,000 |
| Sand Springs | S. 113th West Ave Phase III | Phase III of S 113th West Ave to expand the street from 2 lanes to 3 lanes, adding sidewalks, lane markings & improve intersections at W 38th St & W 49th St | \$ 1,789,278 | \$ 1,869,628 | \$3,658,906 |
| Tulsa County | E 51st Street South | Construction for widening of E 51st St S from 161st E Ave to 177th E Ave | \$ 2,900,844 | \$ 966,948 | \$3,867,792 |
| Catoosa | SH-167 & Pine | Planning, Design & Spec with estimates to widen SH-167 to provide left turn lane & Pine St west of SH-167 to provide 4 lanes & traffic signals | \$ 107,640 | \$ 26,910 | \$134,550 |
| Jenks | Elwood Ave | Expansion of Elwood from Main St to 111th St: Construction Phase 1 | \$ 2,268,000 | \$ 700,000 | \$2,968,000 |

**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)
TRANSPORTATION ALTERNATIVES PROGRAM (TAP) –
URBANIZED AREA**

**LIST OF APPROVED PROJECTS PRIOR TO FEDERAL
FISCAL YEAR FROM YEARS 2011-2018**

**FFY 2020-23 Transportation Enhancement (TE) Program &
Transportation Alternatives Program (TAP): Projects selected from years 2011-2018**

| Project Number | Sponsor of Project | Description of Project | Federal Funds Approved |
|-----------------------|---------------------------|--|-------------------------------|
| 22629 (04) | City of Tulsa | Mingo Trail: 41st to 51st Street | \$68,760 |
| 28846(04) | City of Tulsa | ADA Arterial Sidewalk Project | \$600,000 |
| 28844(04) | City of Sand Springs | Park Road Trail | \$596,039 |
| 28845(04) | City of Glenpool | Bicycle/Pedestrian Sidewalk Expansion | \$550,800 |
| 28839(04) | City of Skiatook | Osage Trail Extension | \$520,916 |
| 31619(04) | City of Tulsa | 4th Street Bikeway | \$75,000 |
| 31620(04) | City of Tulsa | Eliot Elementary Safe Routes to Schools | \$334,184 |
| 31621(04) | City of Tulsa | ADA Arterial Sidewalk & Curb Improvements | \$500,000 |
| 31615(04) | City of Bixby | East Fry Creek Trail and Pedestrian Bridge | \$500,000 |
| 31601(04) | City of Broken Arrow | Broken Arrow Creek Trail | \$497,562 |
| 31617(04) | Tulsa County | West Bank Bike/Ped Trail Study | \$75,000 |
| 33012(04) | Rogers County | Route 66 Sidepath | \$699,587 |
| 33019(04) | Tulsa County | Wekiwa Bike/Roadway | \$694,780 |
| 33034(04) | City of Tulsa | Citywide Safe Pedestrian Crossings/Beacons | \$75,000 |
| 33036(04) | City of Bixby | East Fry Creek Trail and Pedestrian Bridge | \$271,005 |
| 33037(04) | City of Sand Springs | SH-97 Trail Project | \$495,000 |
| 33038(04) | City of Tulsa | 11th & 12th Street Bike Lanes | \$75,000 |
| 33039(04) | City of Jenks | Churchill Park Restoration | \$74,978 |
| 33041(04) | City of Coweta | SRTS Project | \$348,496 |
| 34056(04) | City of Collinsville | 19 th Street from SH-20 to Collinsville City Park | \$125,000 |
| 34065(04) | City of Tulsa | Mingo Creek Trail: I-244 to Pine Street | \$750,000 |
| 34067(04) | City of Sand Springs | E 81 st West Ave, Connector Trail | \$750,000 |
| 34066(04) | City of Broken Arrow | Broken Arrow Creek Trail Phase II | \$750,000 |

**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG) REGION
METROPOLITAN TULSA TRANSIT AUTHORITY (MTTA) PROJECTS**

- FFY 2020 TULSA TRANSIT PROJECTS
 - FFY 2021 TULSA TRANSIT PROJECTS
 - FFY 2022 TULSA TRANSIT PROJECTS
 - FFY 2023 TULSA TRANSIT PROJECTS*
- *FFY2023 PROJECTS ARE YET TO BE DETERMINED

FFY 2020 Tulsa Transit Projects

| County | Sec | Type | Mode | Description | FTA | Local | Total |
|--------|-------|-----------------|---------|-------------------------------------|-------------|-------------|--------------|
| Tulsa | TBD | Transit Capital | Transit | Preventative Maintenance | \$3,109,500 | \$775,500 | \$3,887,000 |
| Tulsa | TBD | Transit Capital | Transit | Operations | \$1,428,000 | \$1,428,000 | \$ 2,856,000 |
| Tulsa | TBD | Transit Capital | Transit | ADA/CC/Audit | \$669,000 | \$167,250 | \$836,250 |
| Tulsa | TBD | Transit Capital | Transit | Leases/Audit Services | \$108,000 | \$27,000 | \$135,000 |
| Tulsa | TBD | Transit Capital | Transit | Long & Short Range Planning | \$1,293,000 | \$323,300 | \$1,616,300 |
| Tulsa | 5339C | Transit Capital | Transit | No Lo Emission Buses | \$2,991,000 | \$2,708,000 | \$5,699,000 |
| Tulsa | TBD | Transit Capital | Transit | CMAQ – Outreach/Planning Activities | \$250,000 | \$62,500 | \$312,500 |
| | | | | Totals | \$9,848,500 | \$5,491,550 | \$15,342,050 |

FFY 2021 Tulsa Transit Projects

| County | Sec | Type | Mod | Description | FTA | Local | Total |
|--------|-----|-----------------|---------|-------------------------------------|-------------|-------------|--------------|
| Tulsa | TBD | Transit Capital | Transit | Preventative Maintenance | \$3,109,500 | \$775,500 | \$3,887,000 |
| Tulsa | TBD | Transit Capital | Transit | Operations | \$1,428,000 | \$1,428,000 | \$ 2,856,000 |
| Tulsa | TBD | Transit Capital | Transit | ADA/CC/Audit | \$669,000 | \$167,250 | \$836,250 |
| Tulsa | TBD | Transit Capital | Transit | Leases/Audit Services | \$108,000 | \$27,000 | \$135,000 |
| Tulsa | TBD | Transit Capital | Transit | Long & Short Range Planning | \$1,293,000 | \$323,300 | \$1,616,300 |
| Tulsa | TBD | Transit Capital | Transit | CMAQ – Outreach/Planning Activities | \$250,000 | \$62,500 | \$312,500 |
| | | | | Totals | \$6,857,500 | \$2,783,550 | \$9,643,050 |

FFY 2022 Tulsa Transit Projects

| County | Sec | Type | Mode | Description | FTA | Local | Total |
|--------|-----|-----------------|---------|-------------------------------------|-------------|-------------|--------------|
| Tulsa | TBD | Transit Capital | Transit | Preventative Maintenance | \$3,109,500 | \$775,500 | \$3,887,000 |
| Tulsa | TBD | Transit Capital | Transit | Operations | \$1,428,000 | \$1,428,000 | \$ 2,856,000 |
| Tulsa | TBD | Transit Capital | Transit | ADA/CC/Audit | \$669,000 | \$167,250 | \$836,250 |
| Tulsa | TBD | Transit Capital | Transit | Leases/Audit Services | \$108,000 | \$27,000 | \$135,000 |
| Tulsa | TBD | Transit Capital | Transit | Long & Short Range Planning | \$1,293,000 | \$323,300 | \$1,616,300 |
| Tulsa | TBD | Transit Capital | Transit | CMAQ – Outreach/Planning Activities | \$250,000 | \$62,500 | \$312,500 |
| | | | | Totals | \$6,857,500 | \$2,783,550 | \$9,643,050 |

FFY 2023 Tulsa Transit Projects

| County | Sec | Type | Mode | Description | FTA | Local | Total |
|--------|-----|------|---------|-------------|-------------|-------------|-------------|
| Tulsa | TBD | TBD | Transit | TBD | \$6,857,500 | \$2,783,550 | \$9,643,050 |

Transportation Improvement Program – Transportation Alternatives Program

**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG) REGION
CONGESTION MITIGATION AND AIR QUALITY (CMAQ)**

- **FY 2012 LIST OF PROJECTS**
- **FY 2013 LIST OF PROJECTS**
- **FY 2014 LIST OF PROJECTS**
- **FY 2015 & FY 2016 LIST OF PROJECTS**
- **FY 2017 LIST OF PROJECTS**
- **FY 2018 LIST OF PROJECTS**

INCOG Regional Congestion Mitigation & Air Quality Program (CMAQ)

| 2012 Projects | Fed | Local | Total |
|---|-----------|----------|-----------|
| Alt Fuels: Fleet Conversion | \$175,000 | \$43,750 | \$218,750 |
| Bikeshare Study | \$25,000 | \$6,250 | \$31,250 |
| Green Traveler | \$65,000 | \$0 | \$65,000 |
| Ozone Alert Marketing | \$85,000 | \$21,250 | \$106,250 |
| Traffic Operations /incident Management | \$50,000 | \$0 | \$50,000 |
| MTTA Operations | \$250,000 | \$62,500 | \$312,500 |

| 2013 Projects | Fed | Local | Total |
|--|-----------|----------|-----------|
| Alt Fuels: Fleet Conversion | \$180,000 | \$45,000 | \$225,000 |
| Carpool/ Transportation Resource Center(TRC) | \$85,000 | \$0 | \$85,000 |
| Ozone Alert Marketing | \$85,000 | \$21,250 | \$106,250 |
| Traffic Operations /incident Management | \$50,000 | \$0 | \$50,000 |
| MTTA Operations | \$250,000 | \$62,500 | \$312,500 |

| 2014 Projects | Fed | Local | Total |
|--|-----------|----------|-----------|
| Alt Fuels: Fleet Conversion | \$100,000 | \$25,000 | \$125,000 |
| BikeShare | \$250,000 | \$62,500 | \$312,500 |
| Carpool/ Transportation Resource Center(TRC) | \$62,500 | \$0 | \$62,500 |
| Ozone Alert Marketing | \$62,500 | \$15,625 | \$78,125 |
| Traffic Operations /incident Management | \$50,000 | \$0 | \$50,000 |
| MTTA Operations | \$125,000 | \$31,250 | \$156,250 |

| 2015 &2016 Projects | Fed | Local | Total |
|--|-----------|----------|-----------|
| Alt Fuels: CNG Vehicles & Conversion | \$175,000 | \$43,750 | \$218,750 |
| Electric Vehicle Charging Infrastructure | \$175,000 | \$43,750 | \$218,750 |
| BikeShare | \$250,000 | \$62,500 | \$312,500 |
| Carpool/ Transportation Resource Center(TRC) | \$75,000 | \$0 | \$75,000 |
| Ozone Alert Marketing | \$125,000 | \$31,250 | \$156,250 |
| Traffic Operations | \$250,000 | \$0 | \$250,000 |
| Incident Management | \$250,000 | \$0 | \$250,000 |

| 2017 Projects | Fed | Local | Total |
|--|-----------|----------|-----------|
| Public Fleet Alt Fuels & Idle Reduction Infrastructure | \$272,500 | \$68,125 | \$340,625 |
| Carpool/ Transportation Resource Center(TRC) | \$65,000 | \$0 | \$65,000 |
| Ozone Alert Marketing | \$62,500 | \$15,625 | \$78,125 |
| Bike / Pedestrian Infrastructure | \$250,000 | \$62,500 | \$312,500 |

| 2018 Projects | Fed | Local | Total |
|--|-----------|----------|-----------|
| Public Fleet Alt Fuels & Idle Reduction Infrastructure | \$250,000 | \$62,500 | \$312,500 |
| Carpool/ Transportation Resource Center(TRC) | \$85,000 | \$0 | \$85,000 |
| Ozone Alert Marketing | \$65,000 | \$16,250 | \$81,250 |
| Tulsa Bus Rapid Transit Corridor Technologies | \$250,000 | \$62,500 | \$312,500 |

**INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG) REGION
FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROJECTS**

- **FY 2015 LIST OF PROJECTS**
- **FY 2016 LIST OF PROJECTS**

SECTION 5310 APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2015

| Project | Federal | Local | Total | Category |
|--|----------------------|---------------------|----------------------|--|
| 1. DaySpring Villa | \$ 33,620.00 | \$ 33,620.00 | \$ 67,240.00 | Operating expenses: Non-traditional - 35% of the total |
| | \$ 21,054.00 | \$ 5,264.00 | \$ 26,318.00 | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 54,674.00 | \$ 38,884.00 | \$ 93,558.00 | |
| 2. Kibois | \$ 50,000.00 | \$ 50,000.00 | \$ 100,000.00 | Operating expenses: Non-traditional - 35% of the total |
| | \$ - | \$ - | \$ - | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 50,000.00 | \$ 50,000.00 | \$ 100,000.00 | |
| 3. United Community Action (Cimarron) | \$ - | \$ - | \$ - | Operating expenses: Non-traditional - 35% of the total |
| | \$ 94,000.00 | \$ 23,500.00 | \$ 117,500.00 | Vehicles - traditional - 55% of the total |
| | \$ 94,000.00 | \$ 23,500.00 | \$ 117,500.00 | |
| 4. Grand Gateway (Pelivan Transit) | \$ 50,000.00 | \$ 50,000.00 | \$ 100,000.00 | Operating expenses: Non-traditional - 35% of the total |
| | \$ 86,400.00 | \$ 21,600.00 | \$ 108,000.00 | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 136,400.00 | \$ 71,600.00 | \$ 208,000.00 | |
| 5. A New Leaf | \$ 36,008.00 | \$ 36,008.00 | \$ 72,016.00 | Operating expenses: Non-traditional - 35% of the total |
| | \$ 5,905.00 | \$ 1,476.00 | \$ 7,381.00 | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 41,913.00 | \$ 37,484.00 | \$ 79,397.00 | |
| 6. Vintage Housing | \$ - | \$ - | \$ - | Operating expenses: Non-traditional - 35% of the total |
| | \$ 15,783.00 | \$ 3,945.00 | \$ 19,728.00 | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 15,783.00 | \$ 3,945.00 | \$ 19,728.00 | |
| 7. Gateway | \$ 36,008.00 | \$ 36,008.00 | \$ 72,016.00 | Operating expenses: Non-traditional - 35% of the total |
| | \$ 100,000.00 | \$ 20,000.00 | \$ 120,000.00 | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 136,008.00 | \$ 56,008.00 | \$ 192,016.00 | |

SECTION 5310 APPROVED PROJECTS FOR FEDERAL FISCAL YEAR 2016

| Project | Federal | Local | Total | Category |
|--|----------------------|----------------------|----------------------|--|
| 1. DaySpring Villa | \$ 33,692.00 | \$ 33,692.00 | \$ 67,384.00 | Operating expenses: Non-traditional - 35% of the total |
| | \$ 2,688.00 | \$ 672.00 | \$ 3,360.00 | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 36,380.00 | \$ 34,364.00 | \$ 70,744.00 | |
| 2. Kibois | \$ 135,000.00 | \$ 135,000.00 | \$ 270,000.00 | Operating expenses: Non-traditional - 35% of the total |
| | \$ 8,000.00 | \$ 2,000.00 | \$ 10,000.00 | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 143,000.00 | \$ 137,000.00 | \$ 280,000.00 | |
| 3. United Community Action (Cimarron) | \$ - | \$ - | \$ - | Operating expenses: Non-traditional - 35% of the total |
| | \$ 112,000.00 | \$ 28,000.00 | \$ 140,000.00 | Vehicles - traditional - 55% of the total |
| | \$ 112,000.00 | \$ 28,000.00 | \$ 140,000.00 | |
| 4. Grand Gateway (Pelivan Transit) | \$ 25,000.00 | \$ 25,000.00 | \$ 50,000.00 | Operating expenses: Non-traditional - 35% of the total |
| | \$ 38,482.00 | \$ 9,621.00 | \$ 48,103.00 | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 63,482.00 | \$ 34,621.00 | \$ 98,103.00 | |
| 5. A New Leaf | \$ 172,388.00 | \$ 172,388.00 | \$ 344,776.00 | Operating expenses: Non-traditional - 35% of the total |
| | \$ 68,594.00 | \$ 17,149.00 | \$ 85,743.00 | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 240,982.00 | \$ 189,537.00 | \$ 430,519.00 | |
| 6. Morton | \$ - | \$ - | \$ - | Operating expenses: Non-traditional - 35% of the total |
| | \$ 76,870.00 | \$ 19,218.00 | \$ 96,088.00 | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 76,870.00 | \$ 19,218.00 | \$ 96,088.00 | |
| 7. Gateway | \$ 35,716.00 | \$ 35,716.00 | \$ 71,432.00 | Operating expenses: Non-traditional - 35% of the total |
| | \$ 85,200.00 | \$ 21,300.00 | \$ 106,500.00 | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 120,916.00 | \$ 57,016.00 | \$ 177,932.00 | |
| 8. NewView OK | \$ 4,865.00 | \$ 4,865.00 | \$ 9,730.00 | Operating expenses: Non-traditional - 35% of the total |
| | \$ - | \$ - | \$ - | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 4,865.00 | \$ 4,865.00 | \$ 9,730.00 | |
| 9. INCOG VRC | \$ - | \$ - | \$ - | Operating expenses: Non-traditional - 35% of the total |
| | \$ 48,000.00 | \$ 12,000.00 | \$ 60,000.00 | Vehicles + Preventive Maintenance - 55% of the total |
| | \$ 48,000.00 | \$ 12,000.00 | \$ 60,000.00 | |

**PROJECT SELECTION PROCESS AND CRITERIA
OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT)
INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)**

Project Selection Criteria

ODOT has established a project selection process with the adoption of their Construction Work Plan. This selection process applies to Interstate Maintenance, National Highway System, Surface Transportation Program (outside of the Tulsa Adjusted Urbanized Area), and Bridge Replacement/Rehabilitation projects in the TMA. In cooperation with INCOG, ODOT selects these projects at the Commission District level based on projected available resources and with consideration of ODOT's Needs Study, population, highway system miles, and historical funding trends. This process is documented in the ODOT Construction Work Plan.

INCOG established a process for the prioritization of transportation projects to be funded with Urbanized Area Surface Transportation Program (STP) funds for inclusion into the TIP for the Tulsa Transportation Management Area. In 2018, The Urbanized Area STP ranking criteria were revised to provide direct application for funding for all communities in the TMA. With the input of local officials through the Transportation Technical Committee (TTC), Transportation Policy Committee (TPC), and INCOG Board of Directors, projects are evaluated annually for eligibility and to establish priorities. Candidate projects will be programmed into the TIP based on priorities and the availability of funds and selected for construction in order of meeting all requirements and being ready to proceed.

Urbanized Area STP funds are spent within the Tulsa Transportation Management Area but are not used on roads functionally classified pursuant to federal guidelines as local or rural minor collectors, except for bridges. The allocation of Urbanized Area STP funds to the Tulsa Urbanized Area is based on the 2010 Census population within the Census defined Tulsa Urbanized Area boundary. The Adjusted Tulsa Urbanized Area currently includes the Cities of, Bixby, Broken Arrow, Catoosa, Coweta, Jenks, Sand Springs, Sapulpa, Sperry, and Tulsa and adjacent portions of Creek, Osage, Rogers, Tulsa, and Wagoner Counties. Urbanized area is expected to change with the FHWA consent to adding Glenpool and Owasso based on Census proposal and it will be adjusted accordingly. Entities within the Adjusted Tulsa Urbanized Area are eligible to utilize the Urbanized Area STP funds. Projects located outside the defined Urbanized Area boundary may be considered but must be sponsored by an eligible entity.

Project sponsors submit projects for implementation using Tulsa Urbanized Area STP funds by completing a Transportation Project Rating Form for each project. The form is used to establish project eligibility and to score transportation projects proposed for funding. The prioritization results from the form's scoring system allow fair competition and selection based on the project's individual characteristics, status, and local commitment relative to the other projects. Specifically, projects are evaluated on the following characteristics:

- A. Travel Time Improvements
- B. Safety Improvements
- C. System Maintenance and Management
- D. Project Preparation
- E. Livability
- F. Freight Movement and Intermodal Linkages
- G. Special Benefits

Projects were previously selected and funded through FFY 2022. INCOG anticipates that project selection and programming for INCOG Surface Transportation Projects for 2023 will take place in FFY 2020.

Financial Resources

More than \$265 million in federal funds are anticipated to be available to the Tulsa Transportation Management Area over the next four years for surface transportation improvements. The resources are expected from a variety of sources, including Federal Highway Administration funds, Federal Transit Administration funds, and Federal Aviation Administration funds, to be matched with miscellaneous local funds provided by local governments in the Tulsa Transportation Management Area. The Program Detail on page 4 reflects the funds estimated to be available and the proposed expenditure of funds over the TIP period by funding program, while the Source of Revenue Estimates table (below), identifies the source of the estimated federal funds. Local funds programmed in the TIP are those required to match the federal funds, unless otherwise noted.

Source of Revenue Estimates for the Tulsa TMA

| <i>Funding Program</i> | <i>Source of Revenue Estimate</i> |
|--|--|
| Urbanized Area Surface Transportation Program | Direct allocation to the Tulsa TMA based on the Tulsa Urbanized Area population. |
| Interstate Maintenance | Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2018 – 2021. |
| Bridge Program | Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2018 – 2021. |
| National Highway System | Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2018 – 2021. |
| Congestion Mitigation and Air Quality | Direct allocation to the Tulsa TMA by ODOT for ozone reduction and congestion reduction projects. |
| Surface Transportation Program | Coincides with estimates programmed in the Tulsa TMA by ODOT for FFY 2018 – 2021. |
| Transit Section 5307 | Urbanized formula apportionment from the Federal Transit Administration. |
| Transit Section 5309 | Urbanized formula apportionment from the Federal Transit Administration. |
| Transit Section 5310 | Urbanized formula apportionment from the Federal Transit Administration for Enhanced Mobility of Elderly & Disabled |
| Metropolitan Planning Program | Direct FHWA Planning Assistance and FTA Section 5303 allocation funds to the Tulsa TMA based on ODOT's distribution formula. |
| Airport Improvement Program | FAA entitlement and discretionary funds. Local funding is from Passenger Facility Charges. |

Public Involvement Process

Public involvement activities related to the development and maintenance of the TIP are detailed in INCOG's Public Involvement Process (Appendix A.)

As a part of the process to develop the TIP there were several public involvement opportunities available to interested area citizens. As a part of continuous process to seek input and/or provide information at each milestone event, upon the request of interested parties, public notices are published with a list of submitted projects from the various agencies available via the INCOG website. Each Technical Advisory Committee (TAC) and Transportation Policy Committee (TPC) was open to the public to allow area citizens to express their views. The document was made available through INCOG's transportation web page and in the INCOG offices. In addition to the publicly posted open meetings of TAC and TPC, from July 15th through August 9th, 2019 the public had opportunities to present their views and opinions regarding the TIP. A direct email was sent out to the area agencies, stakeholders and public involvement database to inform the public of the final TIP document. A public notice was also published in local area newspapers. INCOG Board of Directors approved the TIP on August 13th 2019.

Legal notices were advertised in area newspapers or periodicals including a Spanish language publication. INCOG web site had over 600 unique visitors and over 1,200 unique page views during the public notice period.

The TIP is a dynamic document that is amended from time to time. All amendments to the TIP will have ample opportunity for public review and comment, through media notices, direct mailings to interested parties, and agenda postings on the INCOG internet home page. The TAC and TPC will review all proposed amendments and forward recommendations to the INCOG Board of Directors. All approved amendments will be included in the TIP document and transmitted to ODOT for inclusion in the Statewide Transportation Improvement Program.

Air Quality

The US Environmental Protection Agency (EPA) sets air quality standards, known as National Ambient Air Quality Standards (NAAQS). Areas not meeting one or more NAAQS are considered to be in violation of the standard and eligible for nonattainment. MPO's in areas designated (or formerly designated) nonattainment must assure transportation projects conform to state and local air quality planning efforts without increasing the area's mobile source emissions. Challenged by many years of ozone near-nonattainment status, INCOG has aggressively pursued voluntary emission reduction strategies, improved air quality, and successfully maintained compliance with the ozone NAAQS. The Tulsa Transportation Management Area (TMA) is in attainment of all NAAQS.

Based on a 2010 emission inventory for ozone in the Metropolitan Statistical Area (MSA), On-Road mobile sources accounted for 47% of hydrocarbon emissions, 35% of nitrogen oxide emissions, and 67% of carbon monoxide emissions. The 2025 plan estimated emissions from mobile sources will decrease over time due to cleaner vehicles, cleaner fuels, and higher travel speeds. All projects listed in this TIP are consistent with the Long Range Transportation Plan (LRTP).

INCOG, with the Oklahoma Department of Environmental Quality (ODEQ), is an active participant in the EPA's Ozone Advance Program. Ozone Advance is a voluntary

collaborative program to encourage local actions in attainment areas to reduce emissions that form ground-level ozone to continue to maintain the national standards and improve air quality.

Long Range Transportation Plan Compliance

The goals of the *2045 Regional Transportation Plan* focuses on providing a range of transportation choices; providing access to jobs, activities, and services throughout the region; enhancing the livability of the community; promoting the area economy; using resources efficiently, and enhancing the safety and security of the system. Projects in the *TIP* reflect those goals by expanding the modes of transportation, increasing access to employment centers, improving the safety of various components of the surface transportation system, and maximizing the investment in the transportation system in the region.

Appendix A – Public Involvement Process

Excerpts from the Public Involvement Process for the Tulsa Transportation Management Area.

Transportation Improvement Program

The Transportation Improvement Program (TIP) describes all federally-funded transportation projects or programs that will be carried out over the next three years. These projects or programs must be derived from the LRTP, and therefore, the TIP is an implementation tool of the LRTP. The TIP is developed every two years and lists projects beginning with the subsequent odd-numbered year. INCOG develops the TIP for the Tulsa TMA in cooperation with the ODOT, the Metropolitan Tulsa Transit Authority (MTTA), and airports in the TMA. Because the TIP is a short-term program, it has relatively immediate impact on the transportation system in the region; therefore, an informed and involved public is essential in setting the priorities in the TIP.

As a part of the process of developing the TIP, INCOG will prepare a detailed list of objectives and procedures to obtain public involvement as it relates to the Transportation Improvement Program. This detailed list will be based upon the following general guidelines:

1. **Specific Outreach** – INCOG will notify in writing individuals, organizations and associations, partner agencies, and local governments at the initiation of the TIP development. This notification will include a description and timeline of the development process, a general outline of the programs and types of projects affected, and detail the opportunities for input and review.
2. **Media Relations Activities** – Press releases, media advisories, and legal notices will be sent to the local media at the initiation, draft, and final approval stages of the TIP development. Articles will be written for inclusion in various organization publications.
3. **Public Meetings** – A total of at least two public meetings including one for each of the TAC and TPC will be held to allow opportunities for public comment prior to the TIP advancing to the next stage of development. These meetings will be posted in accordance with open meetings act requirements.
4. **TIP Online** – The draft TIP and final TIP will be posted on the INCOG website with an e-mail link allowing for comments or questions to be submitted. Once the TIP is adopted, a current copy will be maintained on the website reflecting the most recent amendments and progress and/or delay in implementing the TIP.

As a part of these general guidelines, there will be a 21-day comment period before the TIP will be formally adopted and a 14-day comment period before the Board of Directors endorses amendments. Also, public notices will be published in local newspapers and sent to all interested parties. All TAC, TPC, and Board of Directors meetings are open to the public and held at handicapped accessible locations.

The Transportation Improvement Program Plan of Action

The TIP serves as a short-range implementation program, identifying surface transportation projects to be initiated during the three-year period. Additionally, the TIP is used as a program management tool to gauge progress toward implementing transportation plans for the region. Specifically, improvements contained within the TIP must be consistent with the *2045 Regional Plan Update* and the Tulsa Metropolitan Area Major Street and Highway Plan, and should reflect progress toward implementation of the plans in light of the overall transportation goals of the metropolitan area. The projects in the TIP, which have a combination of federal, state,

and local funding sources, cover a wide range of transportation modes, including streets and highways, public transportation, bicycle and pedestrian facilities, and airport improvements.

Generally, the planned improvements include new construction; expansion of existing services and facilities; operation, maintenance and reconstruction of existing facilities; efficiency improvements to increase the effectiveness of existing transportation investments; and projects specifically identified for their ability to maintain the Tulsa area's "clean air" status. The availability of good surface transportation facilities and services has always been one of the major factors affecting air quality, commercial activity, and residential development in a changing metropolitan environment. In fact, the transportation system plays a central role in the lives of the residents of the region as we go about our daily business and activities. If the metropolitan area is to enjoy an enhanced quality of life and maintain a competitive position both regionally and nationally, a transportation improvement program is necessary to assure that the transportation system makes a positive contribution.

The Transportation Planning Division will be seeking comments from the public throughout the TIP development process. At key milestones in the process INCOG will provide specific opportunities directly to the public for review and comment on the projects in the TIP. We will be posting all information on our website as well so visit our web page (www.incog.org/Transportation/Transportation.htm), for regular updates on the TIP development and opportunities for input.

For questions regarding the TIP you may contact the Transportation Planning Division via email at incog@incog.org, by fax 918-583-1024, phone 918-584-7526, or mail to 2 West Second Street, Suite 800, Tulsa, OK 74103

Surface Transportation Program (STP) Project Prioritization & Selection Process

For the Tulsa Urbanized Area

Revised November 28, 2018



Surface Transportation Program (STP)

Project Prioritization and Selection Process

For the Tulsa Urbanized Area

INCOG, as the Metropolitan Planning Organization (MPO) for the Tulsa metropolitan area, is required to establish a selection process for the distribution of STP funds. Priority funding will be given to projects that meet federal regulations (Attachment B), and help advance the Regional Transportation Plan (RTP) in the following areas:

1. Arterial Intersections – Safety and capacity improvements to existing intersections. Sample projects include, but are not limited to:
 - Railroad crossing improvements
 - Signal prioritization, automation, preemption, and/or synchronization
 - Intersection lighting, markings, and/or signage
 - Pedestrian safety measures
2. System Preservation – Maintenance or preservation projects for existing transportation infrastructure. Sample projects include, but are not limited to:
 - Pavement resurfacing, replacement, reconstruction and/or rehabilitation
 - Pavement management system
 - Bridge restoration and/or operational improvements
3. System Management and Integration – Technology systems for the management of, and communication between transportation-related systems. Sample projects include, but are not limited to:
 - Highway courtesy patrols
 - Congestion/Incident Management Systems
 - Advanced Traveler Information Systems (ATIS)
 - Intermodal transportation facilities and systems (including CVISN)
 - Traffic management center capital and O&M costs
 - Data storage and transmission
 - Intelligent Transportation System (ITS) roadside hardware
4. Alternative Transportation – Projects that promote alternatives to Single Occupant Vehicle (SOV) usage. Sample projects include, but are not limited to:
 - Transit capital, research, safety improvements, and/or management systems costs
 - Carpool/vanpool projects
 - Sidewalk modifications and/or walkway projects
 - Bicycle transportation projects
 - Multimodal connections (park & ride lots)
5. Capacity Expansion -- Construction projects that add capacity to an existing street or interstate, or construction of new facilities. Sample projects include, but are not limited to:
 - Adding lanes to existing streets or highways
 - New Interchanges
 - New Roads
 - Bridge Replacement
 - Bridge Widening and/or Lane Additions

With the input of local officials through the Transportation Technical Committee (TTC), Transportation Policy Committee (TPC), and INCOG Board of Directors, proposed projects will be evaluated for eligibility and priority based on a 100-point grading system. Selected projects will be included in the Transportation Improvement Program (TIP) for the Tulsa Transportation Management Area (TMA).

