



OKLAHOMA
Transportation



Hochatown Community Access and Pedestrian Safety Project

Project Outcome Criteria

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FY2025-2026 MPDG Application

MPDG Request: \$30 million

1. Project Outcome Criteria

This section describes how the Hochatown Community Access and Pedestrian Safety Project (Project) aligns with each of the six Project Outcome Criteria for the Multimodal Project Discretionary Grant Program/Rural (MPDG) (Table 1).

Table 1. Project Outcome Criteria and Project Benefits

MPDG Project Outcome Criteria	How this Project Addresses the MPDG Project Outcome Criteria
Safety	<ul style="list-style-type: none"> ▪ Protects nonmotorized travelers and communities from safety risks by constructing crossing improvements, installing new traffic lights at intersections, and completing a multiuse bicycling and pedestrian trail adjacent to US Highway 259 (US 259) ▪ Improves nighttime visibility and reduces traffic collisions in low-light conditions with the installation of new street lighting in the urban area of Hochatown ▪ Reduces serious injuries in this underserved rural community <ul style="list-style-type: none"> - The US 259 corridor through Hochatown experiences collision rates that are 3 times higher than the statewide average. ▪ Reduces the risk of vehicular crashes by 34% with Project elements such as the dedicated center turning lane, and the installation of street and permanent traffic lighting
State of Good Repair	<ul style="list-style-type: none"> ▪ Creates a modernized, safer expanded highway with the construction of a shared-use trail to support connectivity along the corridor and improve overall conditions for a traditionally underserved and Historically Disadvantaged Community ▪ Improves the existing infrastructure to show the community and visitors that the area is growing, which may promote business/land investments and future urban growth ▪ Reduces VMT for persons switching to walking and biking for completing short trips, avoiding damage to roadway pavement for a state-of-good-repair savings ▪ Is planned to primarily be constructed within the existing right-of-way and will necessitate only minimal right-of-way acquisition
Economic Impacts, Freight Movement, and Job Creation	<ul style="list-style-type: none"> ▪ Creates beneficial long-term efficiencies for reduced travel time, increases travel time reliability, improves tourism, and expands job opportunities in the region ▪ Expands lanes and constructs a designated center turning lane to improve safety and provide more efficient timely access to daily destinations, local businesses, lodging areas, and planned future job opportunities <ul style="list-style-type: none"> - This will serve to stimulate overall growth and economic development.
Climate Change, Resiliency, and the Environment	<ul style="list-style-type: none"> ▪ Manages stormwater more effectively with the installation of new curbs and gutters in some locations, removing runoff from the roadway to minimize pooling while eliminating untreated spillover into the watershed ▪ Reduces greenhouse gas emissions with construction of the multiuse trail that provides alternative modes of transportation <ul style="list-style-type: none"> - Trail connectivity to nearby community parking is a strong desire and will be a consideration. ▪ Reduces visible air emissions by using warm mix asphalt that produces lower greenhouse gas emissions

MPDG Project Outcome Criteria	How this Project Addresses the MPDG Project Outcome Criteria
	<ul style="list-style-type: none"> ▪ Reduces 2,600 tons of CO₂ emissions by capacity improvements to reducing congestion and reduced VMT from increase in walking/cycling
Equity, Multimodal Options and Quality of Life	<ul style="list-style-type: none"> ▪ Improves access to daily destinations—such as jobs, healthcare, grocery stores, places of worship, recreational facilities, and parks—through lane expansion and construction of a multiuse trail ▪ Enhances mobility and connectivity throughout Hochatown with the multiuse trail and Americans with Disabilities Act improvements <ul style="list-style-type: none"> - Connectivity to existing trails and recreational areas will be considered throughout the design development and collection of feedback from the community. ▪ Creates the opportunity for more than 34,100 additional pedestrian trips and 44,400 cycling trips in the opening year ▪ Addresses US 259 lane capacity, alleviates congestion, reduces travel delays, and creates a safer experience for all road users ▪ Has garnered support from both local community organizations and statewide organizations <ul style="list-style-type: none"> - ODOT will continue to collaborate with the community members of Hochatown, McCurtain County, the Choctaw Nation of Oklahoma, and others so that the Project supports all community stakeholders.
Innovation	<ul style="list-style-type: none"> ▪ Features the use of dynamic message signs by ODOT to inform the community of public meetings during the construction period ▪ Enables ODOT to explore inclusion of solar-powered lighting throughout design development ▪ Allows ODOT to evaluate the use of AI-improved traffic signal systems and components ▪ Incorporates warm mix asphalt, which offers a range of benefits that align with modern sustainability and performance goals while also addressing environmental concerns ▪ Receives funding from the \$200 million RETRO fund

AI = artificial intelligence

CO₂ = carbon dioxide

ODOT = Oklahoma Department of Transportation

RETRO = Rural Economic Transportation Reliability and Optimization

VMT = vehicle mile(s) traveled

1.1 Safety

The Hochatown Community Access and Pedestrian Safety Project will improve safety for local travelers, tourists, drivers, and people walking, biking, and rolling. On average, the Project’s safety amenities and facility enhancements amount to \$170,000 annually, serving approximately 77,000 bicycle trips and 66,000 pedestrian trips per year. Additionally, induced users benefit from a mortality reduction valued at \$452,000 per year.

