

## 6 Moving Freight

### 6.1 FREIGHT FLOWS FOR 2023 THROUGH 2030

Oklahoma's total inbound, outbound, and within-state freight tonnage for all modes (Table 6-1) is projected to grow 12.2 percent between years 2023 and 2030, from 434 million tons in 2023 to 487 million tons in 2030. By tonnage, the highest growth is for pipeline (23.9 million tons), trucking (22.7 million tons), multiple modes (3.3 million tons), and rail (2.2 million tons). By percentage, the highest growth is for air (22.7 percent), other and unknown (17.4 percent), and multiple modes (17.2 percent).

**Table 6-1. Oklahoma Freight Growth, 2023 through 2030 (millions of tons)**

Time Period and Metric	Domestic Mode	Inbound	Outbound	Within	Total
<b>Tonnage 2023 by Mode and Direction (millions)</b>	Truck	44.75	48.84	118.74	<b>212.33</b>
	Pipeline	66.05	76.29	17.87	<b>160.21</b>
	Rail	9.53	6.51	19.84	<b>35.88</b>
	Multiple modes & mail	11.36	5.83	1.84	<b>19.04</b>
	Water	0.92	5.08	0.70	<b>6.70</b>
	Air (include truck-air)	0.02	0.02	0.00	<b>0.04</b>
	Other and unknown	0.00	0.02	0.00	<b>0.02</b>
	<b>TOTAL</b>	<b>132.63</b>	<b>142.60</b>	<b>158.99</b>	<b>434.22</b>
<b>Tonnage 2030 by Mode and Direction (millions)</b>	Truck	50.15	55.57	129.29	<b>235.02</b>
	Pipeline	77.57	85.77	20.76	<b>184.10</b>
	Rail	8.57	7.51	21.99	<b>38.07</b>
	Multiple modes & mail	13.09	7.12	2.09	<b>22.30</b>
	Water	0.89	6.03	0.75	<b>7.67</b>
	Air (include truck-air)	0.03	0.03	0.00	<b>0.05</b>
	Other and unknown	0.00	0.03	0.00	<b>0.03</b>
	<b>TOTAL</b>	<b>150.29</b>	<b>162.06</b>	<b>174.89</b>	<b>487.24</b>
<b>Percentage Change in Tonnage by Mode and Direction between 2023 and 2030</b>	Truck	12.1%	13.8%	8.9%	<b>10.7%</b>
	Pipeline	17.4%	12.4%	16.2%	<b>14.9%</b>
	Rail	-10.1%	15.3%	10.9%	<b>6.1%</b>
	Multiple modes & mail	15.2%	22.1%	13.6%	<b>17.2%</b>
	Water	-3.3%	18.6%	6.7%	<b>14.4%</b>
	Air (include truck-air)	26.1%	19.0%	0.0%	<b>22.7%</b>
	Other and unknown	0.0%	17.4%	0.0%	<b>17.4%</b>
	<b>TOTAL</b>	<b>13.3%</b>	<b>13.6%</b>	<b>10.0%</b>	<b>12.2%</b>

Source: Freight Analysis Framework 5.3

Projected growth is relatively balanced by type of flow. Inbound freight is expected to grow by 13.3 percent, outbound freight by 13.6 percent, and within-state freight by 10.0 percent. In each period, the top four tonnage commodities are projected to be petroleum and coal products, crude petroleum, gravel, and gasoline. In 2023, fuel oils is projected to rank fifth and nonmetallic mineral products sixth; this ranking is reversed in the 2030 projection.

## 6.2 FREIGHT POLICIES AND STRATEGIES

### 6.2.1 Policies and Strategies Address Plan Goals

This OFTP establishes freight policies and strategies, which incorporate and draw upon many sources. Oklahoma's LRTP 2020 through 2045 includes an extensive list of policies and strategies.

A review of the LRTP showed that its policies include sufficient coverage to address freight issues. The LRTP includes policies and strategies related to freight movement by modal system:

- Highway and Bridge
- Freight Rail
- Multimodal
- Waterways and Ports
- Airport Access and Aviation.