Achieving Performance Targets

Goals for the STP Project Selection process is to achieve a safe, reliable transportation that is maintained in a state of good repair. Performance measures are adopted to reflect these goals for the INCOG Region (set in cooperation with ODOT & per FHWA guidance). More specific goals are spelled out at the state level. The reference here is to provide context for STP projects selected to affect the outcomes in the following areas.

Safety (PM1):

- Number of fatalities
- Fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Serious injuries per 100 million vehicles miles traveled
- Number of non-motorized fatalities and non-motorized serious injuries

Pavement Condition (PM2):

- Percentage of pavements on the interstate system in Good condition
- Percentage of pavements of Interstate system in Poor condition
- Percentage of pavements on the non-Interstate NHS in Good condition
- Percentage of pavement of the non-Interstate NHS in Poor condition

Bridge Condition (PM2):

- Percentage of NHS bridges in good condition
- Percentage of NHS bridges in Poor condition

System Performance (PM3):

- Interstate Travel Time Reliability Measure (Percent of person-miles traveled on Interstate that are reliable)
- Non-Interstate Travel Time Reliability measure (Percent of person-miles traveled on the non-Interstate NHS that are reliable)

Freight Movement on the Interstate System (PM3):

- Freight Reliability (Truck Travel Time Reliability Index)

Traffic Congestion (PM3):

- Peak Hour Excessive Delay
- Non-Single Occupant Vehicle Travel (SOV)

On Road Mobile Source Emissions (PM3):

- Total Emission Reductions

Eligible Transportation Improvements

In order for a project to be eligible for Tulsa Urbanized Area STP funds, it must meet the following criteria:

- 1) The proposed project must represent at least one of the following:
 - A) An implementation of actions and/or projects listed from the [Connected 2045 LRTP](#).
 - B) A transportation system management (including congestion management) project,
 - C) Transportation control measures from the Air Quality State Implementation Plan,
 - D) A safety or transportation enhancement project, or
 - E) System preservation of a transportation facility (*i.e.*, reconstruction, rehabilitation, resurfacing, restoration and operational improvements).
- 2) Projects must be located within the [Tulsa Transportation Management Area \(TMA\)](#) (Attachment C).
- 3) Funds must be used for roads classified as Urban Collectors and Arterials or Rural Collectors and Arterials under the Federal Highway Administration Functional Classification System. Bridges are exempt from this rule. In addition, Projects on roadways planned for inclusion as proposed revisions to Federal Highway Functional Classification, contingent upon concurrence and approval by the FHWA, will be eligible. <http://www.incog.org/Transportation/documents/FedClassMaps.htm>
- 4) The local project sponsor must be a local unit of government or instrumentality thereof (such as the Metropolitan Tulsa Transit Authority or INCOG), within the Tulsa Urbanized Area (Creek County, Osage County, Rogers County, Tulsa County, Wagoner County, City of Bixby, City of Broken Arrow, City of Catoosa, City of Coweta, City of Glenpool, City of Jenks, City of Owasso, City of Sand Springs, City of Sapulpa, Town of Sperry, Town of Kiefer or City of Tulsa) or within the Tulsa Transportation Management Area (City of Claremore, City of Collinsville, or the City of Skiatook, Town of Mounds, Town of Verdigris.)
- 5) The local project sponsor must provide to INCOG an STP Project Resolution (Attachment A), adopted by the governing body at a public meeting, which describes the project, including the type of improvement, project location, total project cost, and source(s) of matching funds. The sample resolution may be modified to reflect specific agreements between the project sponsor and ODOT or to meet local city charter requirements.
- 6) **The local project sponsor must provide to INCOG a preliminary cost estimate adjusted for inflation using a rate of 4% per year over four years, and with a contingency of approximately 15%,(+ or – 5%). Cost estimates for construction projects must be submitted by a registered professional engineer, architect, or landscape architect as appropriate, licensed in the State of Oklahoma.**

Funding Ratios

The United States Department of Transportation (USDOT) will divide Surface Transportation Program funds each year among the states based on their respective amounts of highway mileage, vehicles miles traveled, and fuel tax contributions. The Oklahoma Department of Transportation (ODOT) uses 37.75% of allocated funds for various projects throughout the state, with the remaining 62.25% being divided between the Oklahoma City and Tulsa Transportation Management Areas. INCOG's share is on average an estimated \$15 million per year. Based on the priorities established, projects representing the expected resources may be programmed in the TIP to be funded with Urbanized Area STP funds.

In order to accelerate completion of the expressway system and/or initiate rail-transit system planning within the Tulsa metropolitan area, up to 15 percent of the Urbanized Area STP funds may be set aside for corridor analysis, functional planning/engineering and environmental studies; up to 50 percent for right-of-way acquisition and utility relocation; and up to 60 percent for construction related to completion/upgrading of the Expressway System (*i.e.*, Gilcrease Expressway/Parkway and Osage/L.L. Tisdale Expressway). Furthermore, Urbanized Area STP funds may be committed to pay bonds and associated financing for projects completing the Expressway System.

Exclusive Intelligent Transportation System (ITS) projects or Incident Management projects may also be given due consideration within the scope of the same 5% annual apportionment. In addition, a system wide, regional level funding goal for a better performing transportation system is outlined as below:

- Traffic Flow Improvements (Arterial intersections, System Management & Integration): 20% of total STP funding
- System Preservation: 20% of total STP funding

The balance of the Urbanized Area STP funds will be made available for construction/implementation of transportation projects, utilizing a process to prioritize and select projects to be awarded funding. For those projects selected for funding, expenses associated with the development of engineering plans, right-of-way acquisition and utility relocation are eligible but must meet all state and federal policies. Local sponsors will also be responsible for providing required matching funds.

Urbanized Area STP projects will be funded at a ratio of 80 percent federal funds and 20 percent local funds for eligible project costs. Certain safety projects may be funded at 100 percent of the cost by federal funds upon approval by ODOT. Such safety projects are described in Title 23, U.S.C., Section 120(c), and include traffic control signalization, pavement marking, commuter carpooling and vanpooling, or installation of traffic signs, traffic lights, guardrails, impact attenuators, concrete barrier end treatments, breakaway utility poles, or priority control systems for emergency vehicles at signalized intersections.

All state and federal requirements in conjunction with the use of federal funds (*i.e.*, uniform relocation, Davis-Bacon, NEPA, etc.) must also be met. In general, it is expected that no single project or entity will be allocated more than 60% of the total STP Urbanized Area funds available per year. And furthermore, no other single project or entity will be allocated more than 50% of the remaining balance of STP Urbanized Area funds available per year. Final project scheduling by fiscal year for selected projects will be based on project phasing, project size and anticipated resources available.

STP Funding Allocation Summary

| | | |
|-------------|---|---|
| (A) | Total anticipated STP Allocation to INCOG: | \$15 M |
| (B) | Current commitment by INCOG: | \$6M/Year toward completing the regional expressway system |
| (C) | Available Funds for 2021 | \$9 M |
| (D) Goal #1 | Intelligent Transportation System Projects AND/OR Incident Management Projects | 5% (450K) |
| (E) Goal #2 | Traffic Flow Improvements AND/OR System Preservation (Shoulders/Rehab) | 20% (\$1.8M) |
| (G) | Capacity addition projects | \$6.75M |

Other Notes:

No single entity may receive a combined sum of more than \$3M for any federal fiscal year, for all projects. Projects selected for any federal fiscal year will be advanced based on first-ready first-let.

Under a rare and extenuating circumstance, funded projects may be allowed for substitution at the request of the project sponsor provided the project requested would satisfy all the requirements for the given year the original project is selected & the evaluation criteria is satisfied after ranking and rating of the project. Staff recommendation in such circumstances will be forwarded to the Transportation Technical Committee, Transportation Policy Committee and the INCOG Board of Directors for approvals and endorsement.

Instructions for Project Submittals

Any entity wishing to sponsor functional planning/engineering, Major Investment Studies, and environmental studies, right-of-way acquisition, and utility relocation related to completion/upgrading of the Expressway System must submit a request to INCOG. Each request will be evaluated on a case-by-case basis to determine if funds will be set aside for this purpose.

A project sponsor wishing to submit a project for implementation using Tulsa Urbanized Area STP funds must complete a *Transportation Project Rating Form* (Attachment D) for each proposed project. The *Transportation Project Rating Form* will be used to establish project eligibility and to score transportation projects proposed for funding. The prioritization resulting from the form's scoring system will allow fair competition and selection based on a project's individual characteristics, status, and local commitment relative to other proposed projects.

Proposed projects will be evaluated on the following characteristics:

| Selection Criteria | CAPACITY PROJECTS | NON-CAPACITY PROJECTS |
|---|-------------------------|-----------------------|
| H. Travel Time Improvements | Maximum 30 points | 12 points |
| I. Safety Improvements | Maximum 30 points | 30 points |
| J. System Maintenance and Management | Maximum 0 points | 20 points |
| K. Project Preparation | Maximum 20 points | 8 points |
| L. Livability Criteria | Maximum 0 points | 10 points |
| M. Freight Movement and Intermodal | Maximum 10 points | 10 points |
| N. Multijurisdictional/Special Benefits/goals | Maximum 10 points | 10 points |
| | Total 100 points | 100 points |

The prioritization scoring will serve as the initial screening used to select projects for funding with Urbanized Area STP funds. Certain types of projects that cannot be evaluated through the project rating process due to their characteristics (e.g., planning and engineering studies, carpool programs, wetlands mitigation, research programs, etc.) may be submitted for consideration. These "exception" projects along with the initial prioritized list will be presented to the TAC, TPC, and the INCOG Board of Directors, which together will establish the final priorities.

Completion of the preliminary activities (functional planning/engineering, and environmental studies) will make the projects better able to compete for construction funds available through other programs for projects statewide. Affected/interested entities will select a lead agency that will act as project sponsors and will be responsible for coordinating the provision of local matching funds. Funding for right-of-way acquisition and utility relocation will only be eligible upon state and federal approval of required functional planning/engineering and environmental studies.

INCOG, as the MPO, will notify ODOT of the programming of projects and will provide to ODOT copies of the project sponsors' STP Project Resolution and preliminary cost estimate. The project sponsor must file with ODOT evidence that the local matching share for the proposed project is in hand and immediately available to the project, and three copies of documentation as to the provision of engineering services to the project sponsor for preparation of plans, as applicable, for construction projects. The project sponsor must also execute a project agreement with ODOT within 180 days of project approval by the Board of Directors. INCOG reserves the right to reprogram funds for projects whose sponsors fail to execute agreements within that period.

Project funding will be obligated (approved by ODOT and FHWA) in consultation with INCOG on a "first ready, first funded" basis, regardless of project sponsor. Projects that fail to be ready to be obligated by the Federal Fiscal Year in which they were selected for funding will be jointly assessed by the project sponsor, INCOG, ODOT and USDOT, to determine if the project should be terminated and the funds reprogrammed. Reprogrammed funds will be made immediately available for projects that are ready to proceed. Project selection by the MPO will be considered to occur when the project is included on the TIP approved by the Transportation Policy Committee and endorsed by the INCOG Board of Directors. Upon receipt of MPO concurrence, ODOT will place the project on a scheduled letting list, and request the local funding share from the project sponsor. The matching funds must be received by ODOT before the project can be advertised for bids. Prior to bid opening, ODOT will request Federal authorization of the project.

Project Monitoring

It is the responsibility of ODOT to keep INCOG informed of the status of all Urbanized Area STP projects within the Tulsa area, and to report project cost adjustments so that cost estimates can be replaced with actual construction costs when the projects are let for bid and completed. ODOT shall provide to INCOG verification of the final project cost upon its completion. ODOT shall also provide to INCOG a quarterly status report summarizing the Tulsa Urbanized Area STP program, including the status of all selected projects and the amount of unobligated funding available for programming additional projects.

INCOG will routinely prepare a summary of all Tulsa Urbanized Area STP projects, including location, cost, and status, which have been obligated since the inception of the program.

ATTACHMENT A

**Resolution to Request Programming of
Tulsa Urbanized Area Surface Transportation Funds**

WHEREAS, Surface Transportation Program Urbanized Area funds have been made available for transportation improvements within the Tulsa Transportation Management Area; and

WHEREAS, The [PROJECT SPONSOR] has selected a project described as follows:

_____ ; and

WHEREAS, the selected project is consistent with the local comprehensive plan, including applicable Major Street and Highway Plan Element, and the Regional Transportation Plan; and

WHEREAS, the engineer's preliminary estimate of cost is \$ _____, and Federal participation under the terms of the Moving Ahead for Progress in the 21st Century Act relating to Surface Transportation Program Urbanized Area funds are hereby requested for funding of _____ percent of the project cost; and

WHEREAS, the [PROJECT SPONSOR] proposes to use [SOURCE] funds for the balance of the project costs; and

WHEREAS, the [PROJECT SPONSOR] has arranged for _____, a qualified [ENGINEER/ARCHITECT/LANDSCAPE ARCHITECT] licensed in the state of Oklahoma to furnish professional services in the preparation of detailed plans, specifications and estimates; and

WHEREAS, the [PROJECT SPONSOR] agrees to provide for satisfactory maintenance after completion, and to furnish the necessary right-of-way clear and unobstructed; and

WHEREAS, the [PROJECT SPONSOR] has required matching funds available and further agrees to deposit with the Oklahoma Department of Transportation said matching funds within thirty (30) days after approval by the Federal Highway Administration.

NOW, THEREFORE, BE IT RESOLVED: That the Indian Nations Council of Governments is hereby requested to program this project into the Transportation Improvement Program for the Tulsa Transportation Management Area; and

BE IT FURTHER RESOLVED: That upon inclusion in the Transportation Improvement Program, the Oklahoma Transportation Commission is hereby requested to concur in the programming and selection of this project and to submit the same to the Federal Highway Administration for its approval.

ATTEST:

(Chief Elected Official or local governing body)

(Clerk/Secretary/Attorney)

Appendix C – TIP Development Process

PROCEDURES FOR DEVELOPING THE OKLAHOMA METROPOLITAN PLANNING ORGANIZATIONS (MPO) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) and THE OKLAHOMA STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Title 23 USC 135(g)(1) requires each State to develop a statewide transportation improvement program for all areas of the State to cover a period of 4 years and be updated every 4 years or more frequently if the Governor elects to update more frequently. In addition, Title 23 USC 135(j)(1) requires Metropolitan Planning Organizations (MPO) designated for each metropolitan area to develop a TIP in the area for which the MPO is designated, in cooperation with the State and affected public transportation operators. In accordance with these requirements, the Oklahoma Department of Transportation (ODOT) in cooperation with the Association of Central Oklahoma Governments (ACOG), the Indian Nations Council of Governments (INCOG), the Lawton Metropolitan Planning Organization (LMPO), the Bi-state Metropolitan Planning Organization (BSMPO), Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), have developed the following procedures and deadlines for coordinating and approving the Transportation Improvement Programs (TIP).

TIP DEVELOPMENT PROCEDURES AND DEADLINES

| PROCEDURE | DEADLINE |
|--|-----------------|
| The MPOs will begin the annual preparation of a 4 year TIP. All projects within the boundaries of a metropolitan study area requiring Federal participation, excluding projects undertaken on the National Highway System and pursuant to the Bridge and Interstate Maintenance programs, will be selected by the MPOs designated for such area in consultation with the State and in conformance with the approved Long Range Transportation Plan for such area. Projects undertaken on the National Highway System or pursuant to the Bridge and Interstate Maintenance program will be selected by the State in cooperation with the MPOs. In areas of the state not covered by an MPO, all projects in the STIP will be selected by the State in cooperation with the affected local officials | October |
| ODOT will request the FHWA to provide a list of Indian Reservation Roads (IRR) to be included in the TIPs | October |
| | November |

ODOT will provide the TMAs (ACOG, INCOG) with a written estimate of anticipated apportionments and obligation authority to be used for preparing their TIPs

FTA through ODOT Transit Division will provide a list of all Transit Programs and Funds to be included in each fiscal year of the TIPs. January

ODOT will provide the MPOs a list of all Federal Funded Projects related to Highway, Public Transit, Public Lands, Railroad, County Roads, City Streets, City Bridges, Highway, Enhancement projects and FTA Section 5303 funds available to be included in the TIPs for ACOG, INCOG and LMPO January

Each MPO will provide ODOT a copy of its preliminary TIP for review and comment concurrent with its release for public review and comment, in accordance with Title 23 USC 134(j)(1)(B). A minimum of twenty-one days from the date of first publication will be provided for public review and comment. April

ODOT will provide written responses to the MPOs indicating if any specific problem(s) exist and the action necessary to correct the Preliminary TIPs. April

A copy of the Final TIPs will be provided to ODOT for review and approval. May

ODOT will provide the MPOs written notification approving the Final TIPs. June

Final MPO TIPs will be amended to the current STIP without modification. September

STIP DEVELOPMENT PROCEDURES

| PROCEDURE | DEADLINE |
|---|------------------|
| The State shall develop a new 4 year Statewide Transportation Improvement Program every 2 years. Development of the STIP shall be directly related to the currently approved 8 Year Construction Work Plan. Thereafter, the STIP will be revised as necessary through a series of amendments, administrative modifications and the annual inclusion of the MPO TIPs without modification. | |
| Development of the STIP will begin with a request to the FHWA for the current Indian Reservation Roads (IRR) TIP. | January |
| FTA through ODOT Transit Division will provide a list of all Transit Programs and Funds to be included in each fiscal year of the STIP. | January-February |
| The Preliminary STIP will be distributed to Federal, State and Local Government agencies, Indian Tribal Governments, the MPOs, public transportation operators and the public for review and comments for a minimum period of twenty-one days. | July-August |
| All substantive written comments received on the Preliminary STIP will be addressed and included in the Final STIP for presentation to the Oklahoma Transportation Commission for approval. The Final STIP, including the MPO TIPs, will then be forwarded to FHWA and FTA for formal approval prior to implementation. | September |
| If the Transportation Commission approves a County Road, County Bridge, City Street, City Bridge or other local government entity sponsored project, the sponsoring local government entity will be responsible for advertising the project as an addition to the STIP. The public notice will allow a minimum of 14 days from the first date of publication for public review and comment. | |
| The FHWA Oklahoma Division will take formal action on all proposed highway amendments to the STIP. Similarly the FTA Region VI will take formal action on all proposed transit amendments to the STIP. This formal action will be provided in a form letter with signature and date block. ODOT will prepare said standard form letter for requesting approval of highway amendments to the STIP. When ODOT submits a request for approval of a proposed highway project amendment via email, it will also transmit the same request on the standard form letter to the FHWA. The email request will be sent directly to the FHWA Oklahoma Division general email (www.hdaok@fhwa.dot.gov), with copies to the Planning and Technical Services team leader and the Division Planner. FHWA will review the request and if there are no | |

issues of concern, send a response via email as soon as possible. Transit amendments will be forwarded by FHWA to FTA for review and approval. Subsequently, the FHWA will sign the standard form letter and transmit back to ODOT within 3 working days of receipt of the email

STIP AND TIP AMENDMENT PROCEDURES

Projects in any of the first four years of the STIP and TIP may be advanced in place of another project in the first four years of the STIP and TIP subject to the project selection requirements of 23 CFR 450.220 and 450.330. In addition, the STIP and TIP may be revised at any time under procedures agreed to by the State, MPO(s), and public transportation operator(s) consistent with the STIP and TIP development procedures established by 23 CFR 450.216, 450.324. Changes that affect fiscal constraint must take place by amending of the STIP.

- (1) When the MPO approves an amendment to the TIP, a copy of the amendment will be forwarded to ODOT for approval, as the Governor's Designee, and subsequently added to the STIP. ODOT will forward notification of the amendment to FHWA and FTA for review and comment. The MPO will be responsible for advertising the amendment and providing an opportunity for public review and comment in accordance with Title 23 USC 134(j)(1)(B). The public notice must allow a minimum 14 days from first date of publication for public review and comment. MPO will provide ODOT with the publication date, any written substantive comments and appropriate responses.

In case of conflicts with MPO amendment request, ODOT will provide a written response within 15 calendar days of receipt of request, indicating the problem and the action necessary to correct the problem. Once the conflict has been resolved, ODOT will provide the MPO written approval of the amendment and amend the STIP.

- (2) If ODOT approves an amendment to the STIP within the ACOG, INCOG or LMPO metropolitan study area, ODOT will forward notification of the amendment to FHWA and FTA for formal action. ODOT will then make a written request to the MPO to amend the TIP. ODOT will provide the MPO any written substantive comments and appropriate responses.

In case of conflict with ODOT amendment request, the MPO will provide a written response within 15 calendar days of receipt of request, indicating the problem and the action necessary to correct the problem. Once the conflict has been resolved, the MPO will amend their TIP and provide ODOT with written approval of the amendment.

- (3) When the Oklahoma Transportation Commission approves a federally funded project on the State Highway System and adds it to a currently approved STIP, ODOT will forward notification of amendment to FHWA and FTA for formal action. ODOT is responsible for advertising the project for public review in accordance with Title 23 USC 135(g)(3).

MPO SELF-CERTIFICATION

Metropolitan Transportation Planning Process Self-Certification

The Oklahoma Department of Transportation (ODOT) and the INCOG (Indian Nations Council of Governments), the designed Metropolitan Planning Organization for the Tulsa Transportation Management area hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C 134 and 49 U.S.C. 5303;
2. Title VI of the Civil Rights Acts of 1964, as amended (42 U.S.C. 200d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
4. Section 1101(b) of the MAP-21 legislation and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et. seq.) and 49 CFR parts 27, 37 and 38
7. The older American Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Indian Nations Council of Governments

Rich Briere
Signature

Rich Briere
Printed Name

Executive Director
Title

10/14/2019
Date

Oklahoma Dept. of Transportation

Rick Johnson
Signature

Rick Johnson
Printed Name

Director of Capital Programs
Title

10/15/19
Date

DEFINITIONS

UPDATE – An update is defined as making current a long-range statewide transportation plan, metropolitan transportation plan, TIP or STIP through a comprehensive review. States and MPOs may choose to “update” their transportation plans and programs well in advance of the prescribed update cycles.

AMENDMENTS – Major revisions which require public review and comment, demonstration of fiscal constraint (except for long-range statewide transportation plans), and a conformity determination (for metropolitan transportation plans and TIPs in nonattainment and maintenance areas).

ADMINISTRATIVE MODIFICATIONS – Minor revisions not requiring public review and comment, demonstration of fiscal constraint or conformity.

- A)** Examples of administrative modifications include but are not limited to:
1. Revision to a project description without changes to the project scope or conflict with the environmental document;
 2. Changes to the source of funds;
 3. Changes to project lead agency;
 4. Splits or combines of individually listed projects; as long as cost, schedule and scope remain unchanged or conforms to Section B below.
 5. Adding or deleting projects from grouped project (Line Item) listings as long as the funding amounts stay within the guidelines in number two above;
- B)** ODOT will notify FHWA when the federal share of the project cost listed in the STIP increases or decreases by 50 percent AND the federal share of the project cost is greater than \$4 million. In addition, ODOT will also provide justification for the project cost increase or decrease. In time sensitive circumstances, ODOT may request FHWA review a project to determine if an amendment OR administrative modification is necessary.
- C)** All other revisions/changes not identified as administrative modifications would be classified as amendments to the TIP and STIP, subject to public review and comment, demonstration of fiscal constraint and conformity determination in nonattainment and/or maintenance areas.

STATEWIDE LINE ITEM – Refers to projects with similar scope not defined by specific location or cost.

APPROVAL OF PROCEDURES FOR THE STIP AND TIP

In order to develop the Transportation Improvement Program for the four Metropolitan Planning Organizations and the Statewide Transportation Improvement Program for the State of Oklahoma, these procedures have been prepared by the Oklahoma Department of Transportation in cooperation with the Association of Central Oklahoma Governments, Indian Nations Council of Governments, Lawton Metropolitan Planning Organization, the Bi-state Metropolitan Planning Organization, Federal Highway Administration and Federal Transit Administration. Each Metropolitan Planning Organization will be responsible for completing their Transportation Improvement Program in accordance with these procedures. The Oklahoma Department of Transportation will then be responsible for developing the Statewide Transportation Improvement Program and coordinating these efforts with the Federal Highway and Federal Transit Administration. Any changes to specific items presented in this procedural guide will require formal approval of the undersigned agencies and MPOs.

Glossary of Terms and Acronyms

| | |
|-----------------|--|
| ADA | American with Disabilities Act |
| BHFY | Federal Bridge Rehabilitation on collector street or greater |
| BHIY | Federal Bridge Rehabilitation on Interstate |
| BRFY | Federal Bridge Replacement on collector street or greater |
| BRO-C | Bridge Replacement on County Roads |
| CMA | Congestion Mitigation and Air Quality |
| DPI | Federal-Aid Demonstration Project |
| EH | Transportation Enhancement |
| FFY | Federal Fiscal Year |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| IMY | Interstate Maintenance |
| IMG | Interstate Maintenance Safety |
| INCOG | Indian Nations Council of Governments |
| JARC | Job Access-Reverse Commute transit grant |
| Local | Project funding for local government unit |
| LRTP | Long-Range Transportation Plan |
| NHY | National Highway System |
| NHIY | National Highway System funds used on the Interstate System |
| ODOT | Oklahoma Department of Transportation |
| PL | Metropolitan Planning Program |
| SEC 5303 | Metropolitan Planning for Transit |
| SEC 5307 | Urbanized Area Formula Program for Transit |
| SEC 5309 | Capital Program for Transit |
| SEC 5310 | Capital Program for Transit serving the elderly/handicapped |
| SFY | State Fiscal Year |
| SH | State Highway designation |
| STIP | Statewide Transportation Improvement Program |
| STPY | Surface Transportation Program |

TAC
TIP
TMA
TPC

Technical Advisory Committee
INCOG Transportation Improvement Program
INCOG Transportation Management Area
INCOG Transportation Policy Committee

FFY 2020 – 2023
Transportation Improvement Program Addendum
Performance Management

INTRODUCTION

Performance Measures

Fixing America's Surface Transportation Act (FAST Act) and its predecessor, Moving Ahead for Progress in the 21st Century (MAP-21), require that state DOTs, MPOs, and transit agencies conduct performance-based planning and programming. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals. A performance-based approach to transportation planning and programming is intended to ensure the most efficient use of transportation funds, facilitate improved investment decision-making, and increase accountability and transparency.

INCOG must demonstrate that the TIP “makes progress towards achieving the performance targets” and that the TIP includes, “to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets” (23 CFR § 450.326). The national goal areas are as follows:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

As the designated MPO for the region, INCOG is required to set targets for each of these performance measure areas. A target is defined as “a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration (FHWA)” (23 CFR § 490.101). INCOG must set these targets no more than 180 days after ODOT sets their targets and can establish these targets by either: (1) agreeing to plan and program projects so that they contribute toward the accomplishment of ODOT’s targets for the performance measures; or (2) committing to a quantifiable target for the performance measures, as stipulated by the FHWA. The current and first performance period began on January 1, 2018 and will end on December 31, 2021.

Goals for the Surface Transportation Block Grant Program (STBGP)

Goals for the Surface Transportation Block Grant Program (STBGP) Project Selection process is to achieve a safe, reliable transportation that is maintained in a state of good repair. Performance measures are adopted to reflect these goals for the INCOG Region (set in cooperation with ODOT & per FHWA guidance). More specific goals are spelled out at the state level.

Safety (PM1):

- Number of fatalities
- Fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Serious injuries per 100 million vehicles miles traveled
- Number of non-motorized fatalities and non-motorized serious injuries

Pavement Condition (PM2):

- Percentage of pavements on the interstate system in Good condition
- Percentage of pavements of Interstate system in Poor condition
- Percentage of pavements on the non-Interstate NHS in Good condition
- Percentage of pavement of the non-Interstate NHS in Poor condition

Bridge Condition (PM2):

- Percentage of NHS bridges in good condition
- Percentage of NHS bridges in Poor condition

System Performance (PM3):

- Interstate Travel Time Reliability Measure (Percent of person-miles traveled on Interstate that are reliable)
- Non-Interstate Travel Time Reliability measure (Percent of person-miles traveled on the non-Interstate NHS that are reliable)

Freight Movement on the Interstate System (PM3):

- Freight Reliability (Truck Travel Time Reliability Index)

Traffic Congestion (PM3):

- Peak Hour Excessive Delay
- Non-Single Occupant Vehicle Travel (SOV)

On Road Mobile Source Emissions (PM3):

- Total Emission Reductions

INCOG Selection Criteria for Projects

INCOG Project Selection process for the Surface Transportation Block Grant Program (STBGP) allows for projects related to Safety and capacity improvements arterial intersections, Maintenance of system preservation, Transportation system management, Alternative transportation and Capacity addition.

These selection criteria as outlined would address the Performance Criteria as below:

INCOG Surface Transportation Block Grant Program (STBGP) Selection Criteria & the Performance Goals

| INCOG Project Types & Weighting Criteria | Performance Goal |
|---|---|
| Safe Arterial Intersections Safety Score (30%) | Safety for motorized travel (PM1) Safety for non-motorized travel (PM1) |
| System Preservation (0% - 20%) | Pavement Condition (PM2) Bridge Condition (PM2) |
| Transportation System Management (0% - 20%) | Improve Travel Time Reliability (PM3) Improve System Performance (PM3) |
| Alternative Transportation (0% - 10%) | Safety for non-motorized fatalities & Injuries (PM1) On Road Mobile Source Emissions (PM3) |
| Capacity Addition/Travel Time (12% - 30%) | Traffic Congestion (PM3) Transportation System performance (PM3) Traveler Safety (PM1) Pavement Condition (PM2) Bridge Condition (PM2) On Road Mobile Source Emissions (PM3) |

The scoring and ranking of projects submitted each year allows for the ranking and rating of projects following locally set criteria to address above Performance Measures and Targets.