In recent years, Hochatown has become a new favorite destination, drawing tourists from throughout Oklahoma, as well as from neighboring states and beyond. The existing US 259 infrastructure is inadequately designed to meet the high level of traffic experienced today and projected for the future, thus necessitating immediate attention to address the growing region’s needs. The existing US 259 within the

Project area contains a two-lane, undivided roadway with limited shoulder widths and stormwater conveyed through roadside ditches. There are limited left or right turning lanes and no existing bicycle or pedestrian facilities such as sidewalks. Large vehicles and vehicles towing trailers are currently unable to make left turns onto side streets and into commercial areas without causing significant traffic backups. Rear-end collisions can result when vehicles suddenly decrease speed or stop to make a left turn.

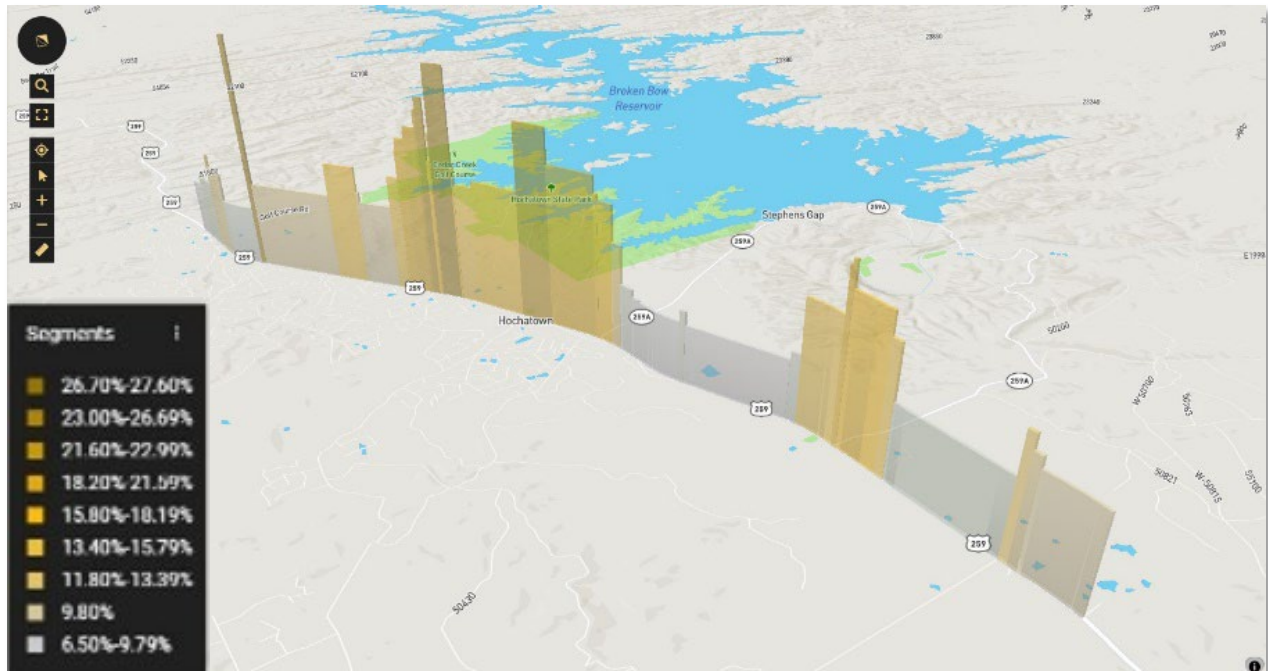
TRAFFIC CONDITIONS

From July 2023 to January 2024, an average of 9,700 daily vehicles traveled along the US 259 corridor through Hochatown. During the summer season, the daily traffic from Monday to Thursday averaged 11,100 vehicles, whereas daily traffic from Friday to Sunday averaged 13,300 vehicles, an increase of 20%. Segments between Old Hochatown Road and Carson Creek Road had a higher number of collisions because of an increase in residential and commercial driveways and more side roads.

A segment analysis using Streetlight was conducted on US 259 within the Project area, offering insight into trips along the corridor using analytics derived from Navigation-global positioning system data (that is, mobile phones) (Figure 1). The findings include the following:

- High congestion occurs in the center of downtown Hochatown.
- The average speed ranges between 50 to 60 miles per hour.
- Travel times along the corridor are generally less than 10 minutes.