This OFTP is intended to draw upon, and integrate, a broad range of perspectives and opportunities. In addition to the LRTP, the 2022 SRP also identifies strategies for ODOT as it moves forward with its rail programs. ODOT recognizes that other important goals, policies, and strategies may be contained in state economic development plans, metropolitan area plans, regional/county/local documents, development plans for ports and airports, and private development plans.

These types of plans are continuously in development, and because they produce important recommendations for freight policies and strategies, ODOT will consider them as part of its larger ongoing program of freight planning. Thus, the appropriate policies, along with related strategies, were selected for use in the Plan.

Further, as part of the 2018-2022 OFTP, additional freight-focused strategies were developed. The 2020-2045 LRTP incorporated these by reference and called for their implementation under an updated strategy. It also created new freight-related strategies. Further, the 2023-2030 OFTP added and refined a few strategies to more clearly address IJJA requirements regarding reducing environmental impacts and improving resiliency. Table 6-2 summarizes each of the LRTP goal areas and freight-related strategies that were adopted. Those that were added after the 2018-2022 OFTP are marked as new or updated.

**Table 6-2. Multimodal Freight-Related Strategies by Goal Areas**

Goal Area	Freight-Related Strategy
<b>Safe and Secure Travel</b>	<ul style="list-style-type: none"> <li>▪ Plan for the impact and promote the appropriate use of connected and automated vehicle technologies.</li> <li>▪ Utilize data to track the volume and safety of truck, passenger vehicle, and train growth, and support necessary infrastructure improvements.</li> <li>▪ Ensure sufficient truck parking and rest areas for major freight routes and activity centers by partnering with the trucking industry to facilitate that adequate truck parking is available throughout the state. <b>(Updated)</b></li> <li>▪ Improve the safety of rail-highway at-grade crossings.</li> <li>▪ Evaluate the new rail crossing inventory with rail and highway traffic data and review accident exposure ratings using the FRA safety program. <b>(Updated)</b></li> </ul>
<b>Infrastructure Preservation</b>	<ul style="list-style-type: none"> <li>▪ Incorporate freight considerations into all appropriate project evaluations.</li> <li>▪ Incorporate resilience designs or actions in freight-supportive infrastructure during the planning and design process to address flooding and extreme weather events. <b>(New)</b></li> <li>▪ Monitor and maintain condition of state-owned freight routes.</li> <li>▪ Track utilization of OSOW truck routes.</li> <li>▪ Proactively disseminate advance information about highway construction activities to freight stakeholders.</li> </ul>
<b>Efficient Intermodal System Management and Operation</b>	<ul style="list-style-type: none"> <li>▪ Identify competitive opportunities and pursue federal grants for strategic freight projects.</li> <li>▪ Provide information to the Oklahoma congressional delegation to support expansion of federal freight funding, and utilization of existing funds.</li> <li>▪ Cooperate with neighboring states to develop improvement and funding concepts for multimodal corridors of strategic economic and security importance to the state, region, and nation.</li> <li>▪ Pilot and implement new technologies and ITS tools.</li> <li>▪ Consider pilot programs for emerging transportation technology and identify preferred implementation strategies that address interactions between new and existing technology, and the application of lessons learned to future locations. <b>(New)</b></li> <li>▪ Inventory and monitor Oklahoma’s critical supply chains, and evaluate their resiliency and reliability.</li> <li>▪ Periodically, perform an analysis of Oklahoma’s rail network to identify future connectivity gaps based on changing freight patterns and the Oklahoma Statewide Freight and Passenger Rail Plan. <b>(Updated)</b></li> <li>▪ Collaborate with freight stakeholders and utilize latest technologies and data to address freight bottlenecks and prioritize investments to eliminate the bottlenecks. <b>(Updated)</b></li> <li>▪ Maintain coordination between government agencies and Class I railroads. <b>(Updated)</b></li> <li>▪ Continue the use of OKiePROS to provide assistance to OSOW commercial motor vehicle users for making safe and efficient route choices. <b>(Updated)</b></li> <li>▪ Pursue opportunities to partner with the private sector to provide for truck parking including sharing information on parking locations and real-time availability. <b>(Updated)</b></li> </ul>
<b>Economic Vitality</b>	<ul style="list-style-type: none"> <li>▪ Ensure investment in freight facilities relied upon by industries critical to the state economy.</li> <li>▪ Encourage viable economic development across the state through availability of effective freight services.</li> <li>▪ Continue to seek ways to expedite project approvals to speed reaction to market shifts and attract private capital.</li> <li>▪ Support public transportation options for workforce in freight-dependent industries.</li> </ul>