INCOG Target Setting for Safety for All Travelers (PM1)

| Performance Measure | ODOT* | INCOG |
|---|--------|---------------------|
| Number of Fatalities | 691 | Support ODOT Target |
| Number of Serious Injuries | 14,083 | Support ODOT Target |
| Fatality Rate per 100 Million VMT | 1.41 | Support ODOT Target |
| Serious Injury Rate per 100 Million VMT | 28.9 | Support ODOT Target |
| Total number of non-motorized fatalities and non-motorized serious injuries | 698 | Support ODOT Target |

*Statewide Targets set by ODOT based of 5-year rolling annual average

INCOG Target Setting for System Performance Measure (PM2)

| Performance Measure | 2020 | 2022 | INCOG |
|--|-------------|-------------|---------------------|
| | ODOT Target | ODOT Target | |
| % of Interstate NHS with reliable travel times | > 90% | > 90% | Support ODOT Target |
| % of Non-Interstate NHS with reliable travel times | > 80% | > 80% | Support ODOT Target |
| Truck travel time reliability | 1.33 | 1.33 | Support ODOT Target |

| INCOG Target Setting for Infrastructure Condition Measure (PM3) | | | |
|--|-------------|-------------|-------|
| | 2020 | 2022 | |
| Performance Measure | ODOT Target | ODOT Target | INCOG |

| | | | |
|--|-------|-------|---------------------|
| % of Interstate System pavement in good condition | > 50% | > 50% | Support ODOT Target |
| % of Interstate System pavement in poor condition | < 3% | < 3% | Support ODOT Target |
| % of Non-Interstate System pavements in good condition | > 45% | > 45% | Support ODOT Target |
| % of Non-Interstate System pavements in poor condition | < 5% | < 7% | Support ODOT Target |

| | | | |
|---|-------|-------|---------------------|
| % of NHS Bridges classified as good condition | > 55% | > 60% | Support ODOT Target |
| % of NHS Bridges classified as poor condition | < 5% | < 7% | Support ODOT Target |

**Indian Nations Council of Governments (INCOG): Tulsa Transportation Management Area
FFY2020 Transportation Improvement Program Amendments: October 2020**

| Federal Fiscal year | County | ODOT Job Piece Number | Program | Project Description | Type of Work | Funding |
|---------------------|--------|-----------------------|--------------------------------------|---|--------------|---|
| 2020 | Tulsa | 29326(04) | INCOG Surface Transportation Program | Owasso: 76th Street N from US-169 to 129th E Ave Intersection | Roadway | Federal: \$6,970,195 Other Funds: \$3,301,910 Total: \$10,092,105 |
| 2020 | Tulsa | 29326(08) | INCOG Surface Transportation Program | Owasso: 76th Street N from US-169 to 129th E Ave Intersection | Roadway | Federal: \$188,203 Other Funds: \$0 Total: \$188,203 |



Lawton Metropolitan Planning Organization

FFY 2020-2023

Transportation Improvement Program

Approved September 24, 2019

The Federal Fiscal Years (FFY) 2020-2023
Transportation Improvement Program (TIP)
is updated triennially and amended as necessary.
If you have questions or comments concerning the TIP,
contact the City of Lawton Planning Division at:

212 SW 9th Street
Lawton, Oklahoma 73501
Phone: (580) 581-3375
Email: www.lawtonmpo.org

This report was prepared by the Lawton Metropolitan Planning Organization (LMPO) and was financed in part through the United States Department of Transportation funds (Federal Highway Administration Planning and Federal Transit Administration Section 5303) and in part through local matching funds provided by the City of Lawton. The contents of this document are the responsibility of the LMPO. The United States Government and its agencies assume no liability for the content of this document or for the use of the contents.

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Introduction

The Transportation Improvement Program (TIP) is a cooperatively developed four-year program outlining roadway, bicycle, pedestrian, and transit improvements within the Lawton Metropolitan Area Transportation Study (LMATS) area.

The TIP is developed in accordance with Federal law that requires all metropolitan planning organizations (MPOs) prepare a TIP for their designated study area. Fixing America's Surface Transportation (FAST) Act is the most recent transportation bill and builds upon the previous transportation acts establishing federal transportation policy and funding authorizations.

Capital and non-capital projects funded by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) are required to be listed in the TIP to be eligible for obligation of federal funds. The TIP will include descriptions (type of work, termini, length, etc.) of each project, the estimated total cost of the project, the amount of Federal funds proposed to be obligated during each program year, and identification of the agencies responsible for the project. Each project must be consistent with the 2040 Metropolitan Transportation Plan.

One of the key requirements is that the TIP be a financially constrained document with the amounts of funds being programmed equal to the total funds available. This is included to ensure that the transportation projects committed for funding in the various years of the TIP have funds available to allow them to start construction. In addition, the TIP places emphasis on the need for the various local and state entities to work together to ensure that a particular project has all the necessary preliminary work completed by the program year.

The TIP provides the opportunity to select projects to carry out the transportation planning goals expressed in the adopted 2040 Metropolitan Transportation Plan (MTP). The 2040 MTP details a list of all the projects proposed for completion in the LMATS area by 2040. In cooperation and coordination with the Oklahoma Department of Transportation (ODOT) and the Lawton Area Transit System (LATS) the Lawton Metropolitan Planning Organization (LMPO) biennially updates the TIP. Development of the TIP requires that the LMPO rank the projects identified in the TIP.

The LMPO must approve all transportation projects, programs, and operations receiving funds in the LMATS area. The exceptions are federal airport funds for the Lawton-Fort Sill Regional Airport, which are not subject to the LMPO's TIP process but may be listed in the TIP for information and coordination purposes.

New Projects

The LMPO does not receive a dedicated revenue source for transportation projects. New roadway projects are added to the TIP when ODOT notifies the LMPO that federal funds are committed. New transit projects for the public transit system are added at the time of grant submission. Applications for FTA Section 5310 funding must be received by the LMPO no later than the first of February to be included in the TIP.

Metropolitan Planning Organization

A Metropolitan Planning Organization (MPO) is a transportation policy-making organization made up of representatives from local government and transportation authorities. The Federal

Surface Transportation Assistance Act of 1973 required the formation of a MPO for an urbanized area with a population greater than 50,000. MPO's were created to ensure that the existing and future expenditures for transportation projects and programs are based on a comprehensive, cooperative, and continuing (3-C) planning process. Federal funding for transportation projects and programs are channeled through this planning process.

The Governor designated the Transportation Policy Board as the Lawton Metropolitan Planning Organization (LMPO) in 2013. The LMPO membership, as shown on Page 26, represents elected local officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, and appropriate State officials. The City of Lawton's Planning Division administers and carries out the planning and program management functions.

There are six core functions of the MPO:

- Establish and manage a fair and impartial setting for effective decision-making in the metropolitan area.
- Identify and evaluate transportation alternatives
- Develop and maintain a Metropolitan Transportation Plan covering a planning horizon of at least twenty years that fosters mobility and access for people and goods, safety of the transportation system, efficient system performance, preservation of the system, connectivity for all modes of transportation, and quality of life.
- Develop a Transportation Improvement Program (TIP) which is a short-range, four-year program of priority transportation improvements based on the MTP designed to serve the area's goals, using spending, regulating, operating, management, and financial tools.
- Identify performance measure targets and monitor whether implemented projects are achieving targets.
- Involve the public and all the significantly affected subgroups in the functions listed above.

Definition of Study Area

The LMATS area is in southwestern Oklahoma within Comanche County. Most of the land area in the LMATS is under the jurisdiction of the City of Lawton. See Map 1.

Biennially, the LMPO in coordination with the ODOT, Lawton Area Transit System and other interested parties prepare the TIP. ODOT provides the list of highway projects and statewide projects to be included in the TIP, while the Lawton Area Transit System (LATS) General Manager and the City Transit Trust provide a listing of transit projects. When the draft TIP is completed, it is sent to ODOT for review and comment. The final draft is distributed to various agencies thirty days prior to the LMPO public hearing. The document is also available for review on the LMPO's website – www.lawtonMPO.org. In addition, a newspaper notice is placed in *The Lawton Constitution* at least fifteen days prior to the LMPO public hearing.

Transportation Planning Process

A major responsibility of the LMPO is the development of a Metropolitan Transportation Plan (MTP) for the LMATS area. The 2040 Metropolitan Transportation Plan was adopted April 14, 2015. This plan deals with highway networks, transit service, airport, and pedestrian and bicycling demands. These plans are based on projected population increases and employment

trends. They are designed to satisfy the needs of citizens of the LMATS area. Two main products are developed through the planning process. The first is a MTP, and the second is the TIP. Both the MTP and the TIP must be approved by the LMPO. The MTP is updated every five years, while the TIP is updated biennially. Staff is currently preparing the 2045 MTP, which will be adopted by December 31, 2019.

The LMPO assists the local governments and transit agency providers of the region in implementing projects of the TIP by programming federal funding for the projects. The ODOT administers Surface Transportation Program (STP) funds for the LMATS area. STP funds may be used for transportation facility improvements ranging from rehabilitation of existing facilities to new construction. The City Transit Trust administers Federal Transit Administration (FTA) funds for the LMATS area.

Transportation Equity

Transportation equity includes environmental justice and Title VI requirements. Environmental justice assures that services and benefits allow for meaningful participation and are fairly distributed to avoid discrimination. Title VI of the Civil Rights Act of 1964 prohibits discrimination in any program receiving federal assistance. It also provides for active and meaningful involvement of the public in the development of transportation plans and programs.

Long Range Transportation Plan Compliance

During FY 2018 and FY 2019, progress was made toward implementing the MTP through the following projects:

- I-44/US 62 Interchange: reconstruction was completed.
- SE 45th Street (Lee Boulevard to Arlington Avenue): reconstruction was completed.
- Transportation Enhancement Projects:
 - Reconstruction and streetscape improvements on NW 2nd Street between Ferris Avenue and C Avenue were completed.
- The City of Lawton was awarded a TAP grant for a pedestrian bridge over I-44 at Gore Boulevard. This project is in the design phase.

Lawton Area Transit System

Lawton Area Transit System (LATS) is the fixed route transit and complementary paratransit services available to the Lawton-Ft. Sill community. LATS buses provide service to Ft. Sill, including the Post Main Exchange, Commissary, and Reynolds Army Community Hospital. All routes run through the Downtown Transfer Center, located on the north side of the 400 Block of SW B Avenue. LATS serves most of the major shopping areas and movie theaters in town. Every Lawton Public School middle school and high school is on a LATS route. LATS operates Monday – Friday, 6 am – 7 pm, and Saturday, 9 am – 6 pm. A network of five fixed routes with 9 buses operating on a pulse/clockwise/counter-clockwise manner serves the community plus a shuttle to Fort Sill. LATS makes flag stops for passengers along the fixed routes. Bus passes, transfers, or correct fares are collected in the fare box. Reduced fares are available for: Medicare cardholders, disabled, elderly. Lawton Public School (LPS) students in grades 6 through 12 as well as faculty can ride LATS free of charge due to an agreement with LPS. On air alert days adult full fares are reduced to \$0.75.

Many of the capital projects are funded with 80% FTA Section 5307 and/or 5339 funds and matched with 20% City of Lawton funds. Accessible vehicles are funded by FTA at 83% and the local match is 17%. The Section 5307 urbanized area program funds are apportioned by a statutory formula based on population and population density. Tables 6 through 9 provide information on the funding by federal fiscal year for the LATS.

The 2015 Capital Improvement Program for the City of Lawton included \$3.5 million for the purchase of buses and bus facility improvements. To date, six buses have been purchased. A portion of this funding is to be used for construction of the transfer center.

LATS has been awarded \$636,845 in Section 5339 funding to be used toward construction of a multi-modal transportation transfer center and a transit hub. The transfer center is to be located in the downtown area and the transit hub is to be located at NW Cheyenne Avenue and NW 52nd Street. The LMPO and LATS will continue seeking grants for complete construction of the transfer center and hub. The downtown transfer center will be a multi-modal transfer center with staffing for sale of passes, dispatching, and customer amenities.

In FY 2017 a study on the bus routes was completed. The study indicated the current routes served the transit system well. Depending on the location of the transfer center, the bus routes may need to be re-evaluated.

FTA Section 5310 Elderly and Persons with Disabilities Program provides capital assistance through ODOT/DHS that serve the specialized transportation needs of the elderly and persons with disabilities. The Aging Services Division of the Department of Human Services (DHS) administers Oklahoma's Section 5310 program. The amount of Section 5310 funding spent within the LMATS area varies each year and is dependent upon the level of requests from local non-profit organizations as well as the total funds available to the state. Entities that provide demand responsive public transportation in the study area are: Great Plains Improvement Foundation, Comanche Tribe, Comanche County Nutrition Project, and Goodwill Industries. In 2002, the Aging Services Division of DHS was notified in writing that applications for Section 5310 funding must be submitted by the first day of February to be included in the local TIP.

The LMPO staff will review the application to ensure the applicant has developed the application in coordination among federally assisted public and private transportation operators within the area. A newspaper notice will be placed in *The Lawton Constitution* fifteen days prior to the LMPO meeting in which the application will be considered. The LMPO will hold a public hearing to consider the application and solicit comments. Approval of the application by the LMPO will be considered a part of this TIP, as required for federal funding eligibility, pursuant to the line item in the tables.

Indian Reservation Road (IRR) Program

The Indian Reservation Roads (IRR) program was established on May 26, 1928 by Public Law 520. The Act authorized appropriations for construction and maintenance of Indian reservation roads not eligible for Federal-aid highway funding. The IRR program is authorized under the Federal Lands Highway Program, 23 USC 204. The purpose of the IRR program is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands and communities for Native Americans, visitors, recreational, resource users and others while contributing to economic development, self-determination, and Native American employment.

The tribal governments develop and submit a priority list of projects to the BIA Area Office accompanied by the tribal government’s letter of approval (resolution). The BIA Area Office develops the project lists and develops the BIA TIP and submits to FHWA for approval. After FHWA approval, the list of projects will be forwarded to ODOT for inclusion in the TIPs. The BIA Area Office notifies the tribal governments for which projects are programmed. Title 23 United States Code (USC) requires Indian tribal governments, in cooperation with the Bureau of Indian Affairs (BIA) and as may be appropriate with State, local governments or MPOs, to develop a TIP.

Performance Measures

The FAST Act and MAP-21 require that state DOTs, MPOs, and transit planning agencies conduct performance-based planning and programming. The objective is to invest resources in projects that will collectively progress toward the achievement of national goals. A performance based approach is intended to ensure the most efficient use of transportation funds, facilities improved investment decision-making, and increase accountability and transparency. The LMPO must demonstrate that the TIP makes progress toward achieving the performance targets and that the TIP includes to the maximum extent practicable, a description of the anticipated effect of the TIP towards achieving the performance targets. The national goal areas are:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

ODOT is required to set performance targets, and the LMPO has the option to adopt ODOT’s performance targets or establish its own targets. The LMPO established its own performance target for Safety and opted to adopt ODOT’s performance targets for Pavement, Bridges, and System categories.

Safety Performance Measures and Targets

| Safety Performance Measures | ODOT | LMPO |
|---|--------|------|
| Number of Fatalities | 691 | 18 |
| Number of Serious Injuries | 14,083 | 364 |
| Fatality Rate per 100 million VMT | 1.41 | 1.41 |
| Serious Injury Rate per 100 million VMT | 28.8 | 28.8 |
| Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | 698 | 19 |

ODOT/LMPO Pavement and Bridge Condition Targets

| Performance Measures | 2020 Target | 2022 Target |
|--|----------------|----------------|
| Interstate NHS Pavements in Good Condition | Stay above 50% | Stay above 50% |
| Interstate NHS Pavements in Poor Condition | Stay below 3% | Stay below 3% |
| Non-Interstate NHS Pavements in Good Condition | Stay above 45% | Stay above 45% |
| Non-Interstate NHS Pavements in Poor Condition | Stay below 5% | Stay below 7% |
| NHS Bridges in Good Condition | Stay above 55% | Stay above 60% |
| NHS Bridges in Poor Condition | Stay below 5% | Stay below 7% |

System Performance Targets

| Performance Measures | 2020 Target | 2022 Target |
|---|-----------------|-----------------|
| Travel Time Reliability on Interstate NHS | Stay above 90% | Stay above 90% |
| Travel Time Reliability on Non-Interstate NHS | Not Required | Stay above 80% |
| Truck Travel Time Reliability Index on Interstate NHS | Stay below 1.33 | Stay below 1.33 |

Transit providers that receive Federal Transit Administration (FTA) funding are also required to incorporate performance measurement into their planning and programming process. On April 9, 2019, the LMPO voted to support the performance targets as set in the Transit Asset Management Plan for the Lawton Area Transit System. These performance targets are as follows:

1. Decrease the number of at fault accidents by 10% each year.
2. On-time performance by mode must be at 95% and must not fall below 92%.
3. No vehicles shall be out of service for more than 30 days in a row.
4. No more than 5 missed runs (due to breakdowns) in a 30 day period.
5. Start process of replacing vehicles that are past their useful life by the end of 2020.

Because this is the first year the TIP contains performance measures, the LMPO is unable to assess the effect the chosen projects have on the measures. This TIP does support the achievement of these performance targets, and it is anticipated that the performance targets will be met.

Funding Sources

The TIP is developed in compliance with joint Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations. Projects that use federal funds that are shown within the TIP follow these regulations:

- Bridge Maintenance Program - This program provides funding for small scale bridge improvements such as painting, minor repair, seal coat/waterproofing, etc.
- Congestion Mitigation Air Quality Funds (CMAQ) - These funds are for projects to educate the community about the harmful health effects of transportation related ozone and for projects that help reduce ozone-contributing elements.
- Enhancement Activity - All projects must be related to the intermodal Transportation System. The required relationship must be one of function, proximity or impact and meet at least one of the enhancement categories.
- Federal Transit Administration Section 5303 - This funding is for MPO to perform transit related planning.
- Federal Transit Administration Section 5307 - This fund can be used for capital funds for eligible preventive maintenance costs. The funding is distributed annually by apportionment based on population, population density and bus revenue miles of service. The City Transit Trust applies directly to FTA for these funds.
- Federal Transit Administration Section 5310 -This program provides funding to private nonprofit agencies for capital improvements for the provision of transportation services to elderly and disabled persons.
- Federal Transit Administration Section 5339 - This program provides discretionary funding for capital improvement projects such as the purchase of buses or the construction of operating and maintenance facilities. The City Transit Trust applies to ODOT to receive these funds.
- Interstate Maintenance Program - These funds can be used only by ODOT for resurfacing, restoration, and rehabilitation of the Interstate Highway System.
- National Highway System (NHS) - This funding category can only be used by ODOT and includes all interstate and other major U.S. routes and state highways. In the LMATS area the roadways that are on the NHS are: I-44, US 62, SH 7, US 281B, and all principal arterials as shown on the Functional Classification Map.
- Railroad Crossings - These funds may be spent on railroad crossings statewide for modernization and safety improvements.
- Recreational Trails - These funds can only be used by ODOT.
- Right-of-Way Clearance - These funds can only be used by ODOT for the demolition, removal and disposal of obstructions on public right-of-way that require removal prior to utility relocation or project startups.
- Safety Projects - This funding category can only be used by ODOT for small scale traffic/safety improvement to include: traffic signals, intersection modification, lighting, interconnecting systems, guardrail, delineation, etc.
- Surface Transportation Program (STP) - STP funds may be spent on roads that are functionally classified as a collector or higher for urban streets and as a major collector or higher for rural areas.
- Transportation Alternative Program (TAP) – TAP funds programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Local Funded Projects

The residents of the City of Lawton have approved local funding for the following road projects:

1. Rogers Lane (I-44 – Flower Mound Road) Rogers Lane between I-44 and Flower Mound Road in East Lawton is currently a narrow 2-lane asphalt pavement section with limited access roads and driveways leading into the residences. Increased traffic has necessitated its widening as a viable loop around East Lawton. Upon a recommendation from ODOT the project was divided into two phases: Phase I includes Rogers Lane from I-44 to Village Drive and Phase II includes Village Drive to Flower Mound Road. Phase I includes construction of approximately one mile of 5-lane roadway, and Phase II includes construction of 4-lane roadway. The 2008 CIP provided funding for engineering fees, right-of-way acquisition, and relocation of utilities, and the 2015 CIP provided funding for construction. ODOT and the City of Lawton have entered into an agreement whereby ODOT will pay 75% of the construction costs up to a maximum amount of \$5,800,000 with a total construction cost of \$8,000,000 for the first phase. The remaining funding for Phase II is to be programmed later.
2. West Gore Boulevard (67th Street to 82nd Street) West Gore Boulevard between 67th Street and 82nd Street is a 2-lane asphalt street. Gore Boulevard is an arterial running east/west through Lawton. Both 67th Street and 82nd Street have been improved to four and five lane streets. East of 67th Street, Gore Boulevard is a four-lane divided street. With the development of a major shopping center on NW 82nd Street, more vehicles are using Gore Boulevard. The proposed project would construct one mile of 5 lanes with bicycle lanes and sidewalk. Funding for right-of-way acquisition, utility relocation, drainage, and construction for this project was included in the City of Lawton 2015 CIP (\$5,000,000). ODOT and the City of Lawton have entered into an agreement whereby ODOT will pay up to \$5,971,191 for construction and the City will pay \$2,115,696.

Air Quality

The Environmental Protection Agency (EPA) designated Comanche County as an air quality attainment area based on the data collected in 2008. The designation of attainment was achieved through our local efforts to educate the public about air pollution. The EPA established a new standard for ozone of 0.070 ppm in 2015. LMPO staff will continue to develop and implement an air quality public awareness and education campaign by working closely with the LMPO Air Quality Stakeholders Advisory Committee. Funding for the air quality public awareness and education campaign is provided by the Congestion Mitigation and Air Quality (CMAQ) grant and local contribution.

There are two air quality-monitoring stations within the City of Lawton. Installation of the stations was the responsibility of the Oklahoma Department of Environmental Quality (ODEQ). The particulate matter station is located at the Comanche County Fairgrounds. The station at the Comanche County Fairgrounds continuously samples the air for Particulate Matter 10. The monitoring station placed on property previously owned by Lawton Public Schools in 2007 (2211 NW 25th Street) measures Particulate Matter 2.5 and ozone.

Congestion Mitigation and Air Quality funds are also used for projects to improve air quality. The funds were used to pay for construction of the first four bike routes as approved in the Lawton

Metropolitan Bicycle and Pedestrian Plan. In FFY 2018 and 2019 CMAQ funds were used to purchase and install video detection cameras for traffic signals at intersections approved by the LMPO. The LMPO will continue this project in FFY 2020.

Public Participation Process

Federal transportation law requires MPOs to provide opportunities for the public to participate in all phases of the transportation planning process. Citizen input is an important step in the development of plans and programs that meet the area's transportation needs while minimizing any negative environmental or social impact.

Consistent with the intent of FAST Act, it is the policy of the LMPO to support proactive public involvement at all stages of project planning and development. The performance standards are: early and continuous involvement; public availability of technical information; and open public meetings where matters related to Federal-Aid Highway and transit programs are being considered. In order to afford the public an opportunity to review major plans in detail and to solicit public opinion, a newspaper notice is placed in the local newspaper at least fifteen calendar days prior to a LMPO meeting soliciting comments on the TIP or amendments. The LMPO provides access to all information pertinent to transportation projects and programs. The public may review the documents in the Planning Division, 212 SW 9th Street, from 8:00 a.m. - 5:00 p.m., Monday-Friday (except for holidays) and on the LMPO's website at www.lawtonMPO.org. Public notice was provided in *The Lawton Constitution* on September 8, 2019, of the LMPO public hearing on the adoption of the FFY 2020-2023 TIP, and the public hearing was held on September 24, 2019.

Amendments

The TIP represents a best estimate of the projects that are planned for advancement during the next four years. However, there must be some flexibility to change the TIP during the two-year interval between the publications of successive TIPs. Conditions will change, such as changes in priorities and funding availability, which will dictate modifications such as adding a new project, expanding the scope and/or funding level, changing the source of federal funding, or changing the phasing of a project.

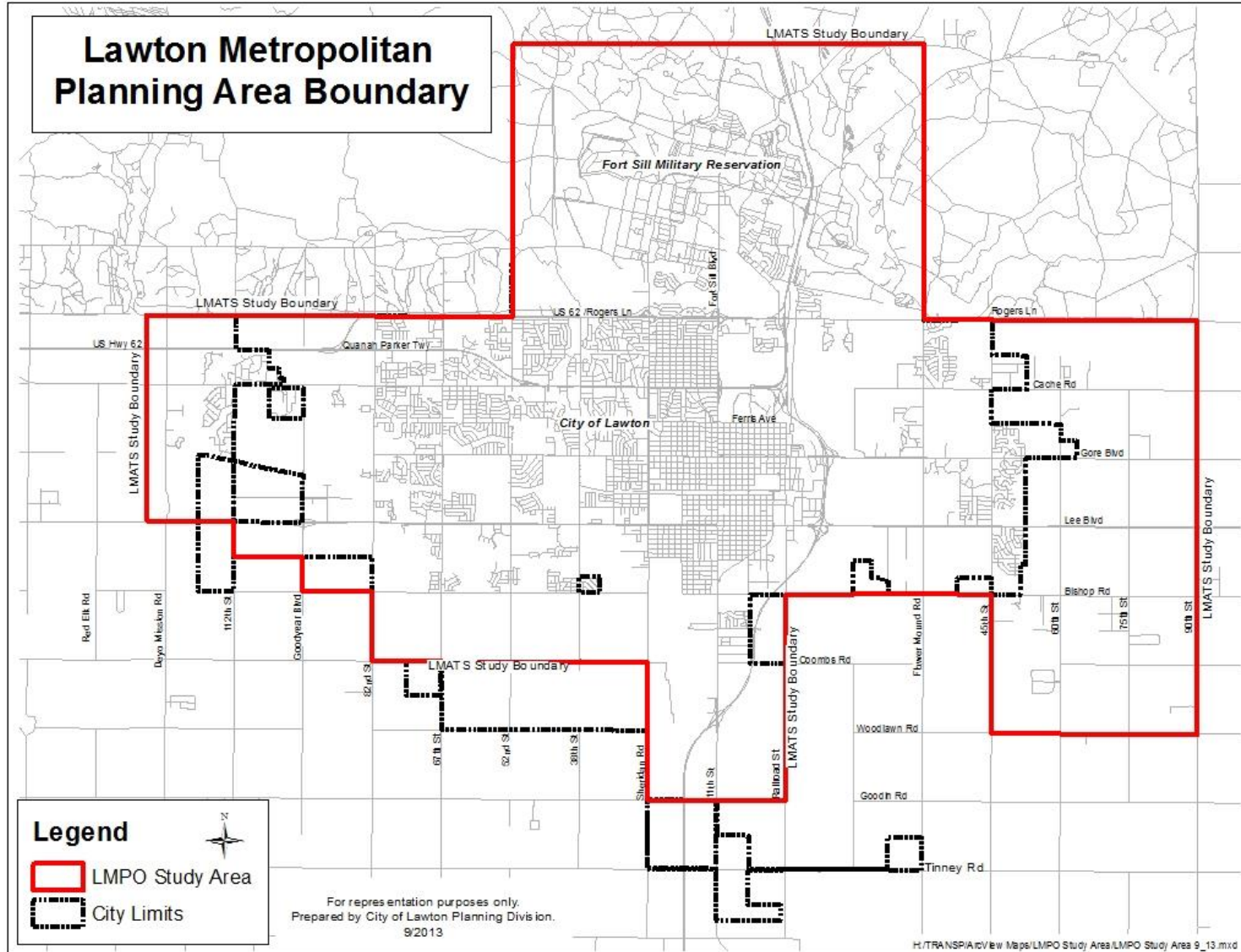
A public hearing is required for TIP amendments and will be held in accordance with the LMPO's adopted public participation process. An amendment to the TIP must be approved by the LMPO Transportation Policy Board.

Grouping of Projects

A summary of expenditures by funding categories can be found in Table 1. Tables 2 through 9 list projects and expenditures for individual fiscal years. Tables 2 through 5 identify expenditures and projects for surface transportation projects. Tables 6 through 9 identify transit funding categories. Some projects in the program are considered to be inappropriate in scale for individual identification in the TIP. These include signalization, traffic engineering, safety, noise abatement, modernization projects that do not change the use or scale of existing facilities, and certain small-scale highway and transit projects. These types of projects are grouped together under a line item category, with the type of project, funding source, and programming agency.