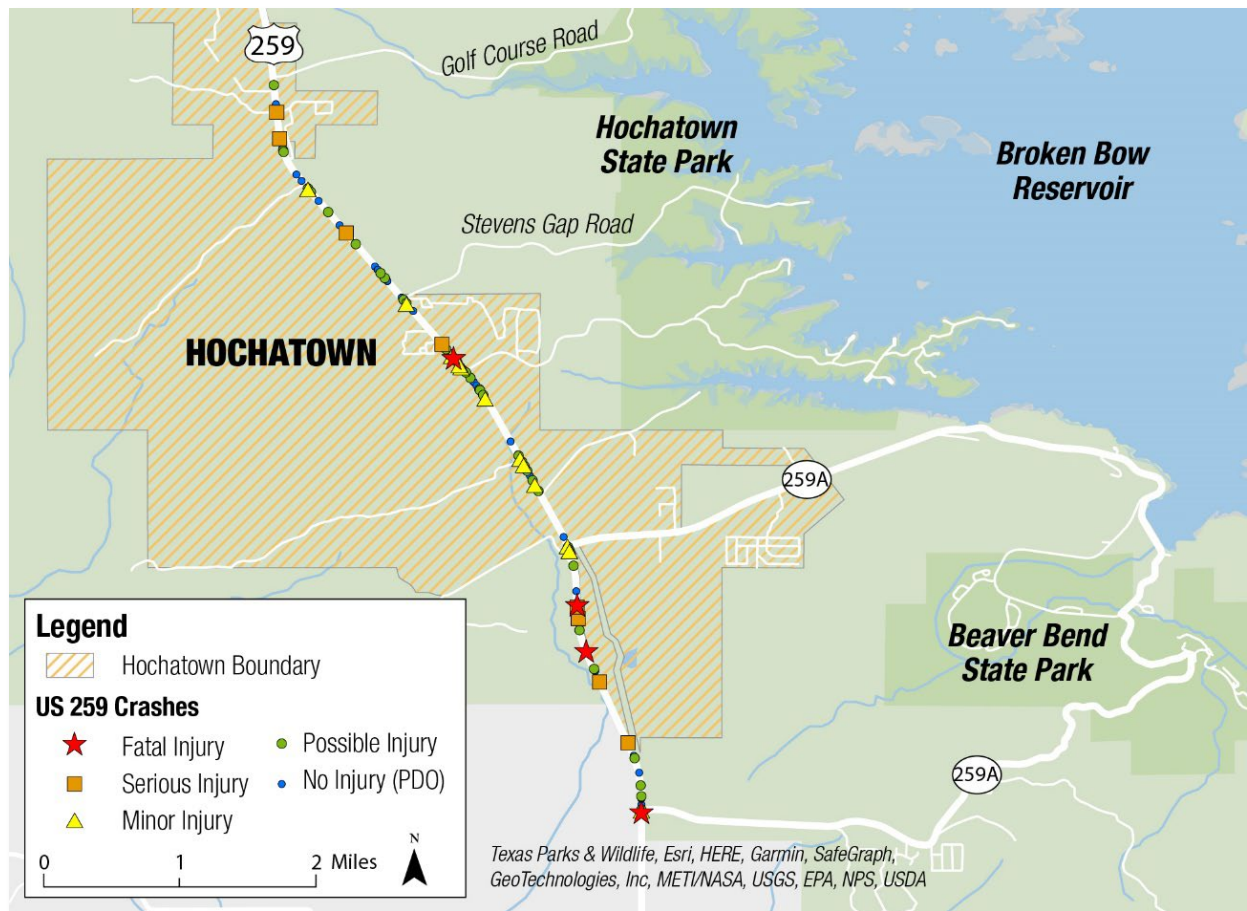
Figure 1. US 259 Corridor Segment Analysis by StreetLight



CRASH SEVERITY

From 2012 to 2021, 188 vehicle crashes occurred within the Project area, resulting in severe injuries and 5 fatalities. The construction of the center turn lane and the installation of street lighting are expected to reduce the number of expected crashes per year from 18.8 to 12.4, which is an average reduction of 6.4 crashes per year, valued at \$2.8 million. The US 259 corridor has experienced nearly a 70% increase in traffic collisions from 2017 through 2021 compared with the previous 5-year period from 2012 through 2016, which is a result of the increased tourism and traffic growth in the area. June, July, and October had the highest average monthly collisions recorded over the 2012 through 2021 observation period, accounting for 40% of total collisions; weekend days (Friday, Saturday, and Sunday) accounted for approximately 60% of total collisions.

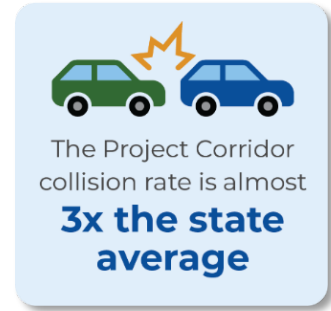
Figure 2 illustrates the locations of collisions along US 259 within the Project limits based on injury type.



PDO = Property Damage Only
Figure 2. US 259 Collision Map

CRASH TYPE AND CRASH RATE

Rear-end, angle, and roadway-departure (fixed object) collisions were the predominant collision types along US 259, making up nearly 88% of all collisions (Figure 3). More than 68% of rear-end collisions did not occur at intersections, which suggests these instances were a result of a traffic queue where an upstream vehicle was attempting to make a left turn impeding through traffic. **The total collision rate for US 259 is nearly 3 times greater than the statewide average rate for similar facilities.** The fatal collision rate is also more than 2.2 times greater than the statewide average (Table 2).



Because a large number of tourists use US 259, there are many pedestrian generators near the urban section of Hochatown, and the users of nearby cabins use nonmotorized transportation to experience local restaurants, shops, and hiking trails at Beavers Bend State Park. These attractions increase the risk for vehicle, pedestrian, or bicycle conflicts. This Project intends to proactively improve active transportation infrastructure, including sidewalks, to enhance the visitor experience and protect visitor and resident safety.