Goal Area	Freight-Related Strategy
<p><b>Mobility (Choice, Connectivity and Accessibility)</b></p>	<ul style="list-style-type: none"> <li>▪ Monitor and seek to improve the reliability, speed, and productivity of freight movement in Oklahoma.</li> <li>▪ Monitor and promote opportunities for development of intermodal and multimodal facilities in Oklahoma. <b>(Updated)</b></li> <li>▪ Encourage development of multimodal networks and intermodal facilities, and assure efficient highway access to air, rail, and waterway facilities.</li> <li>▪ Prepare for continued strong growth of home delivery by managing performance of highway access routes between distribution centers and delivery recipients.</li> <li>▪ Support upgrades to Class III track and structures to permit use of 286,000-pound standard rail cars and larger, which in turn will support service and improve service efficiency. <b>(Updated)</b></li> </ul>
<p><b>Environmental Responsibility</b></p>	<ul style="list-style-type: none"> <li>▪ Encourage expansion of alternative fueling facilities. <b>(Updated)</b></li> <li>▪ Further Oklahoma’s wind energy sector in order to provide renewable power to support electrical vehicle charging and reduce emissions. <b>(New)</b></li> <li>▪ Support the availability of freight modal options that reduce environmental impacts.</li> <li>▪ Prepare for future extreme weather impacts, including stormwater runoff and flooding, on transportation infrastructure through site and stressor identification and risk assessment. <b>(New)</b></li> <li>▪ Develop after-action reports with clear recommendations for improvement following extreme weather and flooding/stormwater runoff events. <b>(New)</b></li> <li>▪ Explore opportunities with neighboring states to reduce freight emissions and associated air pollution to the state, region, and nation. <b>(New)</b></li> <li>▪ Coordinate with stakeholders to mitigate negative impacts on wildlife (including habitat) and the natural environment as freight volumes increase. <b>(New)</b></li> </ul>
<p><b>Fiscal Responsibility</b></p>	<ul style="list-style-type: none"> <li>▪ Consider policies related to communications technology (e.g., 5G, broadband) to support public-private implementation of emerging technologies. <b>(New)</b></li> <li>▪ Explore various alternatives for funding the state’s surface transportation program, such as: securing increased percentage of state motor vehicle revenue, increasing diesel tax, increasing freight fees, considering a VMT fee, innovative tolling, and apply road use pricing of connected automated vehicle systems. <b>(Updated)</b></li> <li>▪ Implement performance-based planning and decision-making through a data-driven approach to project selection and prioritization for the Eight-Year Construction Work Plan tying decisions to performance targets. <b>(New)</b></li> <li>▪ Continue to work with federal and state officials to obtain funding for the maintenance of existing locks and dams as well as ongoing critical needs. <b>(Updated)</b></li> </ul>

## 6.3 FREIGHT PERFORMANCE MEASURES

The FAST Act—like its predecessor legislation, Moving Ahead for Progress in the 21st Century Act (MAP-21)—emphasized the establishment of performance measures. The value of freight performance measurement is to improve Oklahoma’s ability to quantify key performance dimensions in a consistent and systematic way, to identify emerging bottlenecks or deficiencies at the early stages so they can be appropriately addressed, to make project investment decisions in a data-driven manner, and—perhaps most importantly—to track its progress toward meeting its freight goals.<sup>39</sup> Freight performance measures must therefore be closely aligned with freight goals.

### 6.3.1 Performance Measurement

U.S. DOT requires collecting and reporting only one freight performance measure, which addresses reliability on the interstate system using the Truck Travel Time Reliability Index (TTTR). U.S. DOT also requires states to report other performance measures that are not freight-specific but are relevant to achieving state freight goals.