Map 1: Lawton Metropolitan Area Transportation Study Boundary

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM



LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

Table 1: TIP Four Year Summary of Funding

| CATEGORY | FEDERAL | STATE | LOCAL | OTHER LOCAL | FARES | TOTAL |
|--------------------|----------------------|-------------------|---------------------|--------------------|-------------------|----------------------|
| STP | \$ 12,471,191 | \$ 0 | \$ 4,915,696 | \$ 0 | \$ 0 | \$ 17,386,887 |
| PL | \$ 570,500 | \$ 0 | \$ 142,625 | \$ 0 | \$ 0 | \$ 713,125 |
| CMAQ | \$ 600,000 | \$ 0 | \$ 150,000 | \$ 0 | \$ 0 | \$ 750,000 |
| FTA Section 5303 | \$ 100,000 | \$ 0 | \$ 25,000 | \$ 0 | \$ 0 | \$ 125,000 |
| FTA Section 5307 | \$ 6,052,760 | \$ 448,000 | \$ 3,886,190 | \$ 378,000 | \$ 951,000 | \$ 11,715,950 |
| FTA Section 5310 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 0 |
| FTA Section 5339 | \$ 730,850 | \$ 0 | \$ 182,712 | \$ 0 | \$ 0 | \$ 913,562 |
| | | | | | | |
| TOTAL FUNDS | \$ 20,525,307 | \$ 448,000 | \$ 9,302,223 | \$ 378,000 | \$ 951,000 | \$ 31,604,524 |

Source: City of Lawton
 Planning Division and
 ODOT

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

Table 2: Federal Fiscal Year 2020 TIP Projects

| ODOT JOB PIECE NO. | PROJECT | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | LOCAL FUNDS | TOTAL |
|--------------------|--|------------------|------------------|------------------|------------------|------------------|
| 11769(34) | Metropolitan Planning | \$ 210,500 | \$ 0 | \$ 0 | \$ 52,625 | \$ 263,125 |
| 15612(47) | FTA Section 5303 Planning | \$ 25,000 | \$ 0 | \$ 0 | \$ 6,250 | \$ 31,250 |
| 18903(23) | Congestion Mitigation and Air Quality | \$ 61,400 | \$ 0 | \$ 0 | \$ 15,350 | \$ 76,750 |
| | Public Awareness and Outreach | \$ 3,600 | | | \$ 900 | \$ 4,500 |
| | Try Transit Week | \$ 85,000 | | | \$ 21,250 | \$ 106,250 |
| 32988(04) | East Gore Boulevard Pedestrian Bridge over I-44 (TAP) | \$ 700,000 | \$ 0 | \$ 0 | \$ 600,000 | \$ 1,300,000 |
| 17049(26) | Statewide Rail Crossing | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17050(26) | Small Scale Bridge Improvement | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17051(26) | Small Scale Traffic Safety | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17663(26) | Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 18262(23) | Recreational Trails | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 19720(21) | Right-of-way Clearance | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

| ODOT JOB PIECE NO. | PROJECT | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | LOCAL FUNDS | TOTAL |
|---------------------------------------|--|--------------------------|------------------------|------------------------|------------------------|---------------------|
| 20780(20) | 3R/3P Resurfacing | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 20781(20) | 3B Bridge | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 21016(20) | Preliminary Engineering | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23612(20) | County Bridge Program | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23613(20) | County Road Program | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23614(20) | Small City Road & Bridge Program | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 25625(20) | Safe Routes to School | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 25928 | FTA Section 5311/5340 – Nonurbanized area FFY 2019 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| NA | FTA Section 5310 FFY 2019 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 29129 | FTA Section 5339 Capital Grant Program FFY 2020 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| TOTAL | | \$ 1,085,500 | \$ 0 | \$ 0 | \$ 696,375 | \$ 1,781,875 |

Source: ODOT

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

Table 3: Federal Fiscal Year 2021 Projects

| ODOT JOB PIECE NO. | PROJECT | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | LOCAL FUNDS | TOTAL |
|--------------------|--|------------------|------------------|------------------|------------------|------------------|
| 11769(35) | Metropolitan Planning | \$ 120,000 | \$ 0 | \$ 0 | \$ 30,000 | \$ 150,000 |
| 15612(48) | FTA Section 5303 Planning | \$ 25,000 | \$ 0 | \$ 0 | \$ 6,250 | \$ 31,250 |
| 18903(24) | Congestion Mitigation and Air Quality | \$ 150,000 | \$ 0 | \$ 0 | \$ 37,500 | \$ 187,500 |
| 17049(27) | Statewide Rail Crossing | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17050(27) | Small Scale Bridge Improvement | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17051(27) | Small Scale Traffic Safety | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17663(27) | Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 18262(24) | Recreational Trails | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 19720(22) | Right-of-way Clearance | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 20780(21) | 3R/3P simple pavement preserve/restore, asphalt overlay strip sign | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 20781(21) | 3B Bridge | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

| ODOT JOB PIECE NO. | PROJECT | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | LOCAL FUNDS | TOTAL |
|---------------------------------------|--|--------------------------|------------------------|------------------------|------------------------|-------------------|
| 21016(21) | Preliminary Engineering | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23612(21) | County Bridge Program | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23613(21) | County Road Program | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23614(21) | Small City Road & Bridge Program | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 25625(21) | Safe Routes to School | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 25928 | FTA Section 5311/5340 – Nonurbanized area FFY 2020 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| NA | FTA Section 5310 FFY 2020 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 29129 | FTA Section 5339 Capital Grant Program FFY 2020 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| TOTAL | | \$ 295,000 | \$ 0 | \$ 0 | \$ 73,750 | \$ 368,750 |

Source: ODOT

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

Table 4: Federal Fiscal Year 2022 Projects

| ODOT JOB PIECE NO. | PROJECT | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | LOCAL FUNDS | TOTAL |
|---------------------------------------|--|--------------------------|------------------------|------------------------|------------------------|------------------|
| 11769(36) | Metropolitan Planning | \$ 120,000 | \$ 0 | \$ 0 | \$ 30,000 | \$ 150,000 |
| 15612(49) | FTA Section 5303 Planning | \$ 25,000 | \$ 0 | \$ 0 | \$ 6,250 | \$ 31,250 |
| 18903(25) | Congestion Mitigation and Air Quality | \$ 150,000 | \$ 0 | \$ 0 | \$ 37,500 | \$ 187,500 |
| 19144(04) | West Gore Boulevard (67 th Street to 82 nd Street) – reconstruct to 5 lanes with bike lane | \$ 5,971,191 | \$ 0 | \$ 0 | \$ 2,115,696 | \$ 8,086,887 |
| 17049(28) | Statewide Rail Crossing | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17050(28) | Small Scale Bridge Improvement | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17051(28) | Small Scale Traffic Safety | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17663(28) | Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 18262(25) | Recreational Trails | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

| ODOT JOB PIECE NO. | PROJECT | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | LOCAL FUNDS | TOTAL |
|---------------------------------------|--|--------------------------|------------------------|------------------------|------------------------|------------------|
| 19720(23) | Right-of-way Clearance | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 20780(22) | 3R/3P simple pavement preserve/restore, asphalt overlay strip sign | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 20781(22) | 3B Bridge | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 21016(22) | Preliminary Engineering | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23612(22) | County Bridge Program | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23613(22) | County Road Program | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23614(22) | Small City Road & Bridge Program | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 25625(22) | Safe Routes to School | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 25928 | FTA Section 5311/5340 – Nonurbanized area FFY 2021 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| NA | FTA Section 5310 FFY 2021 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 29129 | FTA Section 5339 Capital Grant Program FFY 2021 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

| ODOT JOB PIECE NO. | PROJECT | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | LOCAL FUNDS | TOTAL |
|--------------------|---------|---------------|-------------|-------------|--------------|--------------|
| TOTAL | | \$ 6,266,191 | \$ 0 | \$ 0 | \$ 2,189,446 | \$ 8,455,637 |

Source: ODOT

Table 5: Federal Fiscal Year 2023 Projects

| ODOT JOB PIECE NO. | PROJECT | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | LOCAL FUNDS | TOTAL |
|--------------------|---|------------------|------------------|------------------|------------------|------------------|
| 11769(37) | Metropolitan Planning | \$ 120,000 | \$ 0 | \$ 0 | \$ 30,000 | \$ 150,000 |
| 15612(50) | FTA Section 5303 Planning | \$ 25,000 | \$ 0 | \$ 0 | \$ 6,250 | \$ 31,250 |
| 18903(26) | Congestion Mitigation and Air Quality | \$ 150,000 | \$ 0 | \$ 0 | \$ 37,500 | \$ 187,500 |
| 30274(04) | NE Rogers Lane (I-44 to Village Drive) – reconstruct to 5 lanes | \$ 5,800,000 | \$ 0 | \$ 0 | \$ 2,200,000 | \$ 8,000,000 |
| 17049(29) | Statewide Rail Crossing | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17050(29) | Small Scale Bridge Improvement | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

| ODOT JOB PIECE NO. | PROJECT | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | LOCAL FUNDS | TOTAL |
|---------------------------------------|--|--------------------------|------------------------|------------------------|------------------------|------------------|
| 17051(29) | Small Scale Traffic Safety | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 17663(29) | Enhancement, bike/ped paths, scenic/hist, highway, landscape, historic preservation, etc | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 18262(26) | Recreational Trails | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 19720(24) | Right-of-way Clearance | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 20780(23) | 3R/3P simple pavement preserve/restore, asphalt overlay strip sign | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 20781(23) | 3B Bridge | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 21016(23) | Preliminary Engineering | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23612(23) | County Bridge Program | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23613(23) | County Road Program | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 23614(23) | Small City Road & Bridge Program | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 25625(23) | Safe Routes to School | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

| ODOT JOB PIECE NO. | PROJECT | FEDERAL FUNDS | STATE FUNDS | OTHER FUNDS | LOCAL FUNDS | TOTAL |
|--------------------|--|---------------------|------------------|------------------|---------------------|---------------------|
| 25928 | FTA Section 5311/5340 – Nonurbanized area FFY 2022 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| NA | FTA Section 5310 FFY 2022 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| 29129 | FTA Section 5339 Capital Grant Program FFY 2022 apportionment | Included in STIP | Included in STIP | Included in STIP | Included in STIP | Included in STIP |
| TOTAL | | \$ 6,095,000 | \$ 0 | \$ 0 | \$ 2,273,750 | \$ 8,368,750 |

Source: ODOT

Table 6: Federal Fiscal Year 2020 Local Transit Projects

| PROJECT DESCRIPTION | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES | LOCAL INCOME | STATE | TOTAL FUNDING |
|---|------------------|------------------|---------------|-----------|--------------|-----------|---------------|
| Program Support/ Administration | \$ 52,000 | | \$ 13,000 | \$0 | \$ 0 | \$ 0 | \$ 65,000 |
| Operating Assistance | \$ 779,250 | | \$ 779,250 | \$235,000 | \$ 94,500 | \$112,000 | \$ 2,000,000 |
| Capital Lease Monthly Administration/ Maintenance | \$ 57,600 | | \$ 14,400 | \$ 0 | \$ 0 | \$ 0 | \$ 72,000 |
| Acquire Shop Equipment and Shop Vehicle | \$ 34,400 | | \$ 8,600 | \$ 0 | \$ 0 | \$ 0 | \$ 43,000 |
| Acquire Misc. Support Equipment | \$ 6,400 | | \$ 1,600 | \$ 0 | \$ 0 | \$ 0 | \$ 8,000 |

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

| PROJECT DESCRIPTION | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES | LOCAL INCOME | STATE | TOTAL FUNDING |
|---|---------------------|-------------------|--------------------|------------------|------------------|------------------|---------------------|
| Audit Services – Contract | \$ 10,800 | | \$ 2,700 | \$ 0 | \$ 0 | \$ 0 | \$ 13,500 |
| Preventative Maintenance | \$ 398,768 | | \$ 99,692 | \$ 0 | \$ 0 | \$ 0 | \$ 498,460 |
| Non Fixed ADA Paratransit Service | \$ 125,800 | | \$ 31,450 | \$ 0 | \$ 0 | \$ 0 | \$ 157,250 |
| Passenger Amenities- Acquire/Install Bus Shelters and Route Signage | \$ 11,200 | | \$ 2,800 | \$ 0 | \$ 0 | \$ 0 | \$ 14,000 |
| Safety/Security - Acquire Surveillance Equipment | \$ 6,400 | | \$ 1,600 | \$ 0 | \$ 0 | \$ 0 | \$ 8,000 |
| Study on Feasibility and Cost to Transition to CNG Vehicles | \$ 27,200 | | \$ 6,800 | \$ 0 | \$ 0 | \$ 0 | \$ 34,000 |
| Paratransit Vehicles (2) | | \$130,850 | \$ 32,712 | \$ 0 | \$ 0 | \$ 0 | \$ 163,562 |
| Transit Facilities (demolition and environmental) | | \$ 300,000 | \$ 75,000 | \$ 0 | \$ 0 | \$ 0 | \$ 375,000 |
| TOTAL | \$ 1,509,818 | \$ 430,850 | \$1,069,604 | \$235,000 | \$ 94,500 | \$112,000 | \$ 3,451,772 |

Source: LATS General Manager

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

Table 7: Federal Fiscal Year 2021 Transit Projects

| PROJECT DESCRIPTION | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES | LOCAL INCOME | STATE | TOTAL FUNDING |
|--|---------------------|-------------------|-------------------|------------------|------------------|------------------|---------------------|
| Program Support/ Administration | \$ 53,600 | | \$ 13,400 | \$ 0 | \$ 0 | \$ 0 | \$ 67,000 |
| Operating Assistance | \$ 779,250 | | \$ 779,250 | \$240,000 | \$ 94,500 | \$112,000 | \$ 2,005,000 |
| Capital Lease Monthly Administration/ Maintenance | \$ 57,600 | | \$ 14,400 | \$ 0 | \$ 0 | \$ 0 | \$ 72,000 |
| Acquire Shop Equipment | \$ 8,000 | | \$ 2,000 | \$ 0 | \$ 0 | \$ 0 | \$ 10,000 |
| Acquire Misc. Support Equipment | \$ 12,000 | | \$ 3,000 | \$ 0 | \$ 0 | \$ 0 | \$ 15,000 |
| Audit Services – Contract | \$ 10,800 | | \$ 2,700 | \$ 0 | \$ 0 | \$ 0 | \$ 13,500 |
| Preventative Maintenance | \$ 408,000 | | \$ 102,000 | \$ 0 | \$ 0 | \$ 0 | \$ 510,000 |
| Non Fixed ADA Paratransit Service | \$ 128,000 | | \$ 32,000 | \$ 0 | \$ 0 | \$ 0 | \$ 160,000 |
| Passenger Amenities- Acquire/Install Bus Shelters and Route Signage | \$ 11,200 | | \$ 2,800 | \$ 0 | \$ 0 | \$ 0 | \$ 14,000 |
| Safety/Security - Acquire Surveillance Equipment | \$ 6,400 | | \$ 1,600 | | | | \$ 8,000 |
| Transit Facilities | | \$ 100,000 | \$ 25,000 | | | | \$ 125,000 |
| TOTAL | \$ 1,474,850 | \$ 100,000 | \$ 978,150 | \$240,000 | \$ 94,500 | \$112,000 | \$ 2,999,500 |

Source: LATS General Manager

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

Table 8: Federal Fiscal Year 2022 Transit Projects

| PROJECT DESCRIPTION | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES | LOCAL INCOME | STATE | TOTAL FUNDING |
|--|------------------|------------------|---------------|-----------|--------------|-----------|---------------|
| Program Support/ Administration | \$ 56,000 | | \$ 14,000 | \$0 | \$0 | \$0 | \$ 70,000 |
| Operating Assistance | \$ 802,750 | | \$ 802,750 | \$238,000 | \$ 94,500 | \$112,000 | \$ 2,050,000 |
| Capital Lease Monthly Administration/ Maintenance | \$ 57,600 | | \$ 14,400 | \$0 | \$0 | \$0 | \$ 72,000 |
| Acquire Shop Equipment | \$ 8,000 | | \$ 2,000 | \$0 | \$0 | \$0 | \$ 10,000 |
| Acquire Misc. Support Equipment | \$ 16,000 | | \$ 4,000 | \$0 | \$0 | \$0 | \$ 20,000 |
| Audit Services – Contract | \$ 10,800 | | \$ 2,700 | \$0 | \$0 | \$0 | \$ 13,500 |
| Preventative Maintenance | \$ 437,296 | | \$ 109,324 | \$ 0 | \$ 0 | \$ 0 | \$ 546,620 |
| Non Fixed ADA Paratransit Service | \$ 128,000 | | \$ 32,000 | \$ 0 | \$ 0 | \$ 0 | \$ 160,000 |
| Passenger Amenities- Acquire/Install Bus Shelters and Route Signage | \$ 11,200 | | \$ 2,800 | \$ 0 | \$ 0 | \$ 0 | \$ 14,000 |
| Safety/Security - Acquire Surveillance Equipment | \$ 6,400 | | \$ 1,600 | \$ 0 | \$ 0 | \$ 0 | \$ 8,000 |
| Transit Facilities | \$ 0 | \$ 100,000 | \$ 25,000 | \$ 0 | \$ 0 | \$ 0 | \$ 125,000 |

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

| PROJECT DESCRIPTION | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES | LOCAL INCOME | STATE | TOTAL FUNDING |
|---------------------|---------------------|-------------------|--------------------|------------------|-----------------|------------------|---------------------|
| TOTAL | \$ 1,534,046 | \$ 100,000 | \$1,010,574 | \$238,000 | \$94,500 | \$112,000 | \$ 3,089,120 |

Source: LATS General Manager

Table 9: Federal Fiscal Year 2023 Transit Projects

| PROJECT DESCRIPTION | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES | LOCAL INCOME | STATE | TOTAL FUNDING |
|--|------------------|------------------|---------------|-----------|--------------|-----------|---------------|
| Program Support/ Administration | \$ 56,000 | | \$ 14,000 | \$ 0 | \$ 0 | \$ 0 | \$ 70,000 |
| Operating Assistance | \$ 802,750 | | \$ 802,750 | \$238,000 | \$ 94,500 | \$112,000 | \$ 2,050,000 |
| Capital Lease Monthly Administration/ Maintenance | \$ 57,600 | | \$ 14,400 | \$ 0 | \$ 0 | \$ 0 | \$ 72,000 |
| Acquire Shop Equipment | \$ 8,000 | | \$ 2,000 | \$ 0 | \$ 0 | \$ 0 | \$ 10,000 |
| Acquire Misc. Support Equipment | \$ 16,000 | | \$ 4,000 | \$ 0 | \$ 0 | \$ 0 | \$ 20,000 |
| Audit Services – Contract | \$ 10,800 | | \$ 2,700 | \$ 0 | \$ 0 | \$ 0 | \$ 13,500 |
| Preventative Maintenance | \$ 437,296 | | \$ 109,324 | \$ 0 | \$ 0 | \$ 0 | \$ 546,620 |
| Non Fixed ADA Paratransit Service | \$ 128,000 | | \$ 32,000 | \$ 0 | \$ 0 | \$ 0 | \$ 160,000 |
| Passenger Amenities- Acquire/Install Bus Shelters and Route Signage | \$ 11,200 | | \$ 2,800 | \$ 0 | \$ 0 | \$ 0 | \$ 14,000 |

LMPO FFY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

| PROJECT DESCRIPTION | FTA 5307 FUNDING | FTA 5339 FUNDING | LOCAL FUNDING | FARES | LOCAL INCOME | STATE | TOTAL FUNDING |
|--|-------------------------|-------------------------|----------------------|------------------|---------------------|------------------|----------------------|
| Safety/Security - Acquire Surveillance Equipment | \$ 6,400 | | \$ 1,600 | | | | \$ 8,000 |
| Transit Facilities | | \$ 100,000 | \$ 25,000 | | | | \$ 125,000 |
| TOTAL | \$ 1,534,046 | \$ 100,000 | \$1,010,574 | \$238,000 | \$ 94,500 | \$112,000 | \$ 3,089,120 |

Source: LATS General Manager

Committee Membership

LMPO Transportation Policy Board

- City of Lawton, Mayor
- City of Lawton Council (2 members)
- City of Lawton Transit Trust
- Lawton - Fort Sill Regional Airport Authority, Chairman
- Comanche County Commissioner, Central District
- City Planning Commission, Chairman
- Oklahoma Transportation Commission, District Transportation Commissioner
- Oklahoma Department of Transportation, Division 7 Engineer

Non-voting Members

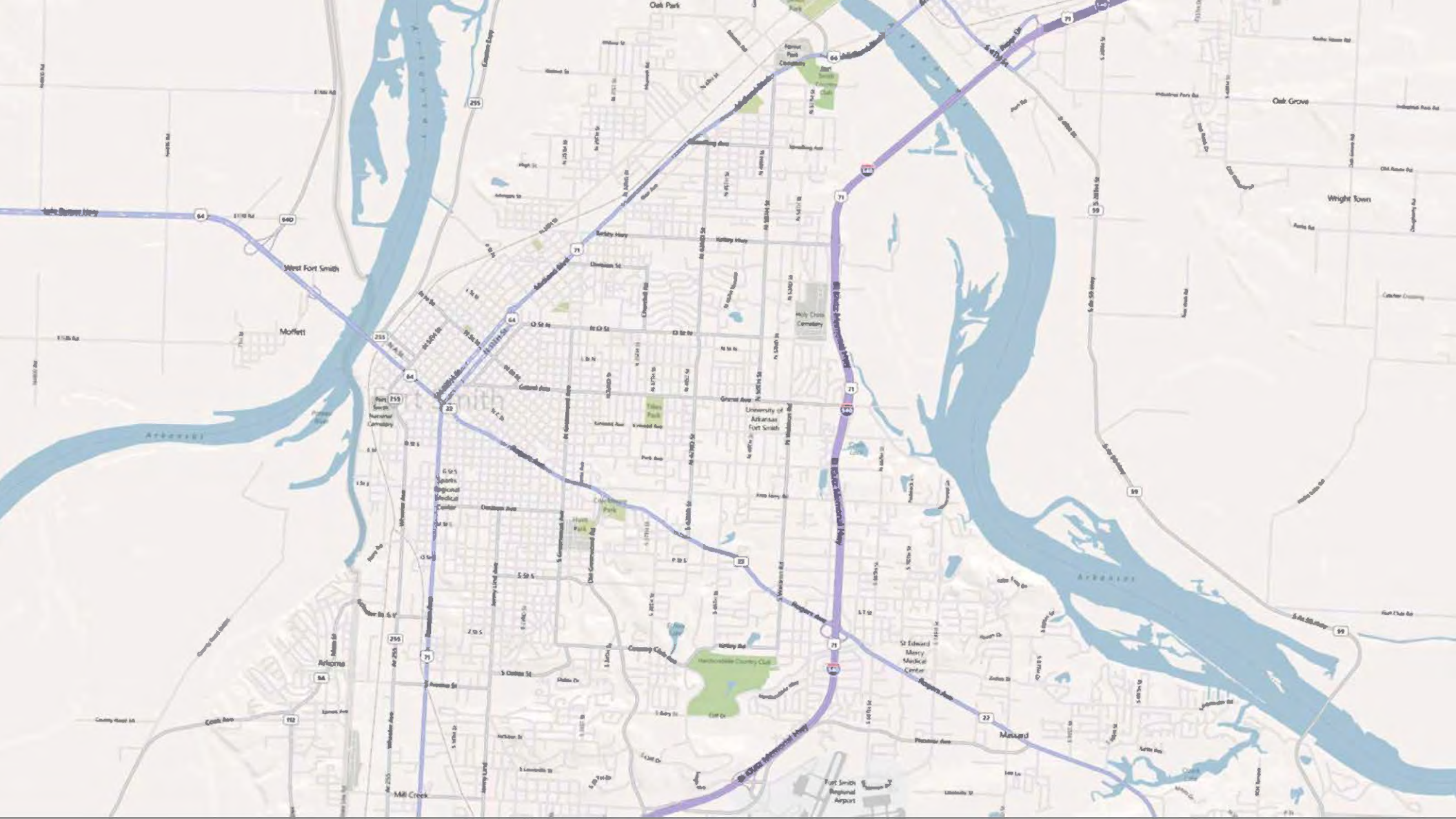
- U.S. Army Field Artillery Center and Fort Sill, Commanding General
- Oklahoma Department of Transportation, Strategic Asset & Performance Management Div.
- State Senator, as determined by State Senators representing LMA Member, Oklahoma House of Representatives, as determined by those members representing the LMATS area
- Federal Highway Administration, Oklahoma Division Administrator
- Federal Transit Administration Region VI

Transportation Technical Committee

- City of Lawton, Director of Planning
- City of Lawton, Director Public Works
- City of Lawton, City Engineer
- Lawton Chamber of Commerce & Industry, Executive Director
- Oklahoma Department of Transportation, Division 7 Engineer
- Oklahoma Department of Transportation, Strategic Asset & Performance Management Div.
- Oklahoma Department of Transportation, Transit Planning Manager
- Association of South Central Oklahoma Governments, Executive Director
- U.S. Army Field Artillery Center and Fort Sill, Director of Public Works
- Lawton Area Transit System, General Manager
- Lawton-Fort Sill Regional Airport Authority, Airport Manager

Non-voting Members

- Comanche Tribe
- Apache Tribe
- Kiowa Tribe
- Federal Highway Administration, Oklahoma Division Administrator
- Federal Transit Administration, Region VI



Frontier Metropolitan Planning Organization

2016-2020 Transportation Improvement Program

Amended June 20, 2016
226

**Transportation Improvement Program
Fiscal Years 2016- 2020**

Prepared By:

Frontier Metropolitan Planning Organization

In Cooperation with:

The Arkansas State Highway and Transportation Department
Oklahoma Department of Transportation
Federal Highway Administration
Federal Transit Administration

And

The Arkansas Cities of;
Alma, Barling, Bonanza, Central City,
Fort Smith, Greenwood, Kibler, Lavaca, and Van Buren

And

The Oklahoma Towns of;
Arkoma, Pocola,

And

Crawford and Sebastian Counties in Arkansas
And Le Flore and Sequoyah Counties in Oklahoma

And

Western Arkansas Planning and Development District, Incorporated
Fort Smith Transit Department
Fort Smith Regional Airport
Western Arkansas Intermodal Authority
Fort Chaffee Redevelopment Authority

April 18, 2016

Amended June 20, 2016

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Notice of Nondiscrimination

The Frontier Metropolitan Planning Organization complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Frontier MPO does not discriminate on the basis of race, sex, color, or national origin, religion or disability, in the admission, access to and treatment in Frontier programs and activities, as well as the Frontier hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Frontier MPOs nondiscrimination policies may be directed to Dianne Morrison, Title II (ADA/504/508) and Title VI Coordinator, 1109 S. 16th Street, Fort Smith, AR 72901, (479) 785-2651 (Voice/TTY 711) or email dmorrison@wapdd.org. This notice is available in large print, on audiotape and in Braille upon request.

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I. Introduction

The Frontier Metropolitan Planning Organization (MPO) is responsible for the coordination of transportation planning activities in the Fort Smith Arkansas-Oklahoma Metropolitan Planning Area. This geographic area, known as the Frontier Metropolitan Planning Area, includes all of the U.S. Census designated Fort Smith AR-OK Urbanized Area and is illustrated on **Map 1**. The Frontier Metropolitan Planning Area is comprised of the urbanized portions of Crawford and Sebastian Counties in Arkansas and Le Flore and Sequoyah Counties in Oklahoma. The Frontier Metropolitan Planning Area also includes areas within the Counties that are anticipated to become urbanized within the next 25 years.

The **FY 2016 - 2020 Frontier Transportation Improvement Program (TIP)** has been developed as a part of the continuing, cooperative, and comprehensive planning program as established under planning regulations of the US Department of Transportation. The FY 2016 - 2020 Frontier TIP includes all transportation improvements planned or programmed within the Frontier Metropolitan Planning Area that will utilize federal funding for all or part of their implementation costs. The purpose of the TIP is to assist in coordinating the use of these funds for area-wide transportation improvements and to ensure that the projects that are the recipients of these federal funds are in conformance with the **Frontier MPO 2035 Metropolitan Transportation Plan** adopted in August 2011.

The projects that are contained in the FY 2016 - 2020 Frontier TIP have been selected by and coordinated with local units of governments within the Frontier Metropolitan Planning Area and with AHTD and ODOT. They have been reviewed for consistency with the Frontier 2035 MTP, responsiveness to local and regional needs, and for the availability of federal funds and non-federal matching funds. This last review element, the availability of federal funds and non-federal matching funds, is a core component of the TIP. The landmark federal legislative initiative, the *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*, its re-authorization legislation, the *Transportation Equity Act for the 21st Century (TEA-21)*, *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, *SAFETEA-LU, Moving Ahead for Progress in the 21st Century (MAP-21)* and the *Fixing America's Surface Transportation (FAST) Act* explicitly set the threshold for the inclusion of federally aided transportation improvement projects in TIPs and MTPs. This

threshold embodies the concept of fiscal constraint which simply means that there is a reasonable expectation of federal funding for the individual projects contained in either of the two documents. With respect to the TIP, reasonable expectation is defined as the guarantee or probability of federal funding within the four (4) year time frame of the TIP. Reasonable expectation differs with respect to the MTP in that this Plan is a twenty-five (25) year plan aggregated into five (5) incremental improvement stages. Each of these stages has a corresponding improvement program from which subsequent TIPs will be developed.

The Illustrative projects are subject to the availability of the necessary funding or a reasonable expectation of funds to implement the projects. It is anticipated that as funds are made available or new funding categories are developed the projects that form the illustrative listing will be elevated to the appropriate Metropolitan Transportation Plan time increment based on the type of project and the estimated timeframe for implementation. The Illustrative projects are found in Section V of this document.

II. Availability of TIP Projects and Data on the Frontier Web-site

Upon approval and adoption of the Frontier MPO 2016-2020 Transportation Improvement Program, the various improvement projects with associated project information will be placed on the Frontier MPO web based GIS platform. The projects will be identified on an interactive map with the associated information presented in drop down attributes boxes linked to the point data on the map.

III. Glossary of Terms (Acronyms)

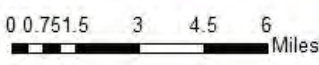
| | |
|-------------|---|
| 402 Safety | Funds set aside for safety improvements due to the lack of a state open container law |
| 4-R | Resurfacing, Restoration, Rehabilitation and Reconstruction |
| BR | Bridge Replacement Funds |
| Bs. & Surf | Base and Surfacing |
| CMAQ AQ | Congestion Mitigation and Air Quality Funds – Air Quality Use |
| CMAQ FLEX | Congestion Mitigation and Air Quality Funds – Flexible Use |
| CR or CO RD | County Road |
| CS or CT ST | City Street |
| Earmark | Various Earmarked Funds in Previous Highway Acts |
| EFLHD | Eastern Federal Lands Highway Division of the Federal Highway Administration |
| Eng. | Engineering |
| ENH | Enhancement Funds |
| Frontier | Frontier MPO Study |
| FTA | Federal Transit Administrative Funds |
| Gr. & Strs. | Grading and Structures |
| HSIP | Highway Safety Improvement Program Funds |
| IM | Interstate Maintenance Funds |
| IRP | Interstate Rehabilitation Program |
| LUZA | Local Urbanized Area |
| MPO | Metropolitan Planning Organization |
| NFP | National Freight Policy |
| NHPP | National Highway Performance Program |
| NHS | National Highway System Funds |
| P.E. | Preliminary Engineering |
| Rec. Trails | Recreational Trail Funds |
| RR | Railroad |
| RRP | Railway-Highway Crossing Program Funds |
| RUZA | Regional Urbanized Area |
| SRTS | Safe Routes To School |
| STBGP | Surface Transportation Block Grant Program |
| STP | Surface Transportation Program Funds |

STP >200K Surface Transportation Program funds for areas greater than 200,000 population
STP <200K Surface Transportation Program funds for areas less than 200,000 population
Str. & Apprs. Surface and Approaches
TAP Transportation Alternatives Program
TIP Transportation Improvement Program

IV. Frontier MPO Study Area



- US Highway
- State Highway
- = Interstate
- Water
- MPO Boundary



Document Path: M:\MTP 2040\New Maps\General\Metro Planning Area Boundary Copy.mxd



Metropolitan Planning Organization

Priority Projects of Regional Significance Approved May 26, 2011

Legend

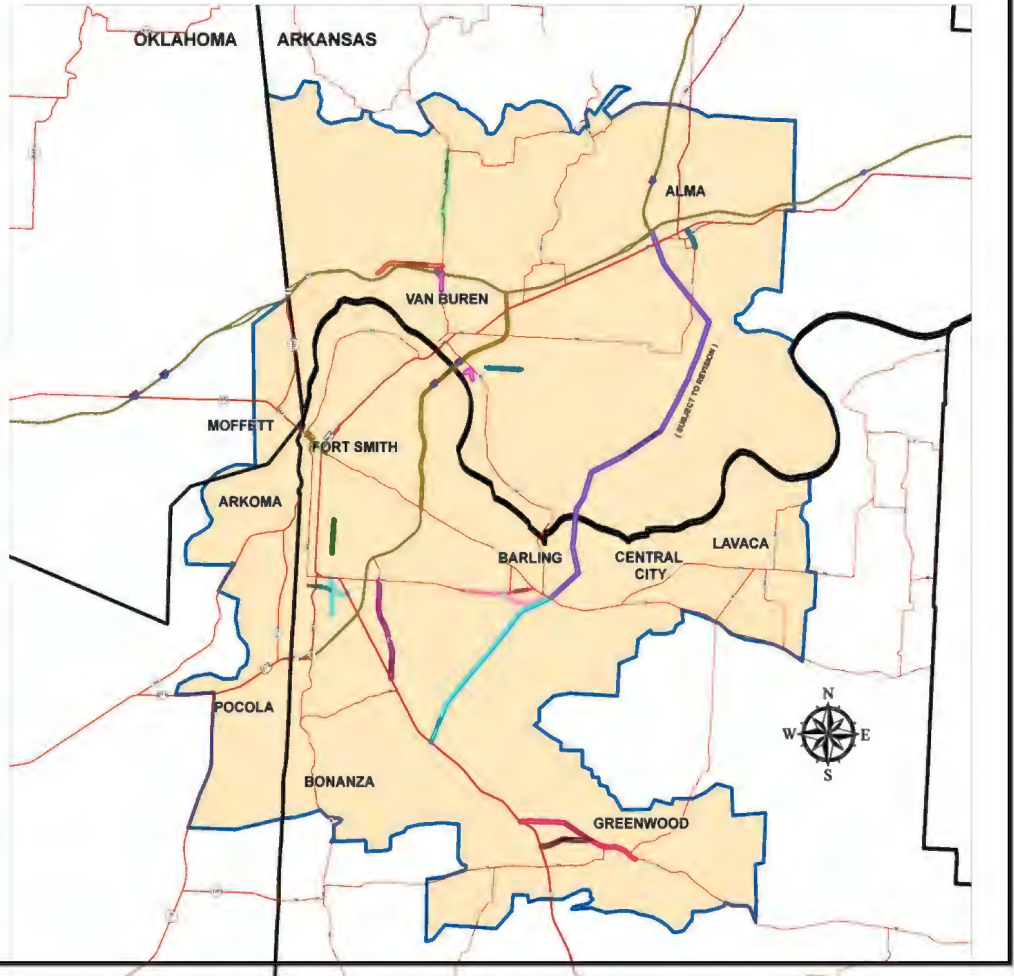
- State Hwy
- Federal Hwy
- Interstate
- Interchange Points
- County Boundaries
- Metropolitan Planning Area Boundary
- Denver St/Widening /US 71 east to SH 10 Spur
- F1 Smith Trolley/Wheeler Ave east to Garrison Ave
- /Garrison Ave west to "B" Street
- I-40/SH 59 Interchange/Reconfiguration
- I-49/US 71 Relocation/Interchange/US 71
- /Construction/US 71 north to SH 22
- I-49/SH 71 Relocation/Engineering/SH 22 north to I-40
- I-540/Reconstruction/SH 22 north to I-40
- Industrial Park Rd/Widening/28th St east to S 40th St
- Jenny Lind & Ingersoll/Widening & Extension/ Zero St south to Cavanaugh/US 271 east to US 71
- Jenny Lind/Widening/Dallas St south to Phoenix Ave
- Port Roads (2)/Widening/West of
- SH 59 west to Riverfront Rd & Port
- Rena Rd/Widening/Hwy 59 west to Lee Creek Rd
- SH 10 & SH 10S/Widening/Mt Harmony west to Denver
- SH 162 Bypass/Extension/Main St north to US 64
- SH 255/Widening/Massard east to SH 22
- SH 45/Widening/SH 255 south to SH 71
- SH 59/Widening/Uniontown Rd north to SH 348