Figure 3. Collision Types 2012–2021

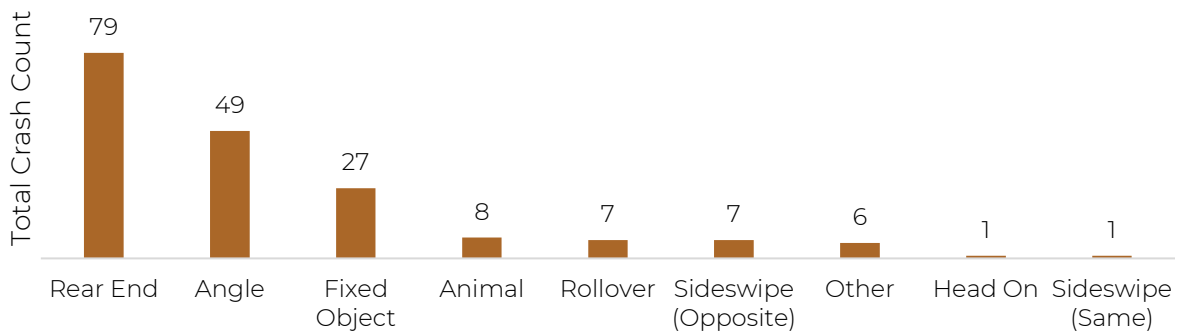


Table 2. US 259 Collision Rates

	Project Corridor Rates (2012–2021)	Statewide Rates (2018–2020)
Total Collisions	220.93	74.99
Fatal Collisions	5.97	2.70

DATA-DRIVEN SAFETY IMPROVEMENTS

The Project will create a safer transportation network by reducing the occurrence of crashes and resulting injuries and fatalities within Hochatown – a Historically Disadvantaged Community. Through a data-driven process, the Project will create a safer transportation network in the following ways:

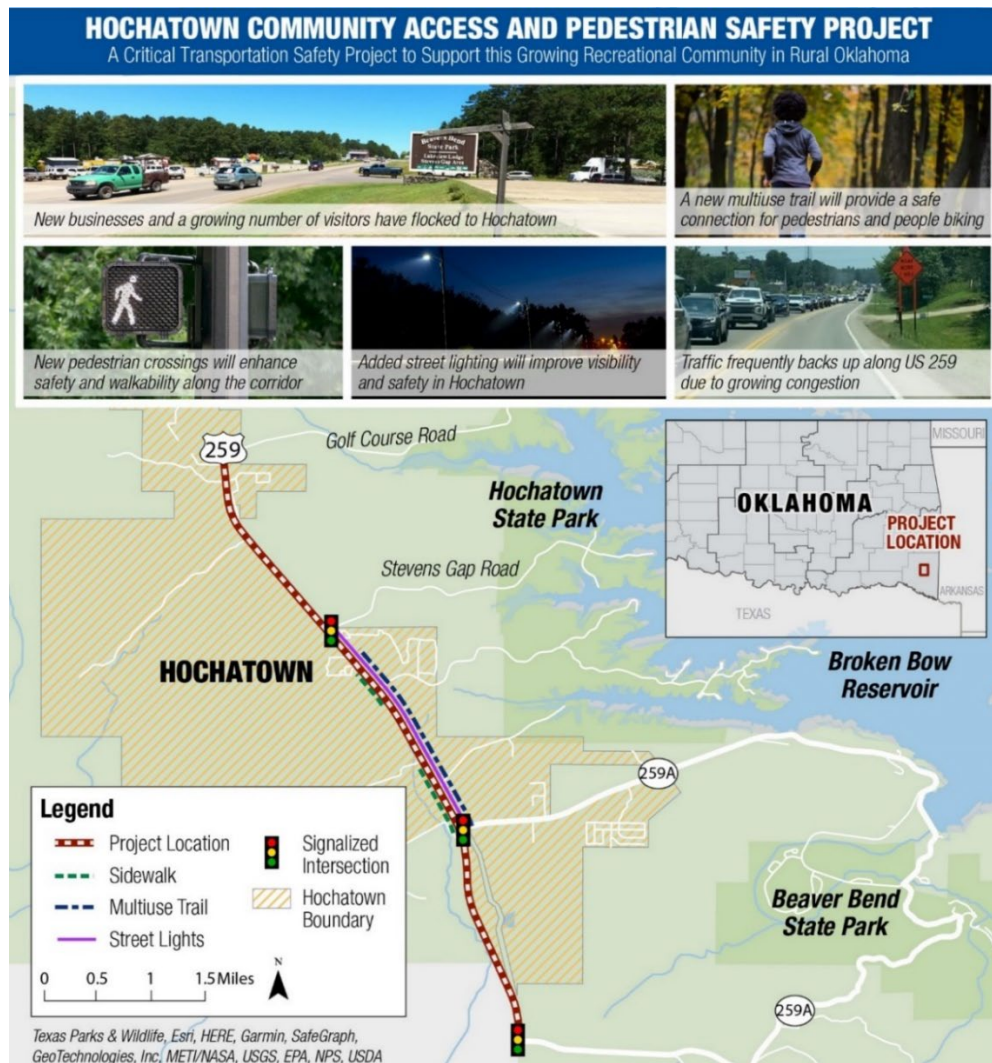
- Roadway speeds will be reduced to 45 miles per hour in the urban area to the north and south of State Highway (SH)-259A North. The lower speed will

improve safety and reduce the likelihood and severity of collisions as the area continues to develop and multimodal traffic increases.

- Additional safety elements will be implemented, such as driveway consolidation and access management improvements, which will assist with traffic flow and allow vehicles to safely enter and exit properties.
- Traffic signals will be installed, and intersection approaches will be widened to include dedicated turning lanes, which will provide safer vehicle movements at Stevens Gap Road and SH-259A North and South.
- Parallel to the roadway, ODOT will construct a multiuse bicycle and pedestrian trail to promote safety and mobility, complying with the Americans with Disabilities Act (ADA) and accommodating a variety of active transportation modes by which people can walk, bike, and roll.
- New sidewalks in the core of Hochatown will also comply with ADA standards.