Table 6-3 illustrates the correspondence between Oklahoma freight goals and the recommended freight performance measures.

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<sup>39</sup> For example, ODOT invested in a tool called “Decision Lens” to support the development of its Eight-Year Construction Work Plan. The Decision Lens tool may include performance criteria addressing criteria such as bridge condition, pavement condition, geometric deficiencies, crash mitigation, system utilization, and system mobility/performance. Freight performance measures may also be incorporated into the tool.

**Table 6-3. Oklahoma's Freight Goals and Correspondence to Oklahoma Freight Transportation Plan Freight Performance Measures**

OFTP Freight Goal Areas	Source of Measure	OFTP Freight Transportation Performance Measures
<b>Safe and Secure Travel</b>	OK Measure	<ul style="list-style-type: none"> <li>▪ Mileage with Paved Shoulders</li> </ul>
	U.S. DOT Measure	<ul style="list-style-type: none"> <li>▪ Rail Grade-Crossing Crashes</li> <li>▪ Truck Crashes</li> </ul>
<b>Infrastructure Preservation</b>	U.S. DOT General Requirement	<ul style="list-style-type: none"> <li>▪ Bridge Deck Condition Ratings Pavement Condition Ratings</li> </ul>
<b>Efficient Intermodal System Management and Operation</b>	OK Measure	<ul style="list-style-type: none"> <li>▪ Median Truck Travel Speed Truck Travel Time Index – A measure indicating how well the system performs in periods of congestion; similar to the TTTR above, but covering all of Oklahoma's NHS.</li> <li>▪ Truck Delay – A measure of how congestion impacts truck travel times, which in turn impacts freight transportation costs and prices.</li> <li>▪ Truck Congestion Costs – A measure of congestion costs incurred by shippers on Oklahoma's NHS indicated by monetized truck delay and monetized TTTR, as detailed in NCHRP 925.</li> </ul>
<b>Economic Vitality</b>	OK Measure	<ul style="list-style-type: none"> <li>▪ Highly Used Truck Mileage</li> </ul>
<b>Mobility: Choice, Connectivity and Accessibility</b>	U.S. DOT Freight Requirement	<ul style="list-style-type: none"> <li>▪ TTTR Index – A measure indicating how well the OK interstate highway system performs in periods of congestion—the higher the index, the greater the impact of congestion.</li> </ul>
<b>Environmental Responsibility</b>	OK Measure	<ul style="list-style-type: none"> <li>▪ Clean Fuel Access</li> </ul>
<b>Fiscal Responsibility</b>		<ul style="list-style-type: none"> <li>▪ Sustainably fund and efficiently deliver quality transportation projects while continuing to leverage additional resources in coordination with ODOT's partners.</li> </ul>

## 6.4 IMPROVEMENT PRIORITIES

### 6.4.1 Project Gaps

The bottleneck analysis described in Chapter 5 identifies highways with performance issues (Figure 5-1). For a location to be identified as a bottleneck priority that would receive further consideration in the OFTP final analysis, it had to rank in the top 5 percent of way segments in terms of delay or unreliability. Therefore, these are the places on Oklahoma's state highway system that are considered the major chokepoints for truck movements.

Of the highway bottlenecks identified, 25 did not have a project associated with that location in the first five years of the Eight-Year Construction Work Plan. Some of these locations are addressed with projects that are underway, or will be addressed by projects in later years of the Eight-Year Construction Work Plan.