Questions concerning this map should be referred to:
Philip Taylor (479) 788-2003 | ptaylor@fompo.org
June 1, 2011
Revised by Philip Taylor April 09, 2012

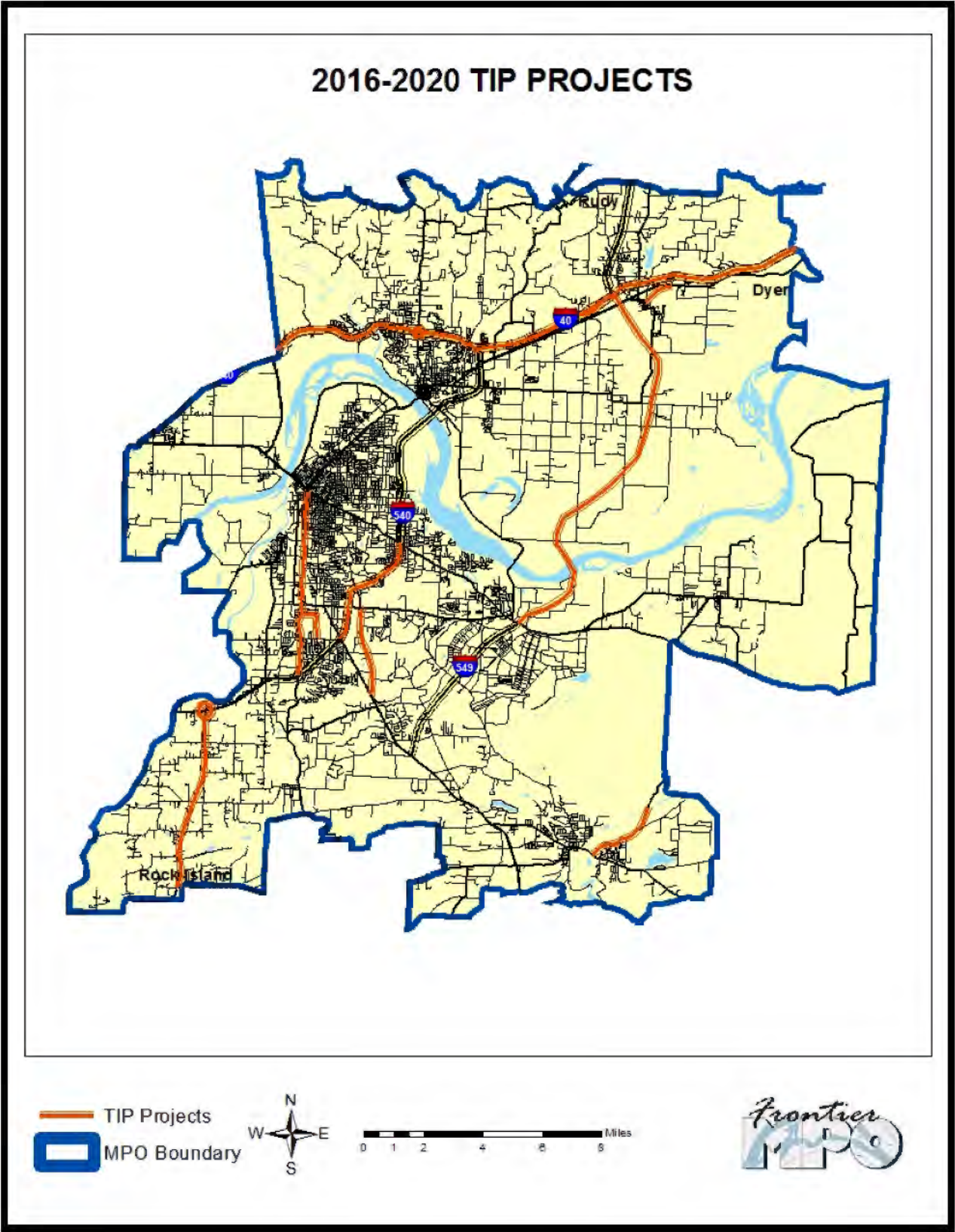
1 inch equals 1.25 miles

Map produced by:

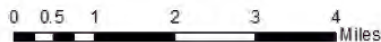
Maple Creek, MO
The data herein, derived from various sources, is provided as a general reference only and does not constitute a warranty of any kind. The user assumes all responsibility for the use of the data herein. The user agrees to hold the Frontier MPO harmless from any and all claims, damages, or expenses, including reasonable attorneys' fees, arising from the use of the data herein, whether or not such claims, damages, or expenses are caused in whole or in part by the negligence of the Frontier MPO. The user agrees to hold the Frontier MPO harmless from any and all claims, damages, or expenses, including reasonable attorneys' fees, arising from the use of the data herein, whether or not such claims, damages, or expenses are caused in whole or in part by the negligence of the Frontier MPO.



VI. Overview of Major Projects in Frontier MPO Boundary - Project descriptions follow on pages (11-26).



2016-2020 TIP PROJECTS



**Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)**

Job# : 04X001
Route: 49
Length: 13.56
County: Crawford/Sebastian

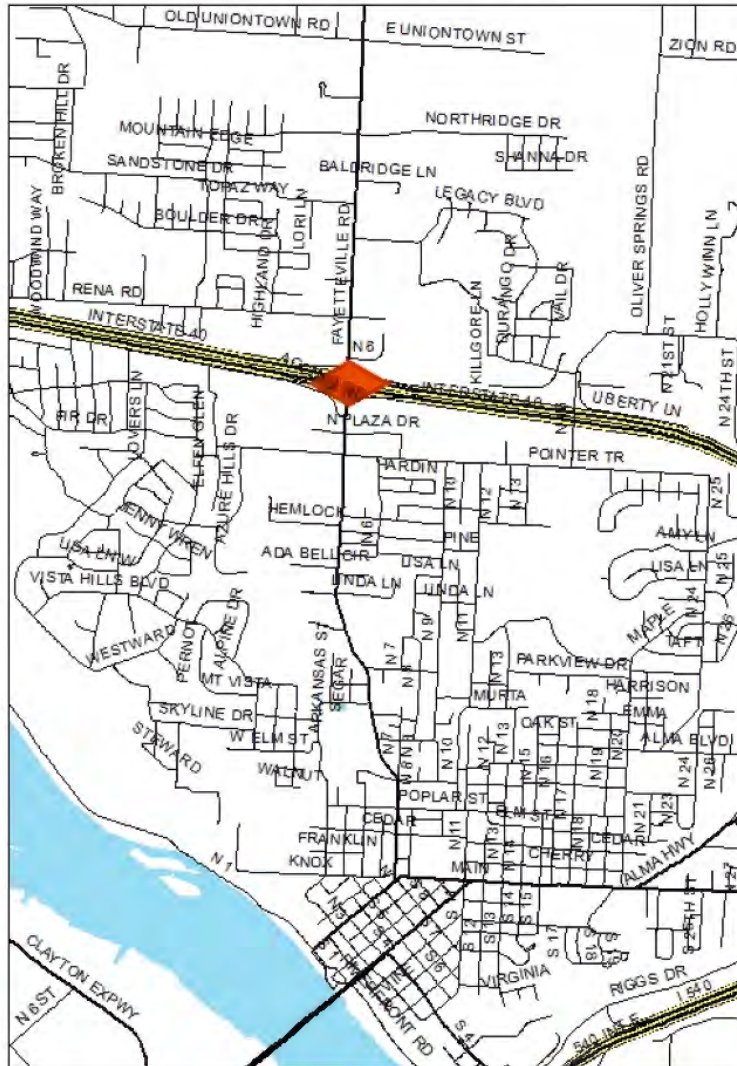
Termini/Job Name: Hwy 22-I-40 (Arkansas River) PE Only

Type Work: Preliminary Engineering
Let Year: 2017
Est. Cost: \$10,100,000

Project Description: Surface Transportation Block Group Program (STBGP)/Earmark preliminary engineering for I-49 extension



2016-2020 TIP PROJECTS



0 0.175 0.35 0.7 1.05 1.4 Miles

**Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)**

Job# : 04X002
Route: 40
Length: N/A
County: Crawford

Termini/Job Name: I-40/Hwy 59 Interchange Improvements (PE)

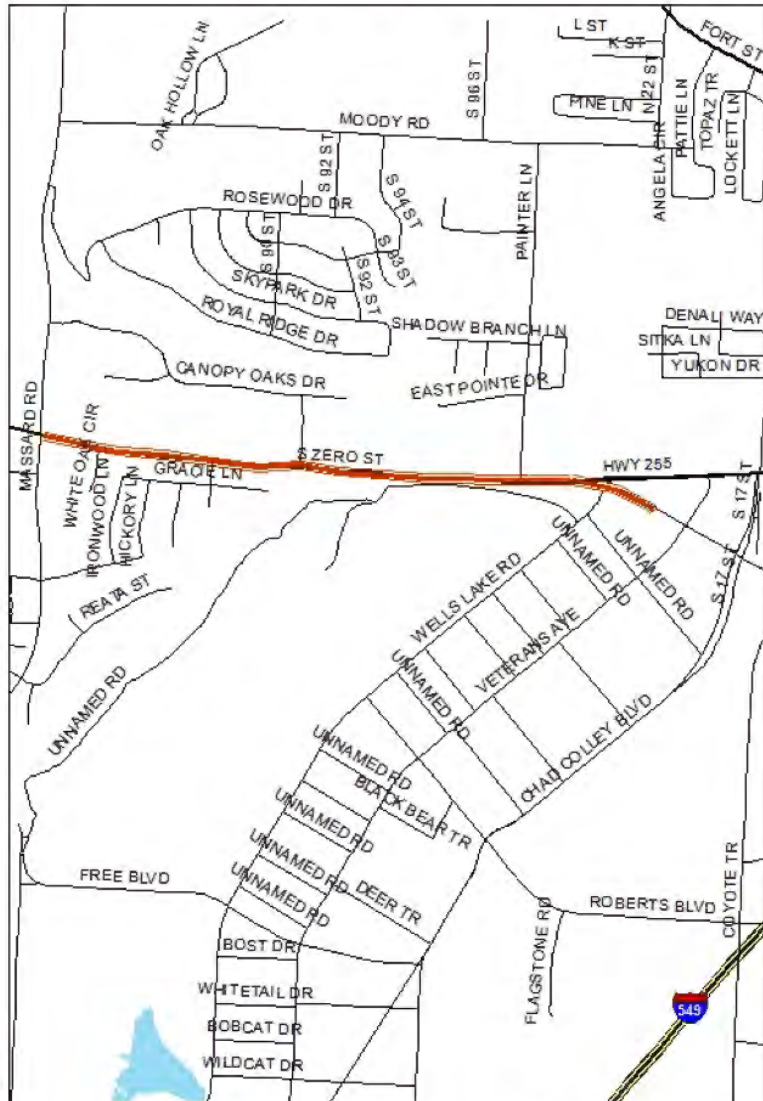
Type Work: Interchange Improvements
Let Year: 2020
Est. Cost: \$700,000

Project Description: National Highway Performance Program (NHPP) Preliminary Engineering for I-40/Hwy 59 Interchange Improvements



CRAWFORD COUNTY | 04X002

2016-2020 TIP PROJECTS



**Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)**

Job# : 04X003

Route: 255

Length:

County: Sebastian

Termini/Job Name: Hwy 255 Relocation (Barling)

Type Work: Major Widening

Let Year: 2020

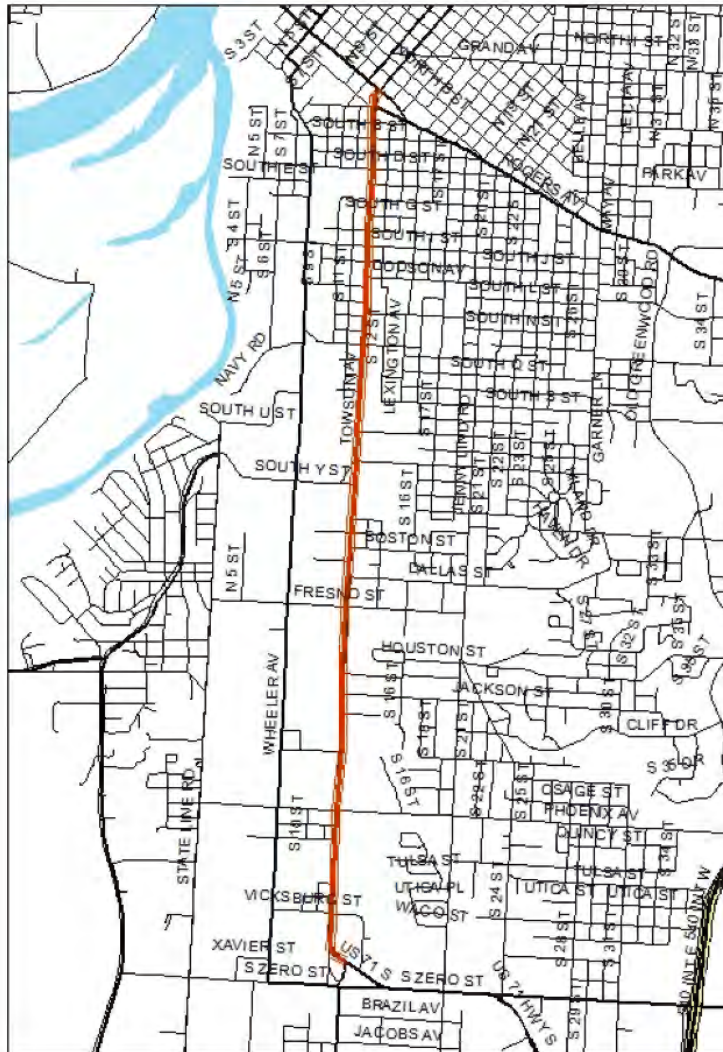
Est. Cost: \$12,000,000

Project Description: Surface Transportation Block Group Program (STBGP) relocation project

SEBASTIAN COUNTY | 04X003



2016-2020 TIP PROJECTS



Frontier MPO Transportation Study Area 2016-2020 Transportation Improvement Program (TIP)

Job# : 04X007
Route: 71B
Length: 3.82
County: Sebastian

Termini/Job Name: Hwy 271-Hwy 64

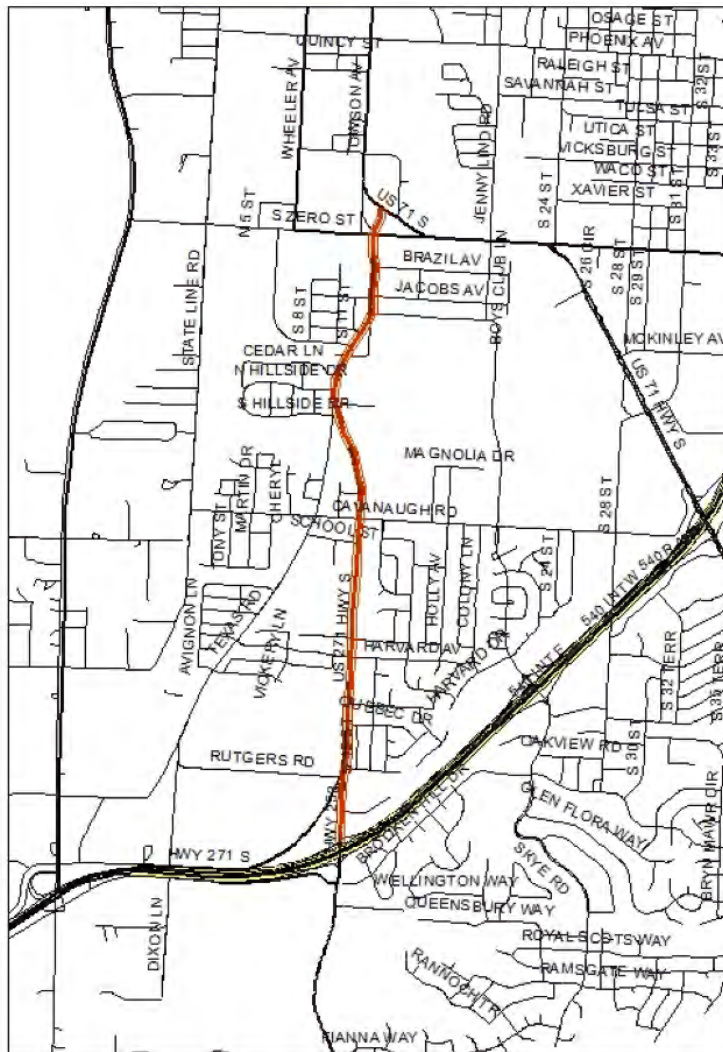
Type Work: System Preservation
Let Year: 2019
Est. Cost: \$2,200,000

Project Description: National Highway Performance Program (NHPP) system preservation



SEBASTIAN COUNTY | 04X007

2016-2020 TIP PROJECTS



Frontier MPO Transportation Study Area 2016-2020 Transportation Improvement Program (TIP)

Job# : 04X008
Route: 271
Length: 2.50
County: Sebastian

Termini/Job Name: Hwy 71 - I-540

Type Work: System Preservation
Let Year: 2017
Est. Cost: \$4,100,000

Project Description: National Highway Preservation
Program (NHPP) system preservation



2016-2020 TIP PROJECTS



Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)

Job# : 04X012
Route: 282
Length: 10.10
County: Crawford

Termini/Job Name: Hwy 64-Hwy 71

Type Work: System Preservation
Let Year: 2017
Est. Cost: \$5,100,000

Project Description: Surface Transportation Block Group Program (STBGP) system preservation



2016-2020 TIP PROJECTS



0 0.25 0.5 1 1.5 2 Miles

**Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)**

Job# : 04X014

Route: 253

Length: 8.82

County: Sebastian

Termini/Job Name: Hwy 10-Hwy 45

Type Work: System Preservation

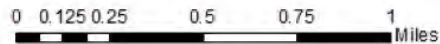
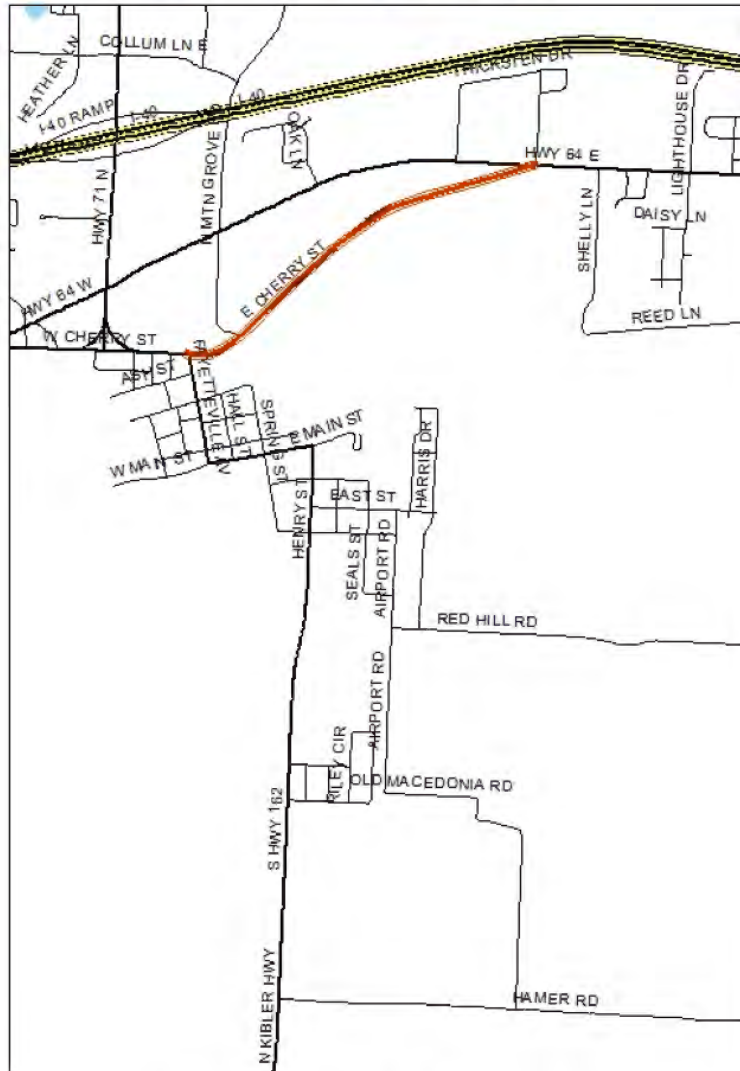
Let Year: 2017

Est. Cost: \$4,200,000

Project Description: Surface Transportation Block Group Program (STBGP) system preservation



2016-2020 TIP PROJECTS



**Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)**

Job# : 04X015
Route: 64B
Length: 1.10
County: Crawford

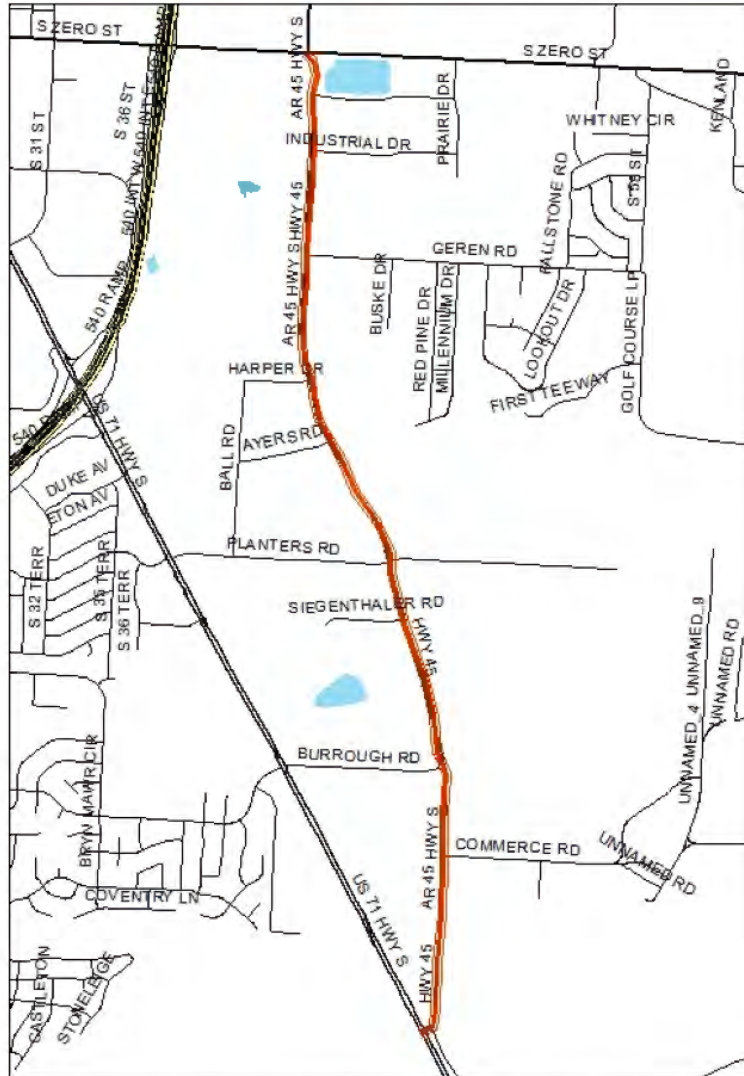
Termini/Job Name: Hwy 162-Hwy 64

Type Work: System Preservation
Let Year: 2017
Est. Cost: \$500,000

Project Description: Surface Transportation Block Group Program (STBGP) system preservation



2016-2020 TIP PROJECTS



0 0.15 0.3 0.6 0.9 1.2 Miles

**Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)**

Job# : 04X019
Route: 45
Length: 3.02
County: Sebastian

Termini/Job Name: Hwy 71-Hwy 255 (Fort Smith)

Type Work: Capacity Improvements
Let Year: 2020
Est. Cost: \$15,000,000

Project Description: Surface Transportation Block Group Program (STBGP) and local funds capacity improvements



2016-2020 TIP PROJECTS



**Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)**

Job# : 040416
Route: 45
Length:
County: Sebastian

Termini/Job Name: Hwy 45/Planters Rd Intersection Improvements (S)

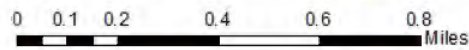
Type Work: Intersection Improvements
Let Year: 2017
Est. Cost: \$1,000,000

Project Description: Surface Transportation Block Group Program (STBGP) intersection improvement



SEBASTIAN COUNTY | 040416

2016-2020 TIP PROJECTS



**Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)**

Job# : 040471
Route: City Street
Length: 3.00
County: Sebastian

Termini/Job Name: Jenny Lind Rd & Ingersoll Ave
widening (Fort Smith) (S)

Type Work: Major Widening
Let Year: 2016
Est. Cost: \$29,800,000

Project Description: Earmark and Local funding to widen
Jenny Lind from Hwy 255 to Cavanaugh and widen/extend
Ingersoll Ave from Hwy 271 to Hwy 71



2016-2020 TIP PROJECTS



0 0.225 0.45 0.9 1.35 1.8 Miles

Frontier MPO Transportation Study Area 2016-2020 Transportation Improvement Program (TIP)

Job# : 040692
Route: 96
Length: 7.97
County: Sebastian

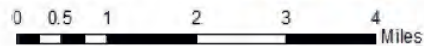
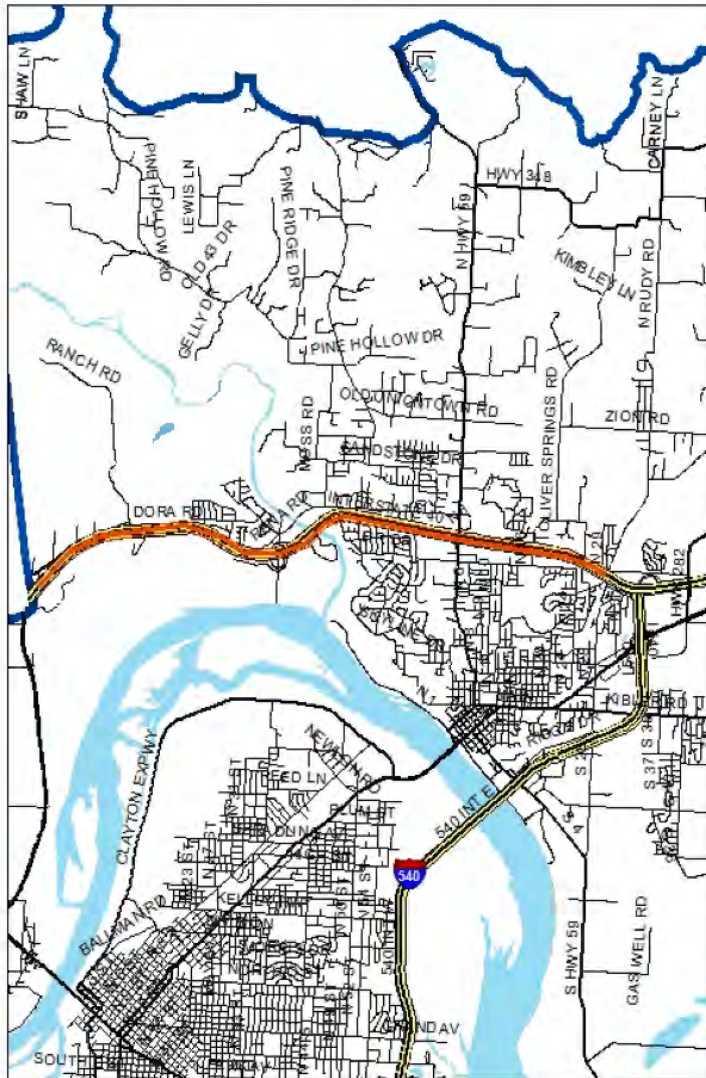
Termini/Job Name: Hwy 10-Flat Rock Creek (Overlay) (S)

Type Work: System Preservation
Let Year: 2016
Est. Cost: \$1,600,000

Project Description: Surface Transportation Block Group Program (STBGP) system preservation



2016-2020 TIP PROJECTS



**Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)**

Job# : BB0401
Route: 40
Length: 6.90
County: Crawford

Termini/Job Name: Oklahoma St. Line-Ark. MO. R.R.
Overpass (S)

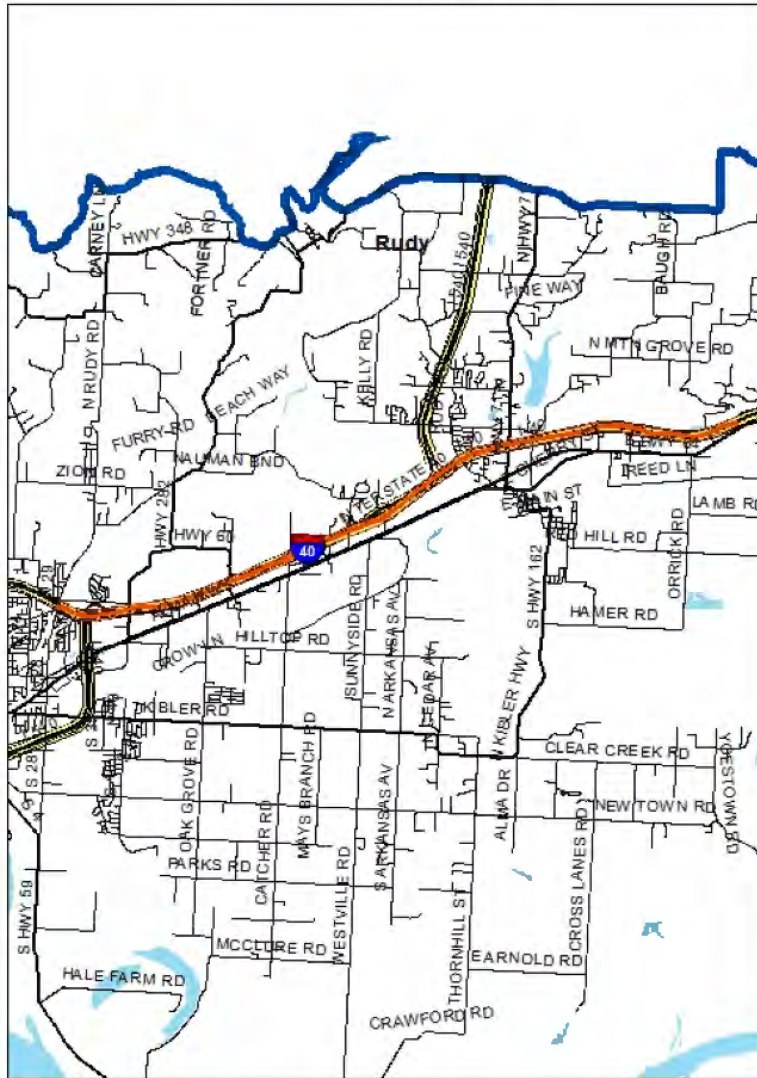
Type Work: Reconstruction
Let Year: 2019
Est. Cost: \$6,000,000