Figure 4 depicts the Project elements and its proposed location.

Figure 4. Project Location and Proposed Elements



1.2 State of Good Repair

US 259 serves the needs of many different communities in southeast Oklahoma – residents, local industries (logging and trucking), tourism, and recreation. Improvements are needed to provide a safe and reliable north-south connection, while sustaining the area’s growing tourism.



US 259 North of Stevens Gap Road

ADDRESSING CURRENT AND PROJECT VULNERABILITIES

Currently, while much of the pavement condition along US 259 in the Project area is rated “Good,” a portion of the roadway is rated “Fair” and “Poor” because of pavement cracking from increased wear and tear caused by recent and sustained traffic demand. This demand has further pronounced a need for safer and more accessible amenities that enable all mobility types and focus on traditionally underserved communities. The Project aims to rectify existing deficiencies by introducing a shared-use trail that will parallel a newer and safer highway.

Without Project construction, Hochatown will struggle to serve its residents and businesses while also capitalizing on current and future economic growth opportunities. Bumper-to-bumper congestion causing travel delays and safety concerns will continue to increase over time, especially during peak seasonal periods. Facilities needed for alternative modes of transportation will not be built, and growth and investment that will benefit the community will not be fully realized without developing this Project.



Traffic Backup on US 259 through Hochatown

ENSURING PROJECT SUCCESS

Operation and maintenance costs for the next 30 years are secured within ODOT’s state budget, guaranteeing dependable highway operations, and upon completion, the Project becomes eligible for inclusion in ODOT’s [Asset Preservation Plan](#). ODOT is actively addressing pavement deterioration caused by traffic and weather, allocating \$500 million over 4 years with federal and state funding, to mitigate pavement and bridge conditions statewide. The Project focuses on a rural two-lane highway that no longer meets modern transportation needs, anticipating increased pavement deterioration from traffic and environmental factors as the area develops. Taking a preventive approach, the Project aims to enhance US 259 to a state of good repair, providing safety and minimizing traffic delays attributable to pavement degradation.

1.3 Economic Impacts, Freight Movement, and Job Creation

DEMONSTRATES LOCAL INVESTMENT AND RECREATIONAL AND TOURISM OPPORTUNITIES

Hochatown is a rural community that approximately 250 people call home; however, on the weekends, holidays, or during popular seasons, Hochatown can have more than 30,000¹ people visiting the area. Visitors are drawn by the scenic beauty and recreational offerings of Broken Bow Lake, the McCurtain County Wilderness Area, Beavers Bend State Park, and the surrounding Ouachita National Forest. Beavers Bend State Park alone welcomes more than 2 million visitors each year and is only accessible from within the Project limits.

The tremendous growth in tourism-related activity has redefined the local economy, and the community has embraced and adapted along with it. Primary landowners have developed homes, luxury cabins, roads, and other infrastructure along the National Forest's borders. As a result of this investment, Hochatown has seen a 145% increase² in travel spending compared with 2019.

Choctaw Landing

The community is continuing to develop and plan for future growth, such as with the new Choctaw Landing resort development, adjacent to US 259.



Tourist Attractions and Businesses Line US 259 in Hochatown

This proposed resort development will create more than 2,000 new jobs in the area and will include a small grocery store or market, dining options, and a fuel station. The development will also educate visitors about Choctaw Nation history. The Choctaw Nation is coordinating with ODOT to prepare for the increased traffic anticipated with the new development. The Project will promote an increase in tourism, support future job opportunities, and improve a main transportation link in a rural community.

IMPROVES MOBILITY OF PEOPLE AND GOODS

Growth in tourism and new development will be facilitated by transportation outcomes from this Project. The improvements from this Project are expected to

¹ <https://www.texarkanagazette.com/news/2022/nov/28/its-official-tourist-haven-hochatown-okla-now-a/>

² <https://nondoc.com/2020/11/23/hochatown-southeast-oklahoma-unlikely-tourism-hub/>

have beneficial long-term efficiencies for reduced travel time, increased travel time reliability, tourism, and job opportunities in the region. The Project's lane expansion and designated center turning lane will improve safety and provide more efficient and timely access to daily destinations, local businesses, lodging areas, and planned future job opportunities.

The Project will reduce delays for both vehicles and pedestrians, improving system connectivity for all road users. For example, the Project's multiuse path may increase access to retail areas, restaurants, and saloons, while providing a link to other nearby trails. Access to employment will also be improved with safer, more efficient travel times.

FREIGHT MOVEMENT

US 259 through Hochatown serves as a crucial freight corridor, supporting not only tourism but also various industries like agriculture and logging. These industries contribute to the traffic load on US 259, which is the only major highway in the region and is often congested and unsafe because of its limited two-lane configuration.

US 259 within the Project area is considered a **critical bottleneck** within ODOT's Freight Transportation Plan

To address these challenges, an ongoing project (3433304) within the [Freight Program and Oklahoma Freight Transportation Plan](#) aims to enhance US 259's capacity. This project focuses on alleviating congestion and improving safety. However, there are additional concerns related to access management for local businesses. Because no alternative roads bypass Hochatown, all regional traffic funnels through US 259, creating difficulties for both local businesses and the broader community.

Logging is the primary industry in this region and necessitates the use of large transport trucks on the heavily traveled highway through Hochatown. Without designated turning lanes for large trucks, left turns off US 259 become difficult or impossible, leading to traffic backups, delays, and an increased risk of rear-end collisions for motorists throughout the corridor. This Project will directly support the local agricultural industry, improve transportation reliability, and reduce disruptions caused by current traffic congestion.