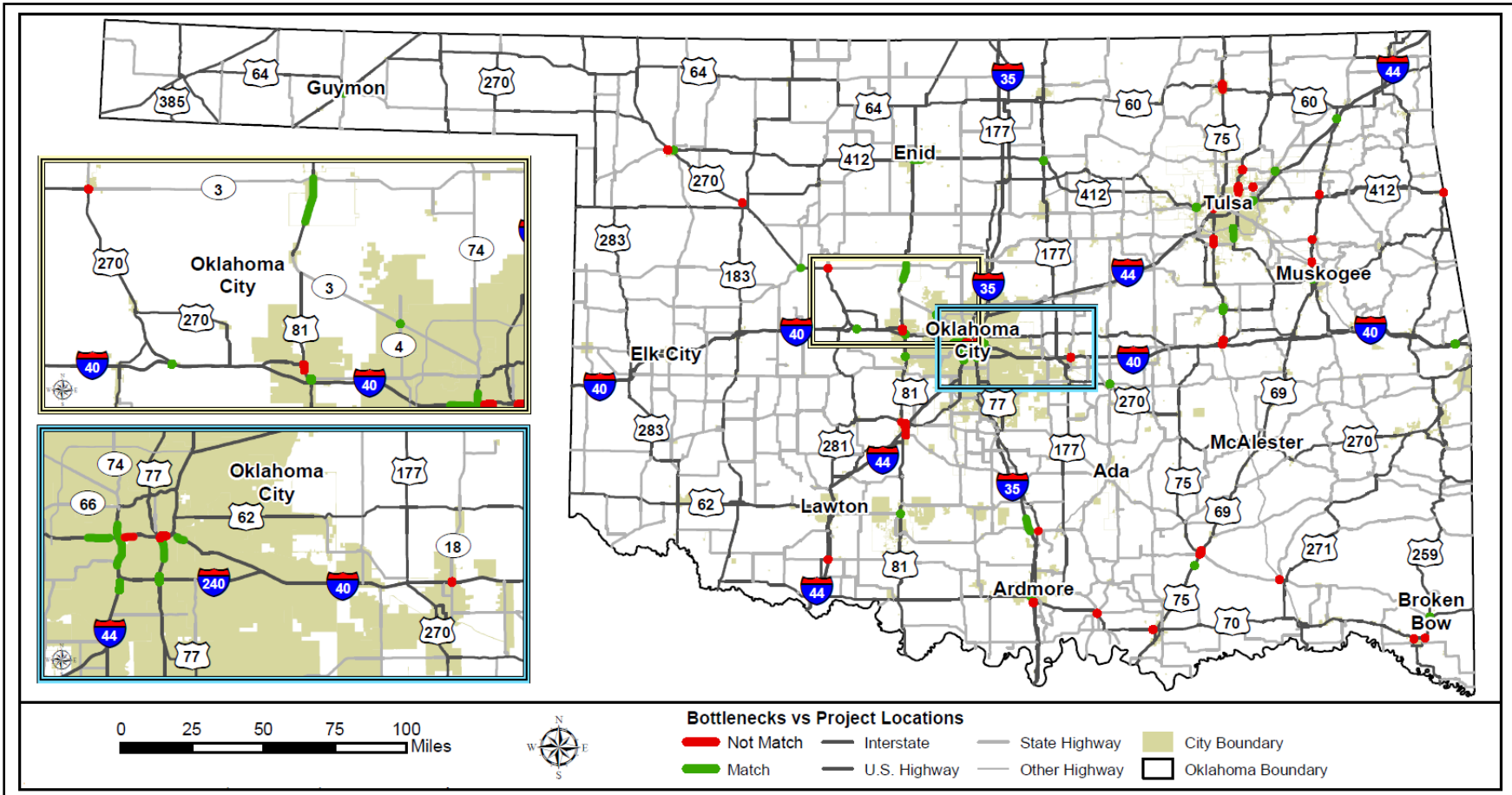
Table 6-4 corresponds with Figure 6-1 and lists the highways affected by bottleneck locations, which do not have projects in the Eight-Year Construction Work Plan. An engineering analysis is required to assess the situation and to develop appropriate responses. As noted previously, there are various possible explanations, including that solutions are too expensive or infeasible to address at this time. The determination can be made only after looking into each location individually.