Project Description: National Freight Policy (NFP);
Reconstruction of the existing lands from OK St line
to AR MO R.R. Overpass



CRAWFORD COUNTY | BB0401

2016-2020 TIP PROJECTS



Frontier MPO Transportation Study Area 2016-2020 Transportation Improvement Program (TIP)

Job# : BB0402
Route: 40
Length: 10.10
County: Crawford

Termini/Job Name: Ark. MO. R.R. Overpass
to Dyer (S)

Type Work: Reconstruction
Let Year: 2019
Est. Cost: \$8,800,000

Project Description: National Freight Policy (NFP);
Reconstruction of the existing lands from AR MO R.R.
Overpass to Dyer



2016-2020 TIP PROJECTS



Frontier MPO Transportation Study Area 2016-2020 Transportation Improvement Program (TIP)

Job# : BB0406
Route: 540
Length: 3.90
County: Crawford

Termini/Job Name: Hwy 71-Hwy 22 (F)

Type Work: Reconstruction
Let Year: 2018
Est. Cost: \$10,100,000

Project Description: National Highway Performance Program (NHPP)/Interstate Rehabilitation Program (IRP) reconstruction from Hwy 71 to Hwy 22



2016-2020 TIP PROJECTS



0 0.35 0.7 1.4 2.1 2.8 Miles

**Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)**

Job# : 31849(04)
Route: 112
Length: 5.8
County: LeFlore

Termini/Job Name: SH-112 Begin at the Jct. SH-120
and extend north 5.8 miles

Type Work: Resurface
Let Year: 2016
Est. Cost: \$2,300,000



2016-2020 TIP PROJECTS



**Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)**

Job# : 31289(05)/31289(06)
Route: 271
Length: .25
County: LeFlore

Termini/Job Name: Jct. US-271/SH-112 Intersection Modification
ROW and Utility for 31849(04)

Type Work: ROW and Utility
Let Year: 2018
Est. Cost: \$109,000



2016-2020 TIP PROJECTS



0 0.35 0.7 1.4 2.1 2.8 Miles

**Frontier MPO Transportation Study Area
2016-2020 Transportation Improvement Program (TIP)**

Job# : 31289(04)
Route: 271
Length: .25
County: LeFlore

Termini/Job Name: Jct. US-271/SH-112 Intersection Modification

Type Work: Construction
Let Year: 2020
Est. Cost: \$1,000,000



LEFLORE COUNTY | 31289(04) Construction

VII. FY 2016-2020 Frontier TIP AR Funding

- Arkansas Funding Category Totals

| Arkansas Summary of Funding | |
|---|----------------------|
| Funding Category | |
| NHPP | \$5,040,000 |
| NHPP BR | \$3,520,000 |
| NHPP AC | 8,035,000 |
| NHPP IRP | \$9,090,000 |
| NFP | \$13,936,000 |
| Earmark | \$7,245,000 |
| STBGP | \$24,320,000 |
| CMAQ Flex | \$800,000 |
| Local | \$34,500,000 |
| State | \$9,114,000 |
| Total Frontier MPO | \$115,600,000 |
| Transit | |
| Funding Category | |
| Local | \$6,703,000 |
| FTA-5305 | \$1,122,000 |
| FTA-5307 | \$9,036,000 |
| Total Frontier MPO | \$16,861,000 |
| *Totals do not include statewide projects | |

- Arkansas Statewide Funding Category Totals

| Arkansas Statewide Summary of Funding | |
|---|---------------|
| Funding Category | |
| NHPP | \$77,111,000 |
| NHPP-BR | \$4,000,000 |
| NHPP-IRP | \$290,000,000 |
| NFP | \$3,000,000 |
| STPBROFF | \$23,500,000 |
| HSIP | \$21,725,000 |
| Safety | \$36,075,000 |
| Rail-Hwy | \$18,750,000 |
| STBGP | \$79,035,600 |
| Local | \$21,335,000 |
| State-Local | \$33,500,000 |
| CMAQ-Flex | \$1,250,000 |
| State | \$8,802,650 |
| TAP | \$32,000,000 |
| Statewide Total | \$650,084,250 |
| Statewide Transit | |
| Funding Category | |
| Local | \$26,811,000 |
| State | \$21,730,000 |
| FTA-5305 | \$921,000 |
| FTA-5310 | \$13,245,000 |
| FTA-5311 | \$64,476,000 |
| FTA-5329 | \$1,191,000 |
| FTA-5339 | \$11,316,000 |
| Statewide Total | \$139,690,000 |
| Statewide Workforce Training and Development | |
| Funding Category | |
| STPBROFF | \$3,500,000 |
| Statewide Total | \$3,500,000 |

- Oklahoma Funding Category Totals

| Oklahoma Summary of Funding | |
|--|---------------|
| Funding Category | |
| Federal | \$2,978,320 |
| State | \$799,080 |
| Total Frontier MPO | \$3,777,400 |
| Oklahoma Statewide Summary of Funding | |
| Funding Category | |
| Federal | \$248,800,000 |
| Total Frontier MPO | \$248,800,000 |
| | |
| | |
| | |

2016-2020 FRONTIER MPO TIP Arkansas

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|---|----------------------|-----|--|---------------------------|--------|--|--------------------------|--------------------------|----------|
| | | | | | | Funding Breakdown | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| | | | | | | (x\$1,000) | | | |
| 040471 | Sebastian | CS | Jenny Lind Rd. & Ingersoll Ave. Widening (Fort | Major Widening | 3 | 29,800 - TOTAL 7,200 - Earmark 22,600 - Local | Local | Local | 2016 |
| 040692 | Sebastian | 96 | Hwy. 10 - Flat Rock Creek (Overlay) (S) | System Preservation | 7.97 | 1,600 - TOTAL 1,280 - STBGP 320 - State | State | State | 2016 |
| 040416 | Sebastian | 45 | Hwy. 45/Planters Rd. Inters. Impvts. (S) | Intersection Improvements | 0 | 1,000 - TOTAL 800 - CMAQ Flex 100 - State 100 - Local | State / Local | State | 2017 |
| *Partnering Project with the City of Fort Smith and Sebastian County. | | | | | | | | | |
| 04X001 | Crawford & Sebastian | 49 | Hwy. 22 - I-40 (Arkansas River) (PE) | PE | 13.56 | 10,100 - TOTAL 8,035 - NHPP AC 45 - Earmark 2,020 - State | State | State | 2017 |
| 04X008 | Sebastian | 271 | Hwy. 71 - I-540 | System Preservation | 2.5 | 4,100 - TOTAL 3,280 - NHPP 820 - State | State | State | 2017 |
| 04X012 | Crawford | 282 | Hwy. 64 - Hwy. 71 | System Preservation | 10.1 | 5,100 - TOTAL 4,080 - STBGP 1,020 - State | State | State | 2017 |
| 04X014 | Sebastian | 253 | Hwy. 10 - Hwy. 45 | System Preservation | 8.82 | 4,200 - TOTAL 3,360 - STBGP 840 - State | State | State | 2017 |
| 04X015 | Crawford | 64B | Hwy. 162 - Hwy. 64 | System Preservation | 1.1 | 500 - TOTAL 400 - STBGP 100 - State | State | State | 2017 |
| 040625 | Sebastian | 96 | Hwy. 22 - Hwy. 252 Strs. & Apprs. (S) | Str. & Apprs. | 0 | 2,300 - TOTAL 1,840 - NHPP (BR) 460 - State | State | State | 2018 |
| 04X005 | Crawford | 64 | Hwy. 64 Strs. & Apprs. (S) | Str. & Apprs. | 0 | 2,100 - TOTAL 1,680 - NHPP (BR) 420 - State | State | State | 2018 |
| BB0406 | Sebastian | 540 | Hwy. 71 - Hwy. 22 (F) | Reconstruction | 3.9 | 10,100 - TOTAL 9,090 - NHPP (IRP) 1,010 - State | State | State | 2018 |
| BB0401 | Crawford | 40 | Oklahoma St. Line - Ark. Mo. R.R. Overpass (S) | Reconstruction | 6.9 | 6,000 - TOTAL 5,400 - NFP 600 - State | State | State | 2019 |
| BB0402 | Crawford | 40 | Ark. Mo. R.R. Overpass - Dyer (S) | Reconstruction | 10.1 | 8,800 - TOTAL 7,920 - NFP 880 - State | State | State | 2019 |
| 04X007 | Sebastian | 71B | Hwy. 271 - Hwy. 64 | System Preservation | 3.82 | 2,200 - TOTAL 1,760 - NHPP 440 - State | State | State | 2019 |
| 04X002 | Crawford | 40 | I-40/Hwy. 59 Intchg. Impvts. (PE) | Interchange Improvements | | 700 - TOTAL 616 - NHPP 84 - State | State | State | 2020 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|---|-----------|-----|---|-----------------------|--------|---|--------------------------|--------------------------|----------|
| | | | | | | Funding Breakdown | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| | | | | | | (x\$1,000) | | | |
| 04X003 | Sebastian | 255 | Hwy. 255 Relocation (Barling) | Major Widening | | 12,000 - TOTAL 5,200 - STBGP 6,800 - Local | Local | State | 2020 |
| *Partnering Project with the City of Fort Smith, the City of Barling, and Fort Chaffee Redevelopment Authority. | | | | | | | | | |
| 04X019 | Sebastian | 45 | Hwy. 71 - Hwy. 255 (Ft. Smith) | Capacity Improvements | 3.02 | 15,000 - TOTAL 10,000 - STBGP 5,000 - Local | Local | State | 2020 |
| TRANSIT | | | | | | | | | |
| FTS006 | Sebastian | | Consolidated Planning Program (MPO) | Transit | | 270 - TOTAL 216 - FTA-5305 54 - Local | Local | Local | 2016 |
| FTS005 | Sebastian | | Capital - Planning | Transit | | 62 - TOTAL 50 - FTA-5307 12 - Local | Local | Local | 2016 |
| FTS001 | Sebastian | | Operating Assistance | Transit | | 1,700 - TOTAL 850 - FTA-5307 850 - Local | Local | Local | 2016 |
| FTS002 | Sebastian | | Capital - Preventive Maintenance | Transit | | 360 - TOTAL 288 - FTA-5307 72 - Local | Local | Local | 2016 |
| FTS003 | Sebastian | | Capital - Paratransit Service | Transit | | 340 - TOTAL 272 - FTA-5307 68 - Local | Local | Local | 2016 |
| FTS004 | Sebastian | | Capital - Rolling Stock/Support Equipment | Transit | | 360 - TOTAL 288 - FTA-5307 72 - Local | Local | Local | 2016 |
| FTS006 | Sebastian | | Consolidated Planning Program (MPO) | Transit | | 275 - TOTAL 220 - FTA- 5305 55 - Local | Local | Local | 2017 |
| FTS005 | Sebastian | | Capital - Planning | Transit | | 63 - TOTAL 50 - FTA-5307 13 - Local | Local | Local | 2017 |
| FTS001 | Sebastian | | Operating Assistance | Transit | | 1,700 - TOTAL 850 - FTA-5307 850 - Local | Local | Local | 2017 |
| FTS002 | Sebastian | | Capital - Preventive Maintenance | Transit | | 360 - TOTAL 288 - FTA-5307 72 - Local | Local | Local | 2017 |
| FTS003 | Sebastian | | Capital - Paratransit Service | Transit | | 340 - TOTAL 272 - FTA-5307 68 - Local | Local | Local | 2017 |
| FTS004 | Sebastian | | Capital - Rolling Stock/Support Equipment | Transit | | 110 - TOTAL 88 - FTA-5307 22 - Local | Local | Local | 2017 |
| FTS006 | Sebastian | | Consolidated Planning Program (MPO) | Transit | | 280 - TOTAL 224 - FTA-5305 56 - Local | Local | Local | 2018 |
| FTS005 | Sebastian | | Capital - Planning | Transit | | 63 - TOTAL 50 - FTA-5307 13 - Local | Local | Local | 2018 |
| FTS001 | Sebastian | | Operating Assistance | Transit | | 1,751 - TOTAL 875 - FTA-5307 875 - Local | Local | Local | 2018 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|--------|-----------|-----|---|-----------|--------|--|-----------------------------|-----------------------------|----------|
| | | | | | | Funding Breakdown (x\$1,000) | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| FTS002 | Sebastian | | Capital - Preventive Maintenance | Transit | | 371 - TOTAL 297 - FTA-5307 74 - Local | Local | Local | 2018 |
| FTS003 | Sebastian | | Capital - Paratransit Service | Transit | | 350 - TOTAL 280 - FTA-5307 70 - Local | Local | Local | 2018 |
| FTS004 | Sebastian | | Capital - Rolling Stock/Support Equipment | Transit | | 113 - TOTAL 90 - FTA-5307 23 - Local | Local | Local | 2018 |
| FTS006 | Sebastian | | Consolidated Planning Program (MPO) | Transit | | 287 - TOTAL 229 - FTA-5305 58 - Local | Local | Local | 2019 |
| FTS005 | Sebastian | | Capital - Planning | Transit | | 63 - TOTAL 51 - FTA-5307 12 - Local | Local | Local | 2019 |
| FTS001 | Sebastian | | Operating Assistance | Transit | | 1,804 - TOTAL 902 - FTA-5307 902 - Local | Local | Local | 2019 |
| FTS002 | Sebastian | | Capital - Preventive Maintenance | Transit | | 382 - TOTAL 306 - FTA-5307 79 - Local | Local | Local | 2019 |
| FTS003 | Sebastian | | Capital - Paratransit Service | Transit | | 361 - TOTAL 289 - FTA-5307 72 - Local | Local | Local | 2019 |
| FTS004 | Sebastian | | Capital - Rolling Stock/Support Equipment | Transit | | 116 - TOTAL 93 - FTA-5307 23 - Local | Local | Local | 2019 |
| FTS006 | Sebastian | | Consolidated Planning Program (MPO) | Transit | | 291 - TOTAL 233 - FTA-5305 58 - Local | Local | Local | 2020 |
| FTS005 | Sebastian | | Capital - Planning | Transit | | 64 - TOTAL 52 - FTA-5307 12 - Local | Local | Local | 2020 |
| FTS001 | Sebastian | | Operating Assistance | Transit | | 1,858 - TOTAL 929 - FTA-5307 929 - Local | Local | Local | 2020 |
| FTS002 | Sebastian | | Capital - Preventive Maintenance | Transit | | 394 - TOTAL 315 - FTA-5307 79 - Local | Local | Local | 2020 |
| FTS003 | Sebastian | | Capital - Paratransit Service | Transit | | 372 - TOTAL 298 - FTA-5307 74 - Local | Local | Local | 2020 |
| FTS004 | Sebastian | | Capital - Rolling Stock/Support Equipment | Transit | | 120 - TOTAL 96 - FTA-5307 24 - Local | Local | Local | 2020 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|---|-----------|-----|---|---------------------|--------|---|--------------------------|--------------------------|----------|
| | | | | | | Funding Breakdown | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| Statewide | | | | | | | | | |
| XX2016-02 | Statewide | | Various Resurf / Restoration / Rehab / Reconst | 4-R | | 2,000 - TOTAL 1,000 - NHPP 600 - STBGP 400 - State | State | State | 2016 |
| XX2016-03 | Statewide | | Various Bridge Rehab / Replacement | Str. & Apprs. | | 1,000 - TOTAL 800 - NHPP-BR 200 - State/Local | State/Local | State/Local | 2016 |
| XX2016-01 | Statewide | | IRP Debt Service | Miscellaneous | | 58,000 - TOTAL 58,000 - NHPP-IRP | State | State | 2016 |
| XX2016-04 | Statewide | | Bridge Guard Rail / Scour Control / Inspection / Inspection Equipment | Miscellaneous | | 5,000 - TOTAL 1,000 - STPBROFF 3,000 - STBGP 1,000 - State/Local | State/Local | State | 2016 |
| XX2016-05 | Statewide | | RR Xing Protect Devices / Surfacing / Hazard Elim | Safety & Traf. Eng. | | 3,800 - TOTAL 3,420 - Rail-Hwy 380 - State | State/RR | State/RR | 2016 |
| XX2016-06 | Statewide | | Various Transportation Alternative Projects | Miscellaneous | | 8,000 - TOTAL 1,600 - Local 6,400 - TAP | Local | Local | 2016 |
| XX2016-07 | Statewide | | Various Trail Projects | Miscellaneous | | 1,250 - TOTAL 1,000 - STBGP 250 - Local | Local | Local | 2016 |
| XX2016-08 | Statewide | | Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads | Str. & Apprs. | | 7,459 - TOTAL 5,967 - STBGP 1,492 - Local | Local | State | 2016 |
| XX2016-09 | Statewide | | Various Bridge Rehab / Replacement on County Roads | Str. & Apprs. | | 4,625 - TOTAL 3,700 - STPBROFF 925 - Local | Local | State | 2016 |
| XX2016-10 | Statewide | | PE / Right-of-Way / Utilities / CENG | PE/ROW/Utility/Env. | | 25,000 - TOTAL 12,000 - NHPP 600 - NFP 1,145 - HSIP 855 - Safety 150 - Rail-Hwy 5,000 - STBGP 5,000 - State/Local 250 - CMAQ-Flex | State/Local | State | 2016 |
| *Funding in this category may be used for the development of any project within the 2016-2020 STIP. | | | | | | | | | |
| XX2016-11 | Statewide | | Bridge Painting | Miscellaneous | | 3,000 - TOTAL 2,400 - NHPP 600 - State | State | State | 2016 |
| XX2016-12 | Statewide | | Motor Fuel Enforcement Activities | Miscellaneous | | 20 - TOTAL 20 - STBGP | State | State | 2016 |
| XX2016-13 | Statewide | | Various Statewide Safety Improvements | Safety & Traf. Eng. | | 4,000 - TOTAL 4,000 - Safety | State | State | 2016 |
| XX2016-14 | Statewide | | Various Pavement Marking & Signing Projects | Safety & Traf. Eng. | | 4,000 - TOTAL 3,200 - HSIP 800 - State | State | State | 2016 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|---|-----------|-----|---|---------------------------|--------|---|--------------------------|--------------------------|----------|
| | | | | | | Funding Breakdown | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| XX2016-17 | Statewide | | Various Signal and Intersection Improvements | Intersection Improvements | | 2,500 - TOTAL 2,000 - STBGP 500 - State/Local | State/Local | | 2016 |
| XX2017-18 | Statewide | | Various Sealing Projects | System Preservation | | 11,250 - Total 9,000 - STBGP 2,250 - State | State | State | 2017 |
| XX2017-14 | Statewide | | Various Pavement Marking & Signing Projects | Safety & Traf. Eng. | | 4,000 - TOTAL 3,200 - HSIP 800 - State | State | State | 2017 |
| XX2017-13 | Statewide | | Various Statewide Safety Improvements | Safety & Traf. Eng. | | 6,600 - TOTAL 6,600 - Safety | State | State | 2017 |
| XX2017-12 | Statewide | | Motor Fuel Enforcement Activities | Miscellaneous | | 20 - TOTAL 20 - STBGP | State | State | 2017 |
| XX2017-11 | Statewide | | Bridge Painting | Miscellaneous | | 3,000 - TOTAL 2,400 - NHPP 600 - State | State | State | 2017 |
| XX2017-10 | Statewide | | PE / Right-of-Way / Utilities / CENG | PE/ROW/Utility/Env. | | 25,000 - TOTAL 12,000 - NHPP 600 - NFP 1,145 - HSIP 855 - Safety 150 - Rail-Hwy 5,000 - STBGP 5,000 - State/Local 250 - CMAQ-Flex | State/Local | State | 2017 |
| *Funding in this category may be used for the development of any project within the 2016-2020 STIP. | | | | | | | | | |
| XX2017-09 | Statewide | | Various Bridge Rehab / Replacement on County | Str. & Apprs. | | 4,625 - TOTAL 3,700 - STPBROFF 925 - Local | Local | State | 2017 |
| XX2017-08 | Statewide | | Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads | Str. & Apprs. | | 7,459 - TOTAL 5,967 - STBGP 1,492 - Local | Local | State | 2017 |
| XX2017-07 | Statewide | | Various Trail Projects | Miscellaneous | | 1,250 - TOTAL 1,000 - STBGP 250 - Local | Local | Local | 2017 |
| XX2017-06 | Statewide | | Various Transportation Alternative Projects | Miscellaneous | | 8,000 - TOTAL 1,600 - Local 6,400 - TAP | Local | Local | 2017 |
| XX2017-05 | Statewide | | RR Xing Protect Devices / Surfacing / Hazard Elim | Safety & Traf. Eng. | | 3,900 - TOTAL 3,510 - Rail-Hwy 390 - State | State/RR | State/RR | 2017 |
| XX2017-04 | Statewide | | Bridge Guard Rail / Scour Control / Inspection / Inspection Equipment | Miscellaneous | | 5,000 - TOTAL 1,000 - STPBROFF 3,000 - STBGP 1,000 - State/Local | State/Local | State | 2017 |
| XX2017-03 | Statewide | | Various Bridge Rehab / Replacement | Str. & Apprs. | | 1,000 - TOTAL 800 - NHPP-BR 200 - State/Local | State/Local | State/Local | 2017 |
| XX2017-02 | Statewide | | Various Resurf / Restoration / Rehab / Reconst | 4-R | | 2,000 - TOTAL 1,000 - NHPP 600 - STBGP | State | State | 2017 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|---|-----------|-----|---|---------------------------|--------|---|--------------------------|--------------------------|----------|
| | | | | | | Funding Breakdown | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| | | | | | | (x\$1,000) | | | |
| XX2017-01 | Statewide | | IRP Debt Service | Miscellaneous | | 400 - State 58,000 - TOTAL | State | State | 2017 |
| XX2017-17 | Statewide | | Various Signal and Intersection Improvements | Intersection Improvements | | 58,000 - NHPP-IRP 2,500 - TOTAL 2,000 - STBGP 500 - State/Local | State/Local | | 2017 |
| XX2018-18 | Statewide | | Various Sealing Projects | System Preservation | | 11,250 - Total 9,000 - STBGP 2,250 - State | State | State | 2018 |
| XX2018-14 | Statewide | | Various Pavement Marking & Signing Projects | Safety & Traf. Eng. | | 4,000 - TOTAL 3,200 - HSIP 800 - State | State | State | 2018 |
| XX2018-13 | Statewide | | Various Statewide Safety Improvements | Safety & Traf. Eng. | | 1,200 - TOTAL 1,200 - Safety | State | State | 2018 |
| XX2018-12 | Statewide | | Motor Fuel Enforcement Activities | Miscellaneous | | 20 - TOTAL 20 - STBGP | State | State | 2018 |
| XX2018-11 | Statewide | | Bridge Painting | Miscellaneous | | 3,000 - TOTAL 2,400 - NHPP 600 - State | State | State | 2018 |
| XX2018-10 | Statewide | | PE / Right-of-Way / Utilities / CENG | PE/ROW/Utility/Env. | | 25,000 - TOTAL 12,000 - NHPP 600 - NFP 1,145 - HSIP 855 - Safety 150 - Rail-Hwy 5,000 - STBGP 5,000 - State/Local 250 - CMAQ-Flex | State/Local | State | 2018 |
| *Funding in this category may be used for the development of any project within the 2016-2020 STIP. | | | | | | | | | |
| XX2018-09 | Statewide | | Various Bridge Rehab / Replacement on County Roads | Str. & Apprs. | | 4,625 - TOTAL 3,700 - STPBROFF 925 - Local | Local | State | 2018 |
| XX2018-08 | Statewide | | Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads | Str. & Apprs. | | 7,459 - TOTAL 5,967 - STBGP 1,492 - Local | Local | State | 2018 |
| XX2018-07 | Statewide | | Various Trail Projects | Miscellaneous | | 1,250 - TOTAL 1,000 - STBGP 250 - Local | Local | Local | 2018 |
| XX2018-06 | Statewide | | Various Transportation Alternative Projects | Miscellaneous | | 8,000 - TOTAL 1,600 - Local 6,400 - TAP | Local | Local | 2018 |
| XX2018-05 | Statewide | | RR Xing Protect Devices / Surfacing / Hazard Elim | Safety & Traf. Eng. | | 4,000 - TOTAL 3,600 - Rail-Hwy 400 - State | State/RR | State/RR | 2018 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|---|-----------|-----|---|---------------------------|--------|---|--------------------------|--------------------------|----------|
| | | | | | | Funding Breakdown | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| | | | | | | (x\$1,000) | | | |
| XX2018-04 | Statewide | | Bridge Guard Rail / Scour Control / Inspection / Inspection Equipment | Miscellaneous | | 5,000 - TOTAL 1,000 - STPBROFF 3,000 - STBGP 1,000 - State/Local | State/Local | State | 2018 |
| XX2018-03 | Statewide | | Various Bridge Rehab / Replacement | Str. & Apprs. | | 1,000 - TOTAL 800 - NHPP-BR 200 - State/Local | State/Local | State/Local | 2018 |
| XX2018-02 | Statewide | | Various Resurf / Restoration / Rehab / Reconst | 4-R | | 2,000 - TOTAL 1,000 - NHPP 600 - STBGP 400 - State | State | State | 2018 |
| XX2018-01 | Statewide | | IRP Debt Service | Miscellaneous | | 58,000 - TOTAL 58,000 - NHPP-IRP | State | State | 2018 |
| XX2018-17 | Statewide | | Various Signal and Intersection Improvements | Intersection Improvements | | 2,500 - TOTAL 2,000 - STBGP 500 - State/Local | State/Local | | 2018 |
| XX2019-18 | Statewide | | Various Sealing Projects | System Preservation | | 11,250 - Total 9,000 - STBGP 2,250 - State | State | State | 2019 |
| XX2019-14 | Statewide | | Various Pavement Marking & Signing Projects | Safety & Traf. Eng. | | 4,000 - TOTAL 3,200 - HSIP 800 - State | State | State | 2019 |
| XX2019-13 | Statewide | | Various Statewide Safety Improvements | Safety & Traf. Eng. | | 10,000 - TOTAL 10,000 - Safety | State | State | 2019 |
| XX2019-12 | Statewide | | Motor Fuel Enforcement Activities | Miscellaneous | | 20 - TOTAL 20 - STBGP | State | State | 2019 |
| XX2019-11 | Statewide | | Bridge Painting | Miscellaneous | | 3,000 - TOTAL 2,400 - NHPP 600 - State | State | State | 2019 |
| XX2019-10 | Statewide | | PE / Right-of-Way / Utilities / CENG | PE/ROW/Utility/Env. | | 25,000 - TOTAL 12,000 - NHPP 600 - NFP 1,145 - HSIP 855 - Safety 150 - Rail-Hwy 5,000 - STBGP 5,000 - State/Local 250 - CMAQ-Flex | State/Local | State | 2019 |
| *Funding in this category may be used for the development of any project within the 2016-2020 STIP. | | | | | | | | | |
| XX2019-09 | Statewide | | Various Bridge Rehab / Replacement on County Roads | Str. & Apprs. | | 4,625 - TOTAL 3,700 - STPBROFF 925 - Local | Local | State | 2019 |
| XX2019-08 | Statewide | | Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads | Str. & Apprs. | | 7,459 - TOTAL 5,967 - STBGP 1,492 - Local | Local | State | 2019 |
| XX2019-07 | Statewide | | Various Trail Projects | Miscellaneous | | 1,250 - TOTAL 1,000 - STBGP 250 - Local | Local | Local | 2019 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|---|-----------|-----|---|---------------------------|--------|---|--------------------------|--------------------------|----------|
| | | | | | | Funding Breakdown | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| | | | | | | (x\$1,000) | | | |
| XX2019-06 | Statewide | | Various Transportation Alternative Projects | Miscellaneous | | 8,000 - TOTAL 1,600 - Local 6,400 - TAP | Local | Local | 2019 |
| XX2019-05 | Statewide | | RR Xing Protect Devices / Surfacing / Hazard Elim | Safety & Traf. Eng. | | 4,100 - TOTAL 3,690 - Rail-Hwy 410 - State | State/RR | State/RR | 2019 |
| XX2019-04 | Statewide | | Bridge Guard Rail / Scour Control / Inspection / Inspection Equipment | Miscellaneous | | 5,000 - TOTAL 1,000 - STBGP 3,000 - STBGP 1,000 - State/Local | State/Local | State | 2019 |
| XX2019-03 | Statewide | | Various Bridge Rehab / Replacement | Str. & Apprs. | | 1,000 - TOTAL 800 - NHPP-BR 200 - State/Local 1,000 - NHPP 600 - STBGP 400 - State | State/Local | State/Local | 2019 |
| XX2019-02 | Statewide | | Various Resurf / Restoration / Rehab / Reconst | 4-R | | 2,000 - TOTAL 1,000 - NHPP 600 - STBGP 400 - State | State | State | 2018 |
| XX2019-01 | Statewide | | IRP Debt Service | Miscellaneous | | 58,000 - TOTAL 58,000 - NHPP-IRP | State | State | 2019 |
| XX2019-17 | Statewide | | Various Signal and Intersection Improvements | Intersection Improvements | | 2,500 - TOTAL 2,000 - STBGP 500 - State/Local | State/Local | | 2019 |
| XX2020-18 | Statewide | | Various Sealing Projects | System Preservation | | 11,250 - Total 9,000 - STBGP 2,250 - State | State | State | 2020 |
| XX2020-14 | Statewide | | Various Pavement Marking & Signing Projects | Safety & Traf. Eng. | | 4,000 - TOTAL 3,200 - HSIP 800 -State | State | State | 2020 |
| XX2020-13 | Statewide | | Various Statewide Safety Improvements | Safety & Traf. Eng. | | 10,000 - TOTAL 10,000 - Safety | State | State | 2020 |
| XX2020-12 | Statewide | | Motor Fuel Enforcement Activities | Miscellaneous | | 20 - TOTAL 20 - STBGP | State | State | 2020 |
| XX2020-11 | Statewide | | Bridge Painting | Miscellaneous | | 3,000 - TOTAL 2,400 - NHPP 600 - State | State | State | 2020 |
| XX2020-10 | Statewide | | PE / Right-of-Way / Utilities / CENG | PE/ROW/Utility/Env. | | 25,000 - TOTAL 12,000 - NHPP 600 - NFP 1,145 - HSIP 855 - Safety 150 - Rail-Hwy 5,000 - STBGP 5,000 - State/Local 250 - CMAQ-Flex | State/Local | State | 2020 |
| *Funding in this category may be used for the development of any project within the 2016-2020 STIP. | | | | | | | | | |
| XX2020-09 | Statewide | | Various Bridge Rehab / Replacement on County | Str. & Apprs. | | 4,625 - TOTAL 3,700 - STPBROFF 925 - Local | Local | State | 2020 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|--------------------------|-----------|-----|--|---------------------------|--------|---|--------------------------|--------------------------|----------|
| | | | | | | Funding Breakdown | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| | | | | | | (x\$1,000) | | | |
| XX2020-08 | Statewide | | Various Resurf / Restore / Rehab / Recon / BR Repl / Str. & Apprs. | | | 7,459 - TOTAL 5,967 - STBGP 1,492 - Local | Local | State | 2020 |
| XX2020-07 | Statewide | | Various Trail Projects | Miscellaneous | | 1,250 - TOTAL 1,000 - STBGP 250 - Local | Local | Local | 2020 |
| XX2020-06 | Statewide | | Various Transportation Alternative Projects | Miscellaneous | | 8,000 - TOTAL 1,600 - Local 6,400 - TAP | Local | Local | 2020 |
| XX2020-05 | Statewide | | RR Xing Protect Devices / Surfacing / Hazard Elim | Safety & Traf. Eng. | | 4,200 - TOTAL 3,780 - Rail-Hwy 420 - State | State/RR | State/RR | 2020 |
| XX2020-04 | Statewide | | Bridge Guard Rail / Scour Control / Inspection / | Miscellaneous | | 5,000 - TOTAL 1,000 - STPBROFF 3,000 - STBGP 1,000 - State/Local | State/Local | State | 2020 |
| XX2020-03 | Statewide | | Various Bridge Rehab / Replacement | Str. & Apprs. | | 1,000 - TOTAL 800 - NHPP-BR 200 - State/Local | State/Local | State/Local | 2020 |
| XX2020-02 | Statewide | | Various Resurf / Restoration / Rehab / Reconst | 4-R | | 2,000 - TOTAL 1,000 - NHPP 600 - STBGP 400 - State | State | State | 2020 |
| XX2020-01 | Statewide | | IRP Debt Service | Miscellaneous | | 58,000 - TOTAL 58,000 - NHPP-IRP | State | State | 2020 |
| XX2020-17 | Statewide | | Various Signal and Intersection Improvements | Intersection Improvements | | 2,500 - TOTAL 2,000 - STBGP 500 - State/Local | State/Local | | 2020 |
| XX2020-16 | Statewide | | Various Pavement Projects | Miscellaneous | | 206 - TOTAL 110 - NHPP 55 - STBGP 41 - State | State | State | 2020 |
| Statewide Transit | | | | | | | | | |
| 110FTA | Statewide | | Seniors and Individuals with Disabilities | Transit | | 3,181 - TOTAL 2,545 - FTA-5310 636 - Local | Local | Local | 2016 |
| 111FTA | Statewide | | Rural Area | Transit | | 15,487 - TOTAL 12,390 - FTA-5311 3,097 - Local | Local | Local | 2016 |
| 113FTA | Statewide | | Bus and Bus Facilities < 200,000 | Transit | | 616 - TOTAL 493 - FTA-5339 123 - Local | Local | Local | 2016 |
| 114FTA | Statewide | | Bus and Bus Facilities - Rural Areas | Transit | | 2,188 - TOTAL 1,750 - FTA-5339 438 - Local | Local | Local | 2016 |
| 201TLS | Statewide | | Translease | Transit | | 775 - TOTAL 775 - Local | Local | Local | 2016 |
| 110FTA | Statewide | | Seniors and Individuals with Disabilities | Transit | | 3,245 - TOTAL 2,596 - FTA-5310 649 - Local | Local | Local | 2017 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | | AGENCY RESPONSIBLE FOR: | | LET YEAR |
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| | | | | | | Funding Breakdown | | PROVIDING | CARRYING OUT | |
| | | | | | | (x\$1,000) | MATCHING FUNDS | THE PROJECT | | |
| 111FTA | Statewide | | Rural Area | Transit | | 15,796 - TOTAL 12,637 - FTA-5311 3,159 - Local | Local | Local | 2017 | |
| 113FTA | Statewide | | Bus and Bus Facilities < 200,000 | Transit | | 629 - Total 503 - FTA-5339 126 - Local | Local | Local | 2017 | |
| 114FTA | Statewide | | Bus and Bus Facilities - Rural Areas | Transit | | 2,188 - TOTAL 1,750 - FTA-5339 438 - Local | Local | Local | 2017 | |
| 200PTF | Statewide | | Public Transit Trust Fund | Transit | | 4,000 - TOTAL 4,000 - State | Local | Local | 2017 | |
| 201TLS | Statewide | | Translease | Transit | | 775 - TOTAL 775 - Local | Local | Local | 2017 | |
| 110FTA | Statewide | | Seniors and Individuals with Disabilities | Transit | | 3,310 - TOTAL 2,648 - FTA-5310 662 - Local | Local | Local | 2018 | |
| 111FTA | Statewide | | Rural Area | Transit | | 16,113 - TOTAL 12,890 - FTA-5311 3,223 - Local | Local | Local | 2018 | |
| 113FTA | Statewide | | Bus and Bus Facilities < 200,000 | Transit | | 641 - TOTAL 513 - FTA-5339 128 - Local | Local | Local | 2018 | |
| 114FTA | Statewide | | Bus and Bus Facilities - Rural Areas | Transit | | 2,188 - TOTAL 1,750 - FTA-5339 438 - Local | Local | Local | 2018 | |
| 200PTF | Statewide | | Public Transit Trust Fund | Transit | | 4,000 - TOTAL 4,000 - State | Local | Local | 2018 | |
| 201TLS | Statewide | | Translease | Transit | | 775 - TOTAL 775 - Local | Local | Local | 2018 | |
| 110FTA | Statewide | | Seniors and Individuals with Disabilities | Transit | | 3,376 - TOTAL 2,701 - FTA-5310 675 - Local | Local | Local | 2019 | |
| 111FTA | Statewide | | Rural Area | Transit | | 16,435 - TOTAL 13,148 - FTA-5311 3,287 - Local | Local | Local | 2019 | |
| 113FTA | Statewide | | Bus and Bus Facilities < 200,000 | Transit | | 654 - TOTAL 523 - FTA-5339 131 - Local | Local | Local | 2019 | |
| 114FTA | Statewide | | Bus and Bus Facilities - Rural Areas | Transit | | 2,188 - TOTAL 1,750 - FTA-5339 438 - Local | Local | Local | 2019 | |
| 200PTF | Statewide | | Public Transit Trust Fund | Transit | | 4,000 - TOTAL 4,000 - State | Local | Local | 2019 | |
| 201TLS | Statewide | | Translease | Transit | | 775 - TOTAL 775 - Local | Local | Local | 2019 | |
| 110FTA | Statewide | | Seniors and Individuals with Disabilities | Transit | | 3,444 - TOTAL 2,755 - FTA-5310 689 - Local | Local | Local | 2020 | |
| 111FTA | Statewide | | Rural Area | Transit | | 16,764 - TOTAL 13,411 - FTA-5311 3,353 - Local | Local | Local | 2020 | |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
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| | | | | | | Funding Breakdown (x\$1,000) | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| 113FTA | Statewide | | Bus and Bus Facilities < 200,000 | Transit | | 667 - TOTAL 534 - FTA-5339 133 - Local | Local | Local | 2020 |
| 114FTA | Statewide | | Bus and Bus Facilities - Rural Areas | Transit | | 2,188 - TOTAL 1,750 - FTA-5339 438 - Local | Local | Local | 2020 |
| 200PTF | Statewide | | Public Transit Trust Fund | Transit | | 4,000 - TOTAL 4,000 - State | Local | Local | 2020 |
| 201TLS | Statewide | | Translease | Transit | | 775 - TOTAL 775 - Local | Local | Local | 2020 |
| 115FTA | Statewide | | Safety Oversight | Transit | | 286 - TOTAL 229 - FTA-5329 57 - Local | Local | Local | 2016 |
| 115FTA | Statewide | | Safety Oversight | Transit | | 291 - TOTAL 233 - FTA-5329 58 - Local | Local | Local | 2017 |
| 115FTA | Statewide | | Safety Oversight | Transit | | 298 - TOTAL 238 - FTA-5329 60 - Local | Local | Local | 2018 |
| 115FTA | Statewide | | Safety Oversight | Transit | | 304 - TOTAL 243 - FTA-5329 61 - Local | Local | Local | 2019 |
| 115FTA | Statewide | | Safety Oversight | Transit | | 310 - TOTAL 248 - FTA-5329 62 - Local | Local | Local | 2020 |
| 116FTA | Statewide | | Statewide Planning Program | Transit | | 144 - TOTAL 115 - FTA-5304 29 - Local | Local | Local | 2017 |
| 202HUA | Statewide | | HUA | Transit | | 346 - TOTAL 346 - State | Local | Local | 2016 |
| 116FTA | Statewide | | Statewide Planning Program | Transit | | 140 - TOTAL 112 - FTA-5304 28 - Local | Local | Local | 2016 |
| 202HUA | Statewide | | HUA | Transit | | 346 - TOTAL 346 - State | Local | Local | 2017 |
| 116FTA | Statewide | | Statewide Planning Program | Transit | | 146 - TOTAL 117 - FTA-5304 29 - Local | Local | Local | 2018 |
| 202HUA | Statewide | | HUA | Transit | | 346 - TOTAL 346 - State | Local | Local | 2018 |
| 202HUA | Statewide | | HUA | Transit | | 346 - TOTAL 346 - State | Local | Local | 2019 |
| 116FTA | Statewide | | Statewide Planning Program | Transit | | 149 - TOTAL 119 - FTA-5304 30 - Local | Local | Local | 2019 |
| 202HUA | Statewide | | HUA | Transit | | 346 - TOTAL 346 - State | Local | Local | 2020 |
| 116FTA | Statewide | | Statewide Planning Program | Transit | | 153 - TOTAL 123 - FTA-5304 | Local | Local | 2020 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|-----------|-----------|-----|------------------------------------|---------------|--------|--|--------------------------|--------------------------|----------|
| | | | | | | Funding Breakdown | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| | | | | | | Workforce Training and Development Statewide | | | |
| XX2016-15 | Statewide | | Workforce Training and Development | Miscellaneous | | 700 - TOTAL 700 - STPBROFF | State | State | 2016 |
| XX2017-15 | Statewide | | Workforce Training and Development | Miscellaneous | | 700 - TOTAL 700 - STPBROFF | State | State | 2017 |
| XX2018-15 | Statewide | | Workforce Training and Development | Miscellaneous | | 700 - TOTAL 700 - STPBROFF | State | State | 2018 |
| XX2019-15 | Statewide | | Workforce Training and Development | Miscellaneous | | 700 - TOTAL 700 - STPBROFF | State | State | 2019 |
| XX2020-15 | Statewide | | Workforce Training and Development | Miscellaneous | | 700 - TOTAL 700 - STPBROFF | State | State | 2020 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|-------------------------------------|-----------|--------|---|------------------------|--------|---|--------------------------|--------------------------|----------|
| | | | | | | Funding Breakdown | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| 2016-2020 FRONTIER MPO TIP Oklahoma | | | | | | | | | |
| 31849(04) | LeFlore | SH 112 | SH-112 begin at the jct SH-120 and extend north 5.47 miles | Resurface | 5.47 | Total - 2,668,400 State - 533,680 Federal - 2,134,720 | State | State | 2016 |
| 31289(05) | LeFlore | US271 | Jct US-271/SH-112 Intersection modification RW for 31289(04) | ROW | 0.25 | Total - 54,500 State - 54,500 | State | State | 2018 |
| 31289(06) | LeFlore | US271 | Jct US-271/SH-112 intersection modification UT for 31289(04) | Utilities | 0.25 | Total - 54,500 State - 10,900 Federal - 43,600 | State | State | 2018 |
| 31289(04) | LeFlore | US271 | Jct US-271/SH-112 intersection modification | Construction | 0.25 | Total - 1,000,000 State - 200,000 Federal - 800,000 | State | State | 2020 |
| Statewide | | | | | | | | | |
| 2101617 | Statewide | | Statewide Preliminary Engineering | Contract | | Total - 15,000,000 Federal - 15,000,000 | State | State | 2017 |
| 2361217 | Statewide | | Statewide County Bridge Program | Bridges & Approaches | | Total - 20,000,000 Federal - 20,000,000 | State | State | 2017 |
| 2361317 | Statewide | | Statewide County Road Program | Grade, Drain & Surface | | Total - 6,000,000 Federal - 6,000,000 | State | State | 2017 |
| 2361417 | Statewide | | Statewide Small City Road & Bridge Program | Grade, Drain & Surface | | Total - 3,000,000 Federal - 3,000,000 | State | State | 2017 |
| 2562517 | Statewide | | SRTS: Desgin, Development & Construction & Educational Programs | Safety Improvement | | Total - 2,000,000 Federal - 2,000,000 | State | State | 2017 |
| 3102417 | Statewide | | Statewide ROW Acquistion & Utility Relocation Estimated cost \$750,000 or less (projects not in the STIP) | ROW | | Total - 3,500,000 Federal - 3,500,000 | State | State | 2017 |
| 1704923 | Statewide | | Statewide Rail Crossing Projects = Protection Devices, Crossing Surfaces, Advance Warning signs, Striping, Closures, Etc. | Safety Improvements | | Total - 8,000,000 Federal - 8,000,000 | State | State | 2017 |
| 1705023 | Statewide | | Statewide Small Scale Bridge Improvement- Painting, Minor Reparis, Seal Coat/Waterproofing, Silane Treatment, Etc. | Bridge Impr. | | Total - 2,000,000 Federal - 2,000,000 | State | State | 2017 |
| 1705123 | Statewide | | Statewide Small Scale Traffic Safety: Signing, Int Mod, Lighting, Interconnect Systems, Guardrail, Delineation, Etc | Safety Improvement | | Total - 12,000,000 Federal - 12,000,000 | State | State | 2017 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|----------|-----------|-----|--|------------------------|--------|--|--------------------------|--------------------------|----------|
| | | | | | | Funding Breakdown | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| | | | | | | (x\$1,000) | | | |
| 1766323 | Statewide | | Statewide Enhancement, Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Lanscaping, Historic Preservation, Etc | Enhancement | | Total - 12,000,000 Federal - 12,000,000 | State | State | 2017 |
| 1826220 | Statewide | | Statewide Line Item: Recreational Trails | Money Only | | Total - 1,800,000 Federal - 1,800,000 | State | State | 2017 |
| 1972018 | Statewide | | ROW Clearance: Removal & Disposal of Obstructions on Public ROW Prior To Utility Relocation of Project Startup | ROW Clearance | | Total - 1,000,000 Federal - 1,000,000 | State | State | 2017 |
| 2078017 | Statewide | | Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing & Guardrail | Resurface | | Total - 35,000,000 Federal - 35,000,000 | State | State | 2017 |
| 2078117 | Statewide | | Bridge Maintenance Including Paint, Joints, Bearings & Deck Repairs | Joint Seal/Repair | | Total - 5,000,000 Federal - 5,000,000 | State | State | 2017 |
| 1704924 | Statewide | | Statewide Rail Crossing Projects = Protection Devices, Crossing Surfaces, Advance Warning signs, Striping, Closures, Etc. | Safety Improvements | | Total - 8,000,000 Federal - 8,000,000 | State | State | 2018 |
| 1705024 | Statewide | | Statewide Small Scale Bridge Improvement- Painting, Minor Reparis, Seal Coat/Waterproofing, Silane Treatment, Etc. | Bridge Impr. | | Total - 2,000,000 Federal - 2,000,000 | State | State | 2018 |
| 1705124 | Statewide | | Statewide Small Scale Traffic Safety: Signing, Int Mod, Lighting, Interconnect Systems, Guardrail, Delineation, Etc | Safety Improvement | | Total - 12,000,000 Federal - 12,000,000 | State | State | 2018 |
| 1766324 | Statewide | | Statewide Enhancement, Bicycle & Pedestrian Paths, Scenic or Historic Highway Programs, Lanscaping, Historic Preservation, Etc | Enhancement | | Total - 8,200,000 Federal - 8,200,000 | State | State | 2018 |
| 1826221 | Statewide | | Statewide Line Item: Recreational Trails | Money Only | | Total - 1,800,000 Federal - 1,800,000 | State | State | 2018 |
| 1972019 | Statewide | | ROW Clearance: Removal & Disposal of Obstructions on Public ROW Prior To Utility Relocation of Project Startup | ROW Clearance | | Total - 1,000,000 Federal - 1,000,000 | State | State | 2018 |
| 2078018 | Statewide | | Simple Pavement Preserve & Restore (Asphalt Overlay, Stripe, Signing & Guardrail | Resurface | | Total - 35,000,000 Federal - 35,000,000 | State | State | 2018 |
| 2078118 | Statewide | | Bridge Maintenance Including Paint, Joints, Bearings & Deck Repairs | Joint Seal/Repair | | Total - 5,000,000 Federal - 5,000,000 | State | State | 2018 |
| 2101618 | Statewide | | Statewide Preliminary Engineering | Contract | | Total - 15,000,000 Federal - 15,000,000 | State | State | 2018 |
| 2361218 | Statewide | | Statewide County Bridge Program | Bridges & Approaches | | Total - 20,000,000 Federal - 20,000,000 | State | State | 2018 |
| 22361318 | Statewide | | Statewide County Road Program | Grade, Drain & Surface | | Total - 6,000,000 Federal - 6,000,000 | State | State | 2018 |
| 2361418 | Statewide | | Statewide Small City Road & Bridge Program | Grade, Drain & Surface | | Total - 3,000,000 Federal - 3,000,000 | State | State | 2018 |