1.4 Climate Change, Resiliency, and the Environment

The Project significantly reduces transportation-related air pollution and greenhouse gas emissions by reducing traffic congestion, thereby reducing idle vehicle emissions. Other environmentally sustainable elements of the Project include the following:

- The Project aligns with the state's Carbon Reduction Strategy, which Identifies projects and strategies to reduce transportation emissions.
- The Project Incorporates carbon-reducing uses of the right-of-way by constructing sidewalks and a multiuse trail that will reduce greenhouse gas emissions by providing alternative modes of transportation. Trail connectivity to nearby community parking is a strong desire and will be a consideration.
- Installing new curbs and gutters in some locations will help manage stormwater more effectively, removing runoff from the roadway to minimize pooling while

eliminating untreated spillovers into the watershed. ODOT will evaluate drainage solutions along the corridor as design advances.

- Use of warm mix asphalt, a low-carbon construction material, will reduce visible air emissions and produce lower greenhouse gas emissions.
- Project construction will reduce 16,500 tons of CO₂ emissions, as VMTs are reduced as a result of increased pedestrian and bicycling activity.
- The Project will contribute to a lowering of total CO₂ emissions by improving access to recreation (parks, cabins, and sites) opportunities that offer electric vehicle (EV) charging infrastructure to further support EV use within the area.

RESILIENCE AND THE ENVIRONMENT

The Project will benefit both residents and the surging number of tourists by providing multimodal access throughout the town and to activities at Beavers Bend State Park with greater efficiency. The Project improves disaster preparedness by constructing a new roadway that will expedite evacuations for residents and visitors in case of disaster, while also improving response times for emergency vehicles and first responders.

Stormwater management improvements will be included to remove runoff more effectively from the roadway to minimize pooling and eliminate untreated spillover into the watershed. In addition to native grasses and landscaped medians, to further mitigate stormwater runoff, the Project is considering a closed storm sewer system that is appropriately sized for the area, creating a more resilient transportation system.

EMISSIONS REDUCTIONS

The multiuse trail will be completed to allow a variety of options for people to travel throughout the corridor and community. Encouraging the modal shift from vehicles to active transportation will help reduce greenhouse gas emissions. Many visitors and residents already walk and bike the corridor, whether by necessity or choice, and the trail will provide safety benefits to encourage more bicycle and pedestrian travel. Solar-powered lighting along sidewalks and the trail area will be considered throughout the Project's design.

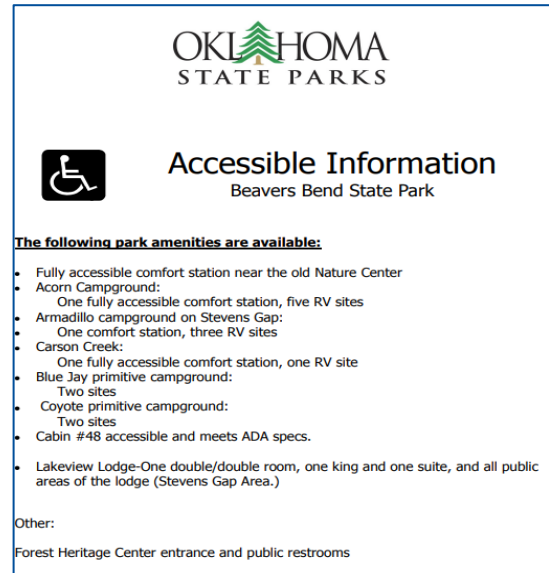
ODOT will place warm mix asphalt as part of the Project. Warm mix asphalt will reduce visible air emissions and produce lower greenhouse gas emissions compared with hot mix asphalt. Lower burn temperatures are needed to produce warm mix asphalt, which generates lower CO₂e emissions. Additionally, less energy is needed to operate burners, which reduces overall fossil fuel consumption.

1.5 Equity, Multimodal Options, and Quality of Life

The Project significantly removes barriers for individuals to transportation, jobs, and businesses; increases opportunities by providing more extensive transportation choices and access to urban amenities; and reduces commute time and congestion. The Project will provide improved accessibility to many of Hochatown's most visited

assets and activities, and includes the following Equity, Multimodal Options, and Quality of Life elements:

- ADA improvements included with the multiuse trail will enhance mobility and connectivity throughout Hochatown. The lane expansion and multiuse trail will improve access to daily destinations, such as jobs, healthcare, grocery stores, places of worship, recreational facilities, and parks.
- Connectivity to existing trails and recreational areas will be considered throughout the design development and with community feedback.
- Lane capacity expansion on US 259 will restore the free flow of traffic, reduce travel delays, and create a safer experience for motorized and nonmotorized travelers.
- Creates the opportunity for more than 34,100 additional pedestrian trips and 44,400 cycling trips in the opening year.



The graphic contains the Oklahoma State Parks logo at the top, followed by the text 'Accessible Information' and 'Beavers Bend State Park'. Below this is a wheelchair accessibility icon. A section titled 'The following park amenities are available:' lists several locations and their accessible features, including Acorn Campground, Armadillo campground, Carson Creek, Blue Jay primitive campground, Coyote primitive campground, Cabin #48, and Lakeview Lodge. An 'Other:' section lists the Forest Heritage Center entrance and public restrooms.

[ADA Information at Beavers Bend State Park](#)

EQUITY

Hochatown is located within the Choctaw Nation, a reservation which covers nearly 11,000 square miles in southeastern Oklahoma (Figure 5). Hochatown is a Historically Disadvantaged Community as defined by the Council on Environmental Quality's Climate and Economic Justice Screening Tool (CEJST). The Project is located in census tracts 982 and 985, both of which are considered disadvantaged. Census tract 982 is in the 93rd percentile nationwide for transportation barriers, and tract 985 is in the 95th percentile nationwide in the same measure according to the CEJST, making efficiency, safety, and multimodal improvements all the more critical for local residents. The Project will improve safety and connectivity to this historically underserved area, enhance the growing community, and may provide opportunities for new development and resulting good-paying jobs. Additionally, ODOT will continue to consider the needs of the Choctaw Nation and Hochatown community members throughout the Project's design.

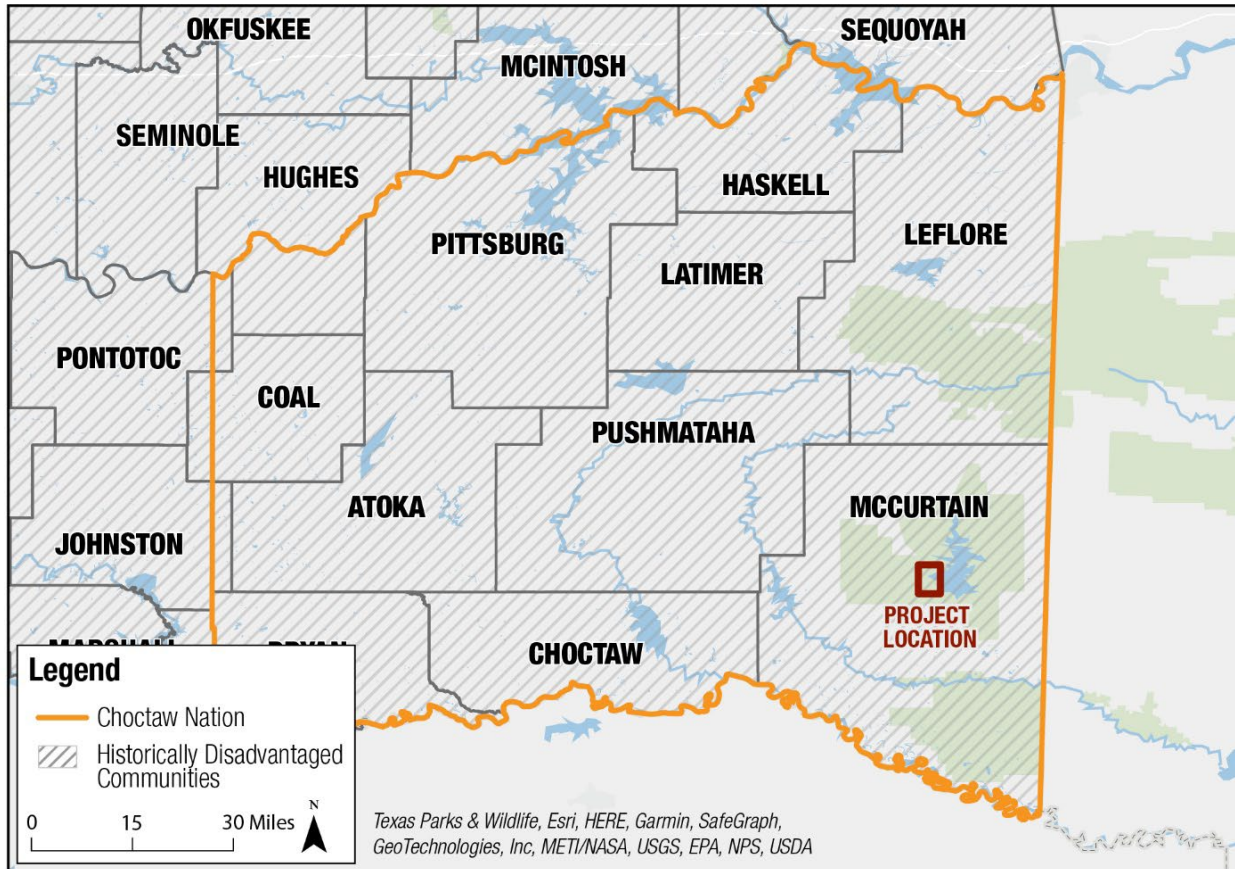


Figure 5. Historically Disadvantaged Communities

PARTNERSHIP AND COLLABORATION

ODOT presented the Project at a community outreach event on October 27, 2022, at the Broken Bow Senior High School auditorium in the town of Broken Bow. The presentation provided brief background information and described the existing conditions of the Project area, Project goals, interim improvements, current operational traffic volumes, and the findings of the level-of-service analysis. ODOT will continue to engage with the community throughout the Project development process.



ODOT hosted another open forum in Broken Bow on May 16, 2023, to receive community feedback on the decision-making process. This meeting was focused more on the 6-mile segment of US 259 between SH-259A South and Golf Course Road. This meeting delivered new data and information on the suggested safety improvements that were intended to address the concerns about the substantial growth from tourism and new developments. Two additional community outreach events are scheduled for the Project.

Open House Public Meeting

ODOT hosted an in-person, open house public meeting on March 26, 2024, from 5:00 to 7:00 p.m. in Hochatown. The intent was to present current project findings and

received public feedback to support selection of Project alternatives. The meeting emphasized concerns for pedestrian safety and parking.

STAKEHOLDER SUPPORT

Letters of Support have been received from the Choctaw Nation, Hochatown, Kiamichi Economic Development District of Oklahoma, Oklahoma Trucking Association, South Central Oklahoma Regional Transportation Planning Organization, Oklahoma Bicycle Society, Oklahoma Tourism & Recreation, the State Chamber of Oklahoma, and McCurtain County. While these Letters of Support are available in the Appendix of this application, a complete list to all the Letters of Support received for this Project are available on the [ODOT Grant Website](#).



MULTIMODAL OPTIONS

In addition to the lane expansion, ODOT will construct much-needed sidewalks in Hochatown and a multiuse trail running parallel to US 259 as part of the Project. This will provide multimodal opportunities for community residents and visitors, who currently must use their car even for very short-distance trips such as traveling between Hochatown’s amenities. The multiuse trail will be about 2 miles long and will provide a safe, accessible path for nonmotorized travel for the underserved community. In addition to serving as a recreational trail for pedestrians and cyclists, it will help reduce the number of vehicles on the highway for short-distance trips between lodging areas, restaurants, breweries, wineries, and other popular adventure or activity destinations in Hochatown.

The Project’s multiuse trail will include ADA improvements and enhance mobility and connectivity throughout Hochatown. Connectivity to existing trails and recreational areas will be considered throughout the design development and with community feedback.

ODOT is committed to supporting a safe and effective transportation system that provides affordable, accessible multimodal opportunities for active transportation and access to key daily destinations as well as local attractions.

QUALITY OF LIFE

The Project will improve access to daily destinations in and around Hochatown, such as jobs, healthcare, grocery stores, places of worship, local businesses, trails, parks, and recreational areas like Beavers Bend State Park and Broken Bow Lake within the Ouachita National Forest.

One of the main benefits of the Project is the increase of mobility and connectivity for all users, including pedestrians and bicyclists. Currently, the existing US 259 corridor is unable to accommodate the combination of residents and the influx of tourists visiting the area by vehicle, causing major traffic delays. During weekends, holidays, and the summer months, motorists in the small, rural community of Hochatown experience longer trip times, an increase of vehicle queues, and bumper-to-bumper traffic. Large vehicles and towing vehicles are unable to make safe left turns into local businesses and popular tourist destinations like Broken Bow Lake.



Visitors Paddle on Broken Bow Lake

The Project will expand the capacity of the existing two-lane highway and include a center two-way left turn lane to reduce vehicle queuing and rear-end traffic collisions caused by the sudden change in traffic flows. The lane expansions will promote better quality of life and mobility for the community and its visitors, making automobile trips easier and more direct. ODOT will install pedestrian-friendly signals and crossings at each of the intersections where permanent traffic signals will be installed. There are currently no safety signals or dedicated crossings for pedestrians. Installing pedestrian crossings and signals will allow locals and visitors to traverse US 259 safely when accessing businesses, restaurants, and other popular destinations. The Project will restore the flow of traffic that has been otherwise affected by the booming growth and will provide further mobility and connectivity to address future needs for the growing region.

Beavers Bend State Park is located east of Hochatown along the shores of Broken Bow Lake and Mountain Fork River in the Ouachita National Forest, one of the oldest and largest national forests in the southern United States. The scenic beauty of Beavers Bend State Park draws the attention of millions of visitors per year, making it one of Oklahoma's most popular areas. With more than 3,482 acres of park to explore, the towering trees, crystal-clear waters, and rugged terrain make this state park a nature lover's paradise.



Welcome Sign to Beavers Bend State Park.

1.6 Innovation Areas: Technology, Project Delivery, and Financing

INNOVATION TECHNOLOGY

In addition to traditional public outreach, ODOT will use dynamic message signs to inform the community of public meetings and construction. These assets will help inform the public and provide communication to allow users to plan alternative routes. These efforts reduce congestion during construction while improving the safety and efficiency of movement through and around the work zone.

ODOT will evaluate the use of traditional and AI-improved traffic signal systems and components. AI traffic signal monitoring and detection solutions will identify patterns in traffic and use precise technology to accurately identify users at intersections. This system will optimize traffic operations for various users and serve as an innovative strategy to protect and better serve vulnerable users, improve traffic flow, and reduce congestion within the community. Inclusion of this system will reduce risk of injury to pedestrians and cyclists from heavy freight vehicles and other large towing vehicles. Other considerations for the upgraded signals are high-speed signalized approaches and associated dilemma zones.

PROJECT DELIVERY

The Project will incorporate warm mix asphalt into the Project paving aspects. Warm mix asphalt offers a range of benefits that align with modern sustainability and performance goals while also addressing environmental concerns and improving construction practices. It is a proven technology that can offer the following benefits:

- Reduce paving costs
- Extend the paving season
- Improve asphalt compaction
- Allow asphalt mix to be hauled longer distances
- Improve working conditions by reducing exposure to fuel emissions, fumes, and odors
- Reduce greenhouse gas emissions

INNOVATIVE FINANCING

The Project will also receive state funding from the RETRO fund, which is a one-time funding allocation of \$200 million from the state's Fiscal Year 2024 General Appropriations bill. In accordance with RETRO fund provisions, these resources will help accelerate construction, repair, and maintenance of 8-year Construction Work Plan projects in qualifying rural areas that have experienced robust economic development causing an impactful increase to traffic volumes and safety concerns.