**Table 6-4. Bottleneck Locations without Project**

Type of Highway	County	Affected Highway
Interstate	Cotton	▪ I-44 at OK-5
	Carter	▪ I-35 at US-70
	Oklahoma	▪ I-40 South Agnew Avenue (westbound) ▪ I-35 at I-40 Oklahoma River (westbound)
	Tulsa	▪ I-244 near SW Blvd
Other Highway	Atoka	▪ US-69 near OK-3
	Bryan	▪ US-70 at Durant Bypass
	Grady	▪ US-81 at W Grand Avenue (northbound) ▪ US-81 and OK-19 (northbound) ▪ US-62 at Line Creek (eastbound)
	Delaware	▪ US-412 at US-59
	McCurtain	▪ US-70 and OK-3 (eastbound)
	Pottawatomie	▪ OK-18 near I-40
	Tulsa/Rogers	▪ US-75 at W 138th Street S (northbound) ▪ US-169 at E 56th Street North (southbound) ▪ US-169 at ODOT (northbound) ▪ US-75 at W 138th Street S (southbound) ▪ OK-167 at OK-266 ▪ OK-20 at US-169
	Wagoner	▪ US-69 at OK-51, US-69 at OK-351
	Washington	▪ US-60 near Memorial Park Cemetery ▪ US-75 near Frank Phillips Boulevard
	Woodward	▪ OK-3 and Oklahoma Avenue

Source: WSP analysis 2022

Figure 6-1. Bottleneck Locations Without a Project



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



## 6.5 FREIGHT INVESTMENT ELEMENT

### 6.5.1 Funding for Freight Projects

Addressing the many needs on Oklahoma's transportation system requires extensive collaboration and resources from public and private partners.

Table 6-5 provides a summary of potential federal, state, and local government funding options.

**Table 6-5. Potential Public-Funding Options**

Federal (Discretionary Grant Programs)	Federal (Formula Funds)	State and Local
Mega Grant Program also known as National Infrastructure Project Assistance program	National Highway Performance Program	Rebuilding Oklahoma Access and Driver Safety Fund
Rebuilding American Infrastructure with Sustainability and Equity Grants	Surface Transportation Block Grants	Dedicated local funds
Infrastructure for Rebuilding America Grants	Highway Safety Improvement Program	
Rail Line Relocation and Improvement Capital Grant Program	Railway-Highway Crossings Program	
Federal-State Partnership for State of Good Repair Program	Congestion Mitigation and Air Quality Improvement	
Restoration and Enhancement Grants	Metropolitan Planning Funds	
Railroad Safety Infrastructure Improvement Grant Program	National Freight Program	
Consolidated Rail Infrastructure and Safety Improvements	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program	
Federal Highway Administration Bridge Investment Program	FHWA Bridge Formula Program	
Strengthening Mobility and Revolutionizing Transportation Grant Program	FHWA Charging Infrastructure Formula Grant Program	
Rural Surface Transportation Grant Program		

Source: WSP 2022

Table 6-6 provides a summary of potential traditional and alternative financing options.

**Table 6-6. Potential Alternative Financing Options**

Traditional Financing	Alternative Financing
State Tax Exempt Bonds	State Infrastructure Bank
	Revenue Anticipation Notes

Source: WSP 2022

## 6.5.2 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 of annual funding, corridor focus, geographic diversification, stakeholder priorities, project size, and designation of critical candidate rural freight corridors. The resulting set of 173 projects, selected eligible to be funded in part with NHFP funds, constitute Oklahoma's Eight-Year Fiscally Constrained Freight Investment Plan.

ODOT is committed to improving Oklahoma freight network, with planned projects from FY2023-FY2030 in excess of \$3.5 billion. As shown in Table 6-7 and Table 6-9, FY2023 projects require total funding of \$526.8 million alone.<sup>40</sup> To ensure sufficient funding is allocated across not only freight projects but all construction projects, ODOT intends to update the NHFP funds, and state and other federal sources for projects each year. This will allow ODOT to ensure budgets and funding splits are carefully considered as projects are submitted to FHWA for authorization, and in agreement with the rebalancing of ODOT's Eight-Year Construction Work Plan each year.

The scope, schedule and budget of projects that previously existed in the Eight-Year Construction Work Plan are re-validated every federal fiscal year with the federal fiscal year defined as beginning October 1st and ending September 30th. Any adjustments are initiated with consideration for the ongoing debt service requirements of previous projects, the ability to schedule and prepare projects for construction in the appropriate Federal-Aid funding categories, and the ability to sustain a