| JOB | COUNTY | RTE | TERMINI | TYPE WORK | Length | ESTIMATED COST | AGENCY RESPONSIBLE FOR: | | LET YEAR |
|---------|-----------|-----|--|--------------------|--------|--|--------------------------|--------------------------|----------|
| | | | | | | Funding Breakdown | PROVIDING MATCHING FUNDS | CARRYING OUT THE PROJECT | |
| | | | | | | (x\$1,000) | | | |
| 2562518 | Statewide | | SRTS: Desgin, Development & Construction & Educational Programs | Safety Improvement | | Total - 2,000,000 Federal - 2,000,000 | State | State | 2018 |
| 3102418 | Statewide | | Statewide ROW Acquistion & Utility Relocation Estimated cost \$750,000 or less (projects not in the STIP) | ROW | | Total - 3,500,000 Federal - 3,500,000 | State | State | 2018 |

VIII. Frontier MPO 2035 Metropolitan Transportation Plan – AR/OK Constrained List

FRONTIER MPO 2030 METROPOLITAN TRANSPORTATION PLAN 5 YEAR MODULAR PROJECT LIST 2011 - 2035

The project listing presented in this section contains only those projects that are fiscally constrained. The projects shown include estimates for engineering, right-of-way and utility relocation and have been inflated to the year of expenditure. By definition this means that the following projects are those where there is a reasonable expectation of the availability of funds for each project by its horizon year. Therefore, if a project is scheduled for the 3rd Five Year Increment, 2021 - 2025, there must be a reasonable assumption that the funds, whether they are from Local, State, or Federal sources, will be available for the project. To assist in maintaining the fiscally constrained requirement, some projects have been phased over one or more Increment.

The horizon year for the Frontier MPO is 2035 and there are a number of projects in the constrained listing that may raise some concern about fiscally constrained issues. It is the policy of the Frontier MPO that these projects have a reasonable expectation for funding over this time frame and that the concerted efforts of the Frontier MPO Staff and those of the local governmental and business leadership will result in securing the necessary funding for the following projects:

Constrained Project Listing 5 Year Increments

BRIDGE FUNDS

2011 to 2015 Available Funding \$9,765,383

- I-540 Bridge Rehab and Replacement (13 Structures)
- Highway 64C Bridge "Canner"
- US 64 Multiple Bridge Rehab and Replacement (4 Structures)
- US 64 Bridge Painting Garrison Ave.

Total Cost \$9,765,383

2016 to 2020

Available Funding \$11,824,071

- I-540 Bridge Rehab and Replacement (13 Structures)
- Highway 64C Bridge "Canner"
- US 64 Multiple Bridge Rehab and Replacement (4 Structures)

Total Cost \$11,824,071

2021 to 2025

Available Funding \$14,316,760

- I-540 Bridge Rehab and Replacement (13 Structures)
- Highway 64C Bridge "Canner"
- US 64 Multiple Bridge Rehab and Replacement (4 Structures)

Total Cost \$14,316,760

2026 to 2030

Available Funding \$17,334,946

- I-540 Bridge Rehab and Replacement (13 Structures)
- Highway 64C Bridge "Canner"
- US 64 Multiple Bridge Rehab and Replacement (4 Structures)

Total Cost \$17,334,946

2031 to 2035

Available Funding \$20,989,410

- I-540 Bridge Rehab and Replacement (13 Structures)
- Highway 64C Bridge "Canner"
- US 64 Multiple Bridge Rehab and Replacement (4 Structures)

Total Cost \$20,989,410

Note: Projects will be phased based on available funding **Total \$74,230,570**

These funds are programmed for the reconstruction of I-540 and U.S. 64 structures.

| | |
|-------------------|---------------------|
| Available Funding | \$74,230,570 |
| Total | \$74,230,570 |

| Constrained Bridge Project Listing | | |
|------------------------------------|-----|-------------------------|
| Job # | RTE | INTERSECTED FEATURE |
| NS | 540 | FLAT ROCK CREEK |
| NS | 540 | FLAT ROCK CREEK |
| R40107 | 540 | SH 162-SEC 1 |
| R40107 | 540 | UN PAC RAILROAD & CREEK |
| R40107 | 540 | SH 162-SEC 1 |
| R40107 | 540 | UN PAC RR & CREEK |
| R40107 | 540 | ARKANSAS RIVER RELIEF |
| R40107 | 540 | SH 22-SEC 1 |
| R40107 | 540 | GRAND AVE. |
| R40107 | 540 | CLAYTON BRANCH |
| R40107 | 540 | SH22-SEC 1 |
| R40107 | 540 | GRAND AVE. |
| R40107 | 540 | CLAYTON BRANCH |
| | 64 | ARK RVR & ARKMO/BN RRS |
| TO CITY | 64 | LITTLE FROG BAYOU |
| SD | 64 | TOWN BRANCH |
| NS | 64 | FLAT ROCK CREEK |
| | 64 | LITTLE FROG BAYOU |

Constrained Project Listing 5 Year Increments

ENHANCEMENT FUNDS

| | | |
|--|--------------------------|---------------------|
| 2011 to 2015 | <i>Available Funding</i> | \$3,035,471 |
| Various Enhancement Projects in the MPO Region Towson Ave. (City of Fort Smith \$270,000 Fed \$1,000,000 Total) | | |
| | Total Cost | \$3,035,471 |
| 2016 to 2020 | <i>Available Funding</i> | \$3,035,471 |
| Various Enhancement Projects in the MPO Region | | |
| | Total Cost | \$3,035,471 |
| 2021 to 2025 | <i>Available Funding</i> | \$3,035,471 |
| Various Enhancement Projects in the MPO Region | | |
| | Total Cost | \$3,035,471 |
| 2026 to 2030 | <i>Available Funding</i> | \$3,035,471 |
| Various Enhancement Projects in the MPO Region | | |
| | Total Cost | \$3,035,471 |
| 2031 to 2035 | <i>Available Funding</i> | \$3,035,471 |
| Various Enhancement Projects in the MPO Region | | |
| | Total Cost | \$3,035,471 |
| Note: Projects selected by AHTD | Total | \$15,177,353 |
| | <i>Available Funding</i> | \$15,177,353 |
| | Total | \$15,177,353 |

Constrained Project Listing 5 Year Increments

INTERSTATE MAINTENANCE FUNDS

| | | |
|--|--------------------------|----------------------|
| 2011 to 2015 | <i>Available Funding</i> | \$14,943,158 |
| I-540 Reconstruction From I-40 to SH-22 | | |
| I-40 | | |
| I-540 | | |
| | Total Cost | \$14,943,158 |
| 2016 to 2020 | <i>Available Funding</i> | \$29,052,060 |
| I-540 Reconstruction From I-40 to SH-22 | | |
| I-40 | | |
| I-540 | | |
| I-49 | Total Cost | \$29,052,060 |
| 2021 to 2025 | <i>Available Funding</i> | \$35,176,666 |
| I-540 Reconstruction From I-40 to SH-22 | | |
| I-40 | | |
| I-540 | | |
| I-49 | Total Cost | \$35,176,666 |
| 2026 to 2030 | <i>Available Funding</i> | \$42,592,429 |
| I-40 | | |
| I-540 | | |
| I-49 | | |
| | Total Cost | \$42,592,429 |
| 2031 to 2035 | <i>Available Funding</i> | \$51,571,546 |
| I-40 | | |
| I-540 | | |
| I-49 | | |
| | Total Cost | \$51,571,546 |
| Note: Various projects on the Interstates | Total | \$173,335,859 |
| | <i>Available Funding</i> | \$173,335,859 |
| | Total | \$173,335,859 |

Constrained Project Listing 5 Year Increments

NATIONAL HIGHWAY SYSTEM FUNDS

Available Funding

2011 to 2015 Available Funding \$17,236,633

I-49 (SH 71 Relocation)

Total Cost \$17,236,633

2016 to 2020

Available Funding \$20,870,371

I-49 (SH 71 Relocation)

Total Cost \$20,870,371

2021 to 2025

Available Funding \$25,270,156

I-49 (SH 71 Relocation)

Total Cost \$25,270,156

2026 to 2030

Available Funding \$30,597,480

I-49 (SH 71 Relocation)

Total Cost \$30,597,480

2031 to 2035

Available Funding \$37,047,883

I-49 (SH 71 Relocation)

Total Cost \$37,047,883

Note: NHS funding shown for I-49

Total \$131,022,522

| | | | |
|--|--|-------------------|---------------|
| | | | |
| | | Available Funding | \$131,022,522 |
| | | Total | \$131,022,522 |
| | | | |

Constrained Project Listing 5 Year Increments

SAFETY FUNDS

Available Funding

| | | |
|--|--------------------------|--------------|
| 2011 to 2015 | <i>Available Funding</i> | \$6,595,789 |
| Various Safety Improvements | | |
| | Total Cost | \$6,595,789 |
| 2016 to 2020 | <i>Available Funding</i> | \$7,986,280 |
| Various Safety Improvements | | |
| | Total Cost | \$7,986,280 |
| 2021 to 2025 | <i>Available Funding</i> | \$9,669,906 |
| Various Safety Improvements | | |
| | Total Cost | \$9,669,906 |
| 2026 to 2030 | <i>Available Funding</i> | \$11,708,466 |
| Various Safety Improvements | | |
| | Total Cost | \$11,708,466 |
| 2031 to 2035 | <i>Available Funding</i> | \$14,176,784 |
| Various Safety Improvements | | |
| | Total Cost | \$14,176,784 |
| Note: Various Safety Improvements | Total | \$50,137,224 |
| | | |
| | <i>Available Funding</i> | \$50,137,224 |
| | Total | \$50,137,224 |
| | | |

Constrained Project Listing 5 Year Increments

SURFACE TRANSPORTATION PROGRAM FUNDS

Available Funding

| | | |
|--|------------------------|---------------------|
| 2011 to 2015 | <i>Available Funds</i> | \$27,276,355 |
| SH 59 South Widening | | \$6,888,435 |
| SH 162 By-Pass | | \$9,673,830 |
| SH 45 and Geren Road Signal | | \$176,765 |
| SH 45 and Planters Road Signal | | \$176,765 |
| | Total Cost | \$16,915,795 |
| 2016 to 2020 | <i>Available Funds</i> | \$33,026,615 |
| SH 45 Widening From SH 255 to SH 71 | | \$27,278,119 |
| SH 255 and (S. 58th) Old Greenwood Road Intersection | | \$198,837 |
| | Total Cost | \$27,476,955 |
| 2021 to 2025 | <i>Available Funds</i> | \$39,989,116 |
| SH 10 and H 10 S Widening from Mt. Harmony to Denver | | \$23,385,379 |
| SH 59 North Widening -North (S. of SH 282) | | \$16,051,584 |
| SH 255 and Chad Colley Blvd | | \$198,837 |
| | Total Cost | \$39,635,799 |
| 2026 to 2030 | <i>Available Funds</i> | \$48,419,416 |
| SH 255 Widening from Massard to SH 22 | | \$20,608,185 |
| SH 10S Widening from Denver to Date | | \$11,053,347 |
| SH 10S Widening from Date to SH 71 | | \$10,211,068 |
| | Total Cost | \$41,872,600 |
| 2031 to 2035 | <i>Available Funds</i> | \$58,626,947 |
| I-40 and N. 16th Street | | \$27,348,635 |
| SH 162 Improvements | | \$16,533,312 |
| | Total Cost | \$43,881,947 |
| Note: Project Cost shown to Year of Expenditure | | \$207,338,449 |

| | |
|--------------------------|----------------------|
| <i>Available Funding</i> | \$207,338,449 |
| Total | \$169,783,096 |

Constrained Project Listing 5 Year Increments

| SURFACE TRANSPORTATION PROGRAM URBAN FUNDS | | Available Funding |
|---|--------------------------|--------------------------|
| 2011 to 2015 | <i>Available Funds</i> | \$4,136,754 |
| SH 162 - Alma | | \$1,000,000 |
| Jenny Lind - Fort Smith | | \$1,000,000 |
| Rena Road - Van Buren | | \$1,000,000 |
| 28th Street - Van Buren | | \$1,000,000 |
| | Total Cost | \$4,000,000 |
| 2016 to 2020 | <i>Available Funds</i> | \$4,554,454 |
| Denver Street - Greenwood | | \$1,000,000 |
| Jenny Lind - Fort Smith | | \$1,000,000 |
| 40th Street - Van Buren | | \$1,000,000 |
| Industrial Park Road - Van Buren | | \$1,000,000 |
| | Total Cost | \$4,000,000 |
| 2021 to 2025 | <i>Available Funds</i> | \$4,554,454 |
| 28th Street - Van Buren | | \$1,000,000 |
| Chad Colley Blvd. - Fort Smith | | \$1,000,000 |
| Massard Road - Fort Smith | | \$1,000,000 |
| Rena Road - Van Buren | | \$1,000,000 |
| | Total Cost | \$4,000,000 |
| 2026 to 2030 | <i>Available Funds</i> | \$4,554,454 |
| Planters Road | | \$1,000,000 |
| Spradling Avenue | | \$1,000,000 |
| Denver Street | | \$1,000,000 |
| Mountain Grove Road | | \$1,000,000 |
| | Total Cost | \$4,000,000 |
| 2031 to 2035 | <i>Available Funds</i> | \$4,554,454 |
| Roberts Road | | \$1,000,000 |
| 66th Street Extension | | \$1,000,000 |
| Clayton Expressway Extension | | \$1,000,000 |
| Riggs Drive | | \$1,000,000 |
| | Total Cost | \$4,000,000 |
| Note: STP-U funds limited to \$1,000,000/project | | \$22,354,570 |
| | <i>Available Funding</i> | \$22,354,570 |
| | Total | \$20,000,000 |

Constrained Project Listing 5 Year Increments

STATE FUNDING

| | Available Funding |
|------------------------------------|--|
| 2011 to 2015 | <i>Available Funds</i> \$7,665,000 |
| Various State Maintenance Projects | |
| | Total Cost \$7,665,000 |
| 2016 to 2020 | <i>Available Funds</i> \$7,665,000 |
| Various State Maintenance Projects | |
| | Total Cost \$7,665,000 |
| 2021 to 2025 | <i>Available Funds</i> \$7,665,000 |
| Various State Maintenance Projects | |
| | Total Cost \$7,665,000 |
| 2026 to 2030 | <i>Available Funds</i> \$7,665,000 |
| Various State Maintenance Projects | |
| | Total Cost \$7,665,000 |
| 2031 to 2035 | <i>Available Funds</i> \$7,665,000 |
| Various State Maintenance Projects | |
| | Total Cost \$7,665,000 |
| Note: Various State projects | \$38,325,000 |
| | <i>Available Funding</i> \$38,325,000 |
| | Total \$38,325,000 |

Constrained Project Listing 5 Year Increments

TRANSIT FUNDING

| | Available Funding |
|---|---|
| 2011 to 2015 | <i>Available Funds</i> \$15,673,630 |
| Fort Smith Capital and Operations | \$15,673,630 |
| | Total Cost \$15,673,630 |
| 2016 to 2020 | <i>Available Funds</i> \$18,615,355 |
| Fort Smith Capital and Operations | \$18,615,355 |
| | Total Cost \$18,615,355 |
| 2021 to 2025 | <i>Available Funds</i> \$22,109,203 |
| Fort Smith Capital and Operations | \$22,109,203 |
| | Total Cost \$22,109,203 |
| 2026 to 2030 | <i>Available Funds</i> \$26,258,797 |
| Fort Smith Capital and Operations | \$26,258,797 |
| Total Cost | Total Cost \$26,258,797 |
| 2031 to 2035 | <i>Available Funds</i> \$31,187,214 |
| Fort Smith Capital and Operations | \$31,187,214 |
| Total Cost | Total Cost \$31,187,214 |
| Note: Fort Smith Transit Match included in totals | \$113,844,199 |
| | <i>Available Funding</i> \$113,844,199 |
| | Total \$113,844,199 |

Constrained Project Listing 5 Year Increments

PROJECTS with DESIGNATED FUNDING

| Local Projects with Designated Funding | Type of Project | From | Direction To | TOTAL |
|--|--------------------|---------------|---------------------------------|--------------------------------|
| Port Roads (2) (Levee - Riverside) | Widening | West of SH-59 | (West) Riverfront Road and Port | Van Buren \$51,000 |
| Jenny Lind/Ingersoll | Widening/Extension | Zero Street | (South) Cavanaugh | Fort Smith \$16,000,000 |
| Trolley Extension (East-West) | Trolley | Wheeler Ave. | (East) B Street | Fort Smith \$238,000 |
| Rena Road | Widening | Highway 59 | (West) Lee Creek Road | Van Buren \$5,500,000 |
| Total Cost | | | | \$21,789,000 |

Constrained Project Listing

STATEWIDE GENERIC PROJECTS 2011 to 2015

| | | | | Based on 2011 | | | | | |
|----------------|-----------|-----|---|----------------|--------------|-------------|-------------|-------------|----------|
| | | | | Funding | 5 Year Total | | | | |
| | | | | Estimates | | | | | |
| XX2011-2015-02 | Statewide | VAR | Various Resurf / Restoration / Rehab / Reconstruction | 4-R | 16,000,000 | 80,000,000 | Local | Local | All MPOs |
| XX2011-2015-03 | Statewide | VAR | Various Bridge Rehab / Replacement | Str. & Apprs. | 2,000,000 | 10,000,000 | State/Local | State/Local | All MPOs |
| XX2011-2015-04 | Statewide | VAR | Bridge Painting / Guard Rail / Scour Control / Inspection | Miscellaneous | 2,000,000 | 10,000,000 | State/Local | State | All MPOs |
| XX2011-2015-05 | Statewide | VAR | Various Safety Type Improvements | Safety | 1,000,000 | 5,000,000 | State | State | All MPOs |
| XX2011-2015-06 | Statewide | VAR | RR Xing Protect Devices / Surfacing / Hazard Elim | Safety | 2,400,000 | 12,000,000 | State/RR | State/RR | All MPOs |
| XX2011-2015-07 | Statewide | VAR | Various Enhancement Type Projects | Enhancement | 10,000,000 | 50,000,000 | State/Local | State/Local | All MPOs |
| XX2011-2015-08 | Statewide | VAR | Various Safe Routes to School Projects | Enhancement | 1,400,000 | 7,000,000 | N/A | State/Local | All MPOs |
| XX2011-201510 | Statewide | VAR | Various Trail Projects | Enhancement | 1,000,000 | 5,000,000 | Local | Local | All MPOs |
| XX2011-2015-12 | Statewide | CR | Various Bridge Rehab / Replacement on County Roads | Strs. & Apprs. | 5,525,000 | 27,625,000 | Local | State | All MPOs |
| XX2011-2015-13 | Statewide | VAR | Right-of-Way / Utilities / CENG | Various | 80,600,000 | 403,000,000 | State/Local | State | All MPOs |

Constrained Project Listing
FY 2014 OKLAHOMA

| JOB NO | LET YEAR | COUNTY | TERMINI | TYPE WORK | FEDERAL FUNDS (1,000) | (X) | STATE FUNDS (X 1,000) | LOCAL FUNDS (1,000) | (X) | TOTAL COST (X 1,000) | CARRYING OUT PROJECT | DATE | TYPE OF FEDERAL FUNDS |
|--------------|----------|-----------|---|----------------------------------|-----------------------|-----|-----------------------|---------------------|-----|----------------------|----------------------|-------------|-----------------------|
| J1-561(021) | 2014 | STATEWIDE | 561(21) FTA SECTION 5310 TRANS PROGRAM FOR ELDERLY & PERSONS WITH DISABILITIES, FFY 2014 APPORTIONMENT | SAFETY | \$3,500 | | N/A | N/A | | \$3,500.00 | N/A | 2014 | |
| J1-562(021) | 2014 | STATEWIDE | 562(21) FTA SECTION 5303 METROPOLITAN PLANNING PROGRAM FFY 2014 APPORTIONMENT | MPO PLANNING | \$800 | | N/A | N/A | | \$800.00 | N/A | 2014 | |
| J1-8356(21) | 2014 | STATEWIDE | 8356(21) FTA SECTION 5304 STATEWIDE PLANNING PROGRAM FFY 2014 APPORTIONMENT | MPO PLANNING | \$300 | | N/A | N/A | | \$300.00 | N/A | 2014 | |
| J1-8357(21) | 2014 | STATEWIDE | 8357(21) FTA SECTION 5311(B) RURAL TRANSIT ASSISTANCE PROGRAM FFY 2014 APPORTIONMENT | TRANSIT | \$350 | | N/A | N/A | | \$350.00 | N/A | 2014 | |
| J2-0882(014) | 2014 | STATEWIDE | 20882(14) FTA SECTION 5316 GRANT JOB ACCESS & REVERSE COMMUTE PROGRAM FFY 2014 APPORTIONMENT | ROAD | \$1600 | | N/A | N/A | | \$1,600.00 | N/A | 2014 | |
| J2-1342(011) | 2014 | STATEWIDE | 21342(11) FTA SECTION 5309 CAPITAL GRANT PROGRAM FFY 2014 APPORTIONMENT | TRANSIT | \$0 | | N/A | N/A | | \$0.00 | N/A | 2014 | |
| J2-3382(011) | 2014 | STATEWIDE | 23328(11) FTA SECTION 5317 NEW FREEDOM PROGRAM FFY 2014 APPORTIONMENT | MPO PLANNING | \$900 | | N/A | N/A | | \$900.00 | N/A | 2014 | |
| J2-3612(014) | 2014 | STATEWIDE | 23612(14) COUNTY BRIDGE PROGRAM | BRIDGE | \$20,000 | | N/A | N/A | | \$20,000.00 | N/A | 2014 | |
| J2-3614(014) | 2014 | STATEWIDE | 23614(14) COUNTY ROAD PROGRAM | ROAD | \$6,000 | | N/A | N/A | | \$6,000.00 | N/A | 2014 | |
| J2-3614(014) | 2014 | STATEWIDE | 23614(14) SMALL CITY ROAD & BRIDGE PROGRAM | ROAD/BRIDGE | \$3,000 | | N/A | N/A | | \$3,000.00 | N/A | 2014 | |
| J2-5625(14) | 2014 | STATEWIDE | 25625(14) SAFE ROUTES TO SCHOOL-DESIGN, DEV, CONSTR OF ENG PROJECTS AND EDUCATIONAL PROGRAMS | SAFETY | \$1663 | | N/A | N/A | | \$1,663.00 | N/A | 2014 | |
| J2-0781(014) | 2014 | STATEWIDE | 20781(14) 3B (BRIDGE) PREV MAINT INCLUDING PAINT, JOINTS, BEARINGS & DECK REPAIR | BRIDGE | \$5,000 | | N/A | N/A | | \$5,000.00 | N/A | 2014 | |
| J10749(020) | 2014 | STATEWIDE | 10749(20) STATEWIDE RAIL CROSSING-PROTECTIVE DEVICES, CRSSNG SURF ADV WARNING SIGNS GRDRAIL, STRIPING, CLOSURES | SAFETY | \$8,000 | | N/A | N/A | | \$8,000.00 | N/A | 2014 | |
| J17050(020) | 2014 | STATEWIDE | 17050(20) SMALL SCALE BRIDGE IMPROVEMENT-PAINTIN, MINOR REPRS, SEAL COAT/WATERPROOFING, SILANE TR, ETC | BRIDGE | \$1,000 | | N/A | N/A | | \$1,000.00 | N/A | 2014 | |
| J17051(020) | 2014 | STATEWIDE | 17051(20) SMALL SCALE TRAFFIC SAFETY-SIGNING, INT MOD, LIGHTING, INTRCON SYST, GRDRAIL, DELINEATION, ETC | SAFETY | \$2,000 | | N/A | N/A | | \$2,000.00 | N/A | 2014 | |
| J17663(020) | 2014 | STATEWIDE | 17663(20) ENHANCEMENT, BIKE/PED PATHS, SCENIC/HIST HWY PROGRAM, LANDSCAPE, HISTORIC PRESERV, ETC | ENHANCEMENT | \$2,000 | | N/A | N/A | | \$2,000.00 | N/A | 2014 | |
| J18262(017) | 2014 | STATEWIDE | 18262(17) RECREATIONAL TRAILS | ENHANCEMENT | \$1,400 | | N/A | N/A | | \$1,400.00 | N/A | 2014 | |
| J19720(015) | 2014 | STATEWIDE | 19720(15) R/W CLEARANCE-REMOVE/DISPOSE OBSTRUCTIONS ON PUBLIC R/W PRIOR TO UTILITY RELOC OR PROJECT STARTUP | SAFETY | \$1,000 | | N/A | N/A | | \$1,000.00 | N/A | 2014 | |
| J2-0780(014) | 2014 | STATEWIDE | 20780(14) 3R/3P SIM PLE PAVEMENT PRESERV/RESTORE ASPHALT OVERLAY, STRIPE, SIGN & GRAL | SAFETY | \$25,000 | | N/A | N/A | | \$25,000.00 | N/A | 2014 | |
| | | | | OKLAHOMA TOTAL COSTS 2014 | \$119,513 | | \$ - | \$ - | | \$119,513.00 | N/A | 2010 | |

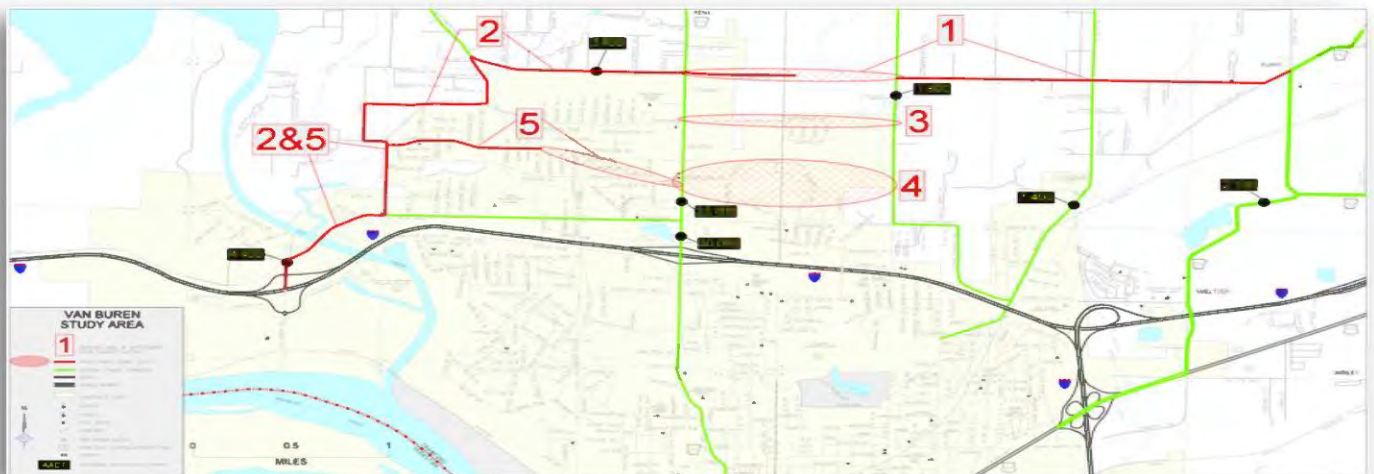
Constrained Project Listing
FY 2013 OKLAHOMA

| JOB NO | LET YEAR | COUNTY | TERMINI | TYPE WORK | FEDERAL FUNDS (1,000) | (X) | STATE FUNDS (X 1,000) | LOCAL FUNDS (1,000) | (X) | TOTAL COST (X 1,000) | CARRYING OUT PROJECT | DATE | TYPE OF FEDERAL FUNDS |
|--------------|----------|-----------|---|--|-----------------------|-----|-----------------------|---------------------|-----|----------------------|----------------------|-------------|-----------------------|
| J10749(013) | 2013 | STATEWIDE | 10749(13) STATEWIDE RAIL CROSSING/PROTECTIVE DEVICES, CRSSNG SURF, ADV WARNING SIGNS, STRIPING, CLOSURES | SAFETY | \$8,000 | | N/A | N/A | | \$8,000.00 | N/A | 2013 | |
| J17050(013) | 2013 | STATEWIDE | 17050(13) SMALL SCALE BRIDGE IMPROVEMENT - PAINTING, MINOR REPAIRS, SEAL COAT/WATERPROOFING, SILANE TR, ETC | BRIDGE | \$1,000 | | N/A | N/A | | \$1,000.00 | N/A | 2013 | |
| J17051(013) | 2013 | STATEWIDE | 17051(13) SMALL SCALE TRAFFIC SAFETY - SIGNING, INT MOD, LIGHTING, INTRCON SYST, GRDRAIL, DELINEATION, ETC | SAFETY | \$2,000 | | N/A | N/A | | \$2,000.00 | N/A | 2013 | |
| J17663(013) | 2013 | STATEWIDE | 17663(13) ENHANCEMENT, BIKE/PED PATHS, SCENIC/HIST HWY PROG, LANDSCAPE, HISTORIC PRESERV, ETC | ENHANCEMENT | \$2,000 | | N/A | N/A | | \$2,000.00 | N/A | 2013 | |
| J18262(013) | 2013 | STATEWIDE | 18262(13) RECREATIONAL TRAILS | ENHANCEMENT | \$1,400 | | N/A | N/A | | \$1,400.00 | N/A | 2013 | |
| J19720(014) | 2013 | STATEWIDE | 19720(14) R/W CLEARANCE - REMOVE/DISPOSE OBSTRUCTION ON PUBLIC R/W PRIOR TO UTILITY RELOC OR PROJ STARTUP | SAFETY | \$1,000 | | N/A | N/A | | \$1,000.00 | N/A | 2013 | |
| J2-0780(013) | 2013 | STATEWIDE | 20780(13) 3R/3P SIM PLE PAVEMENT PRESERV/RESTORE ASPHALT OVERLAY, STRIPE, SIGN & GRAL | ROAD | \$25,000 | | N/A | N/A | | \$25,000.00 | N/A | 2013 | |
| J2-0781(013) | 2013 | STATEWIDE | 20781(13) 3B PREV MAINT INCLUDING PAINT, JOINTS, BRARINGS & DECK REPAIR | BRIDGE | \$5,000 | | N/A | N/A | | \$5,000.00 | N/A | 2013 | |
| J2-1016(013) | 2013 | STATEWIDE | 21016(13) PRELIMINARY ENGINEERING | ENGINEERING | \$5,000 | | N/A | N/A | | \$5,000.00 | N/A | 2013 | |
| J2-3612(013) | 2013 | STATEWIDE | 23612(13) COUNTY BRIDGE PROGRAM | BRIDGE | \$20,000 | | N/A | N/A | | \$20,000.00 | N/A | 2013 | |
| J2-3613(013) | 2013 | STATEWIDE | 23613(13) COUNTY ROAD PROGRAM | ROAD | \$6,000 | | N/A | N/A | | \$6,000.00 | N/A | 2013 | |
| J2-3614(013) | 2013 | STATEWIDE | 23614(13) SMALL CITY ROAD & BRIDGE PROGRAM | BRIDGE | \$3,000 | | N/A | N/A | | \$3,000.00 | N/A | 2013 | |
| J2-5625(013) | 2013 | STATEWIDE | 25625(13) SAFE ROUTES TO SCHOOL - DESIGN DEV, CONSTR OF ENGINEERING PROJECTS AND EDUCATIONAL PROGRAMS | SAFETY | \$1,663 | | N/A | N/A | | \$1,663.00 | N/A | 2013 | |
| J15609(20) | 2013 | STATEWIDE | 5609(20) FTA SECTION 53115340 NON-URBANIZED AREA FORMULA GRANT PROG FFY 2014 APPORTIONMENT | MPO PLANNING | \$5,500 | | N/A | N/A | | \$5,500.00 | N/A | 2013 | |
| J1561(020) | 2013 | STATEWIDE | 561(20) FTA SECTION 5310 TRANS PROG FOR ELDERLY & PERSONS WITH DISABILITIES, FFY 2012 APPORTIONMENT | SAFETY | \$3,000 | | N/A | N/A | | \$3,000.00 | N/A | 2013 | |
| J1562(020) | 2013 | STATEWIDE | 562(20) FTA SECTION 5305, METROPOLITAN PLANNING PROG, FFY 2012 APPORTIONMENT | TRANSIT | \$700 | | N/A | N/A | | \$700.00 | N/A | 2013 | |
| J18356(020) | 2013 | STATEWIDE | 8356(20) FTA SECTION 5304, STATEWIDE PLANNING PROG, FFY 2012 APPORTIONMENT | TRANSIT | \$250 | | N/A | N/A | | \$250.00 | N/A | 2013 | |
| J18357(020) | 2013 | STATEWIDE | 8357(20) FTA SECTION 5311(B) RURAL TRANSIT ASST PROG, FFY 2012 APPORTIONMENT | TRANSIT | \$300 | | N/A | N/A | | \$300.00 | N/A | 2013 | |
| J2-0882(013) | 2013 | STATEWIDE | 20882(13) FTA SECTION 5316 GRANT JOB ACCESS & REVERSE COMMUTE PROGRAM, FFY 2012 APPORTIONMENT | TRANSIT | \$1,400 | | N/A | N/A | | \$1,400.00 | N/A | 2013 | |
| J2-1342(011) | 2013 | STATEWIDE | 21342(11) FTA SECTION 5309 CAPITAL GRANT PROGRAM, FFY 2012 APPORTIONMENT | TRANSIT | \$0 | | N/A | N/A | | \$0.00 | N/A | 2013 | |
| J2-3382(013) | 2013 | STATEWIDE | 23328(13) FTA SECTION 5317 NEW FREEDOM PROG, FFY 2012 APPORTIONMENT | TRANSIT | \$800 | | N/A | N/A | | \$800.00 | N/A | 2013 | |
| | | | | OKLAHOMA HIGHWAY TOTAL COSTS 2013 | \$133,034 | | \$ - | \$5.25 | | \$133,039.25 | N/A | 2013 | |

IX. Frontier MPO Illustrative Projects

The following studies have been requested by Frontier MPO member jurisdictions to the Arkansas State Highway and Transportation Department. These study areas are included in the 2013 to 2016 TIP as illustrative projects. Each of the requested studies have been sent to the AHTD District Four office and to AHTD in Little Rock for consideration as future projects when funding becomes available. In addition, each of these projects are associated with the Regions Priority Projects of Regional Significance as adopted in May 2011 by the Frontier MPO Policy Board:

- Van Buren Arterial Road Study
- SH 255, SH 253, SH 22, SH 59 and Frontier Road Study
- SH 10 and SH 10 Spur Bypass Study



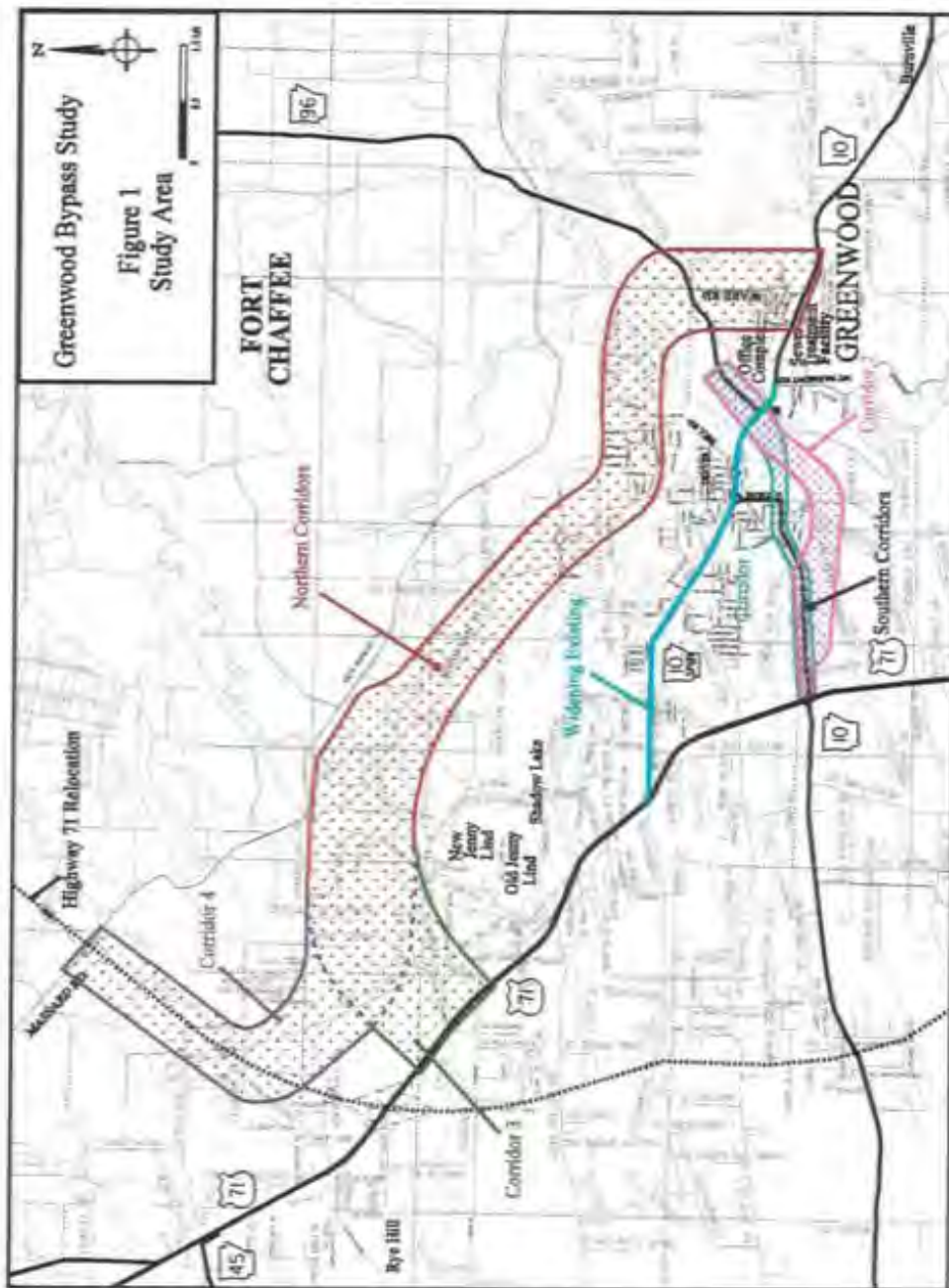
Source: AHTD

Van Buren Arterial Road Study



Source: 2011 Frontier MPO

SH 255, SH 253, SH 22, SH 59, and Frontier Road Study



Source: 2007 AHTD Bypass Study

SH 10 and SH 10 Spur Bypass Study




Metropolitan Planning Organization


METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION

In accordance with 23 Code of Federal Regulations (CFR) 450.334, the Arkansas State Highway and Transportation Department and the Frontier Metropolitan Planning Organization for the Fort Smith Area Transportation Study certify that the Transportation Planning Process is being carried out in accordance with all applicable requirements including:

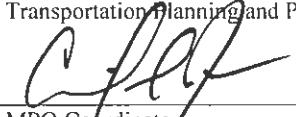
1. 23 U.S.C. 134, and 135, 49 U.S.C. 5303, and 5304, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



 Division Head
 Transportation Planning and Policy (TPP), AHTD
 Date 4/29/16



 Policy Board Chair
 Date 4/27/16



 MPO Coordinator
 Metropolitan Planning Office, TPP, AHTD
 Date 4-27-16



 MPO Director
 Date 4/19/16

Frontier Metropolitan Planning Organization

1109 S. 16th Street, P.O. Box 2067 • Fort Smith, AR 72902
Phone (479) 785-2651 • Fax (479) 785-1964 • www.frontiermpo.org

RESOLUTION 16-2

FRONTIER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION ADOPTING THE 2016-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE FRONTIER METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Fix America's Surface Transportation (FAST) Act requires transportation plans and programs for metropolitan areas be developed through a continuing, cooperative and comprehensive transportation planning process carried out by the metropolitan planning organization in concert with the state and transit operators; and

WHEREAS, The Frontier MPO is the officially designated metropolitan planning organization (MPO) for the Fort Smith/Van Buren metropolitan area in Arkansas and Oklahoma; and

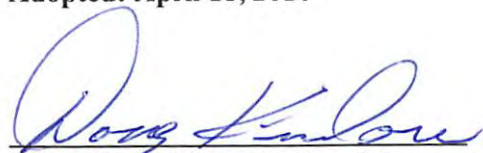
WHEREAS, the Frontier 2016-2020 Transportation Improvement Program (TIP) identifies the transportation projects in which funding is obligated in the Fort Smith metropolitan area during the FY 2016 to FY 2020; and

WHEREAS, the Frontier MPO Technical Committee has reviewed the Frontier 2016-2020 TIP and recommends approval and adoption of the document by the Frontier MPO Policy Board; and

WHEREAS, copies of the Frontier 2016-2020 TIP have been made available for public comment on the MPO's website and offices in accordance with the Frontier MPO Public Participation Plan,

NOW, THEREFORE, BE IT RESOLVED, that the Frontier Metropolitan Planning Organization Policy Board hereby approves and adopts the Frontier 2016-2020 Transportation Improvement Program.

Adopted: April 18, 2016



Mayor Doug Kinslow, City of Greenwood
Chairman, Frontier MPO

Attest:



Dianne Morrison, AICP
Frontier MPO Director

SECTION 6:

INDIAN RESERVATION ROADS PROGRAM AND TRIBAL TRANSPORTATION IMPROVEMENT PROGRAMS (TIP'S)

Special emphasis has been placed on the development of transportation planning procedures consistent with the metropolitan and statewide planning process for roads funded under the Federal Lands Highway Program (FLHP). The Indian Reservation Roads (IRR) Program is one of the transportation activities which is funded by the FLHP. The IRR Program funds are allocated to the Bureau of Indian Affairs (BIA) for the construction and improvement of roads, bridges and transit facilities leading to, and within, Indian reservations or other Indian lands. The funds are distributed based on relative need following the approval of the IRR TIP.

The IRR TIP is a prioritized list (by year) of projects selected by Indian Tribal Governments from tribal TIPs. The BIA receives a tribal TIP from each Indian Tribal Government and places the IRR projects into the IRR TIP. If an IRR project lies within a metropolitan area, it must be included in the MPO TIP. The BIA submits the IRR TIP to FHWA for inclusion in the STIP without modification.

In Oklahoma, the Indian Tribal Governments, BIA, FHWA, State and MPOs keep an open channel of communication and are partners in the transportation planning and decision-making process.

Tribal Transportation Improvement Programs may be accessed at www.ok.gov/odot under Transportation Programs / STIP

SECTION 7:

COUNTY IMPROVEMENTS FOR ROADS AND BRIDGES (CIRB) PROGRAM

House Bill 1176, 2006 legislation, created the County Improvements for Roads and Bridges (CIRB) program which provides a long term state funding increase for the sole purpose of construction or reconstruction of county roads or bridges on the county highway system that are of the highest priority.

The Department and Counties have prepared a Five Year Construction Work Plan comprised of improvements to the county system that advance the safety and mobility benefits realized by the traveling public and commerce. The Work Plan may be accessed at www.ok.gov/odot under Transportation Programs.

SECTION 8:

FEDERAL LANDS

The Federal Highway Administration, through cooperative agreements with Federal land managing agencies, such as the National Park Service and the Bureau of Indian Affairs, administers a coordinated Federal Lands Highway Program consisting of forest highways, public lands highways, park roads and parkways, and Indian reservation roads. This program provides funding for more than 80,000 miles of federally owned and public authority owned roads which serve Federal lands. The Agency's Federal Lands Highway Office provides program coordination, administration, design and construction engineering assistance and directs the conduct of transportation planning and engineering studies.

All Federal Lands Highway Program project applications are included in the STIP without modification. As of the date of publication, no Federal Lands Highway Program project application has been provided to the State for inclusion in the FFY 2018– 2021 STIP.

SECTION 9:

THE PUBLIC INVOLVEMENT PROCESS

The State of Oklahoma, FHWA, Tribal Governments and MPOs partner in the transportation planning process and are proactive in fostering and assuring a full and open access public involvement process when developing the STIP and TIPs. Timely, accurate and complete information about transportation issues, processes and documents is made available to the public through various methods. The public is provided access by use of the ODOT web site, publishing Notices of Availability and press releases. Citizens are provided the opportunity and are encouraged to review and comment during the initial development phase and on major revisions.

The State also partners with the following organizations in public consultation efforts by the inclusion of informational articles to solicit comments, notices of public meetings and other information as appropriate through their organization's publications.

Oklahoma Municipal League
Association of General Contractors
Association of County Commissioners of Oklahoma
Oklahoma Department of Commerce

Sub-State Planning Districts
Rural Transit providers and OK. Transit Association
Oklahoma DHS Aging Services Division
Other organizations as appropriate and available

Outside of the metropolitan planning areas, transportation projects are selected by the State in consultation with the affected local officials. A documented public involvement process to ensure consultation with local officials has been developed which is separate and discrete from the transportation policy and project development in metropolitan areas of greater than 50,000 population.

The following section includes public comments, Certification and the adopted STIP and TIP Development/Amendment Process. This process, agreed to by the State, FHWA, FTA and MPOs, is designed to ensure consistency and cooperation in developing Oklahoma's transportation system.

CERTIFICATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
FFY 2018 -2021

The Oklahoma Department of Transportation hereby certifies that the transportation planning process is being carried out in accordance with all applicable requirements of:

- 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27,37, and 38;
- In States containing nonattainment and maintenance areas, sections 174 and 176© and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506© and (d)) and 40 CFR part 93;
- The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

In addition, the Oklahoma Department of Transportation ensures:

- Public involvement was provided for in the development of the FFY 2018-2021 STIP as required by 23 CFR part 450;
- The Transportation Improvement Programs for the Metropolitan Planning areas are included without modification and have been approved by the Governor or his designee;
- The STIP only contains projects which are consistent with the Oklahoma Statewide Intermodal Transportation Plan.


J. Michael Patterson
Executive Director

The Oklahoma Department of Transportation (ODOT) ensures that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability, retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. To request an accommodation please contact the ADA Coordinator at 405-521-4140 or the Oklahoma Relay Service at 1-800-722-0353. If you have any ADA or Title VI questions email ODOT-ada-titlevi@odot.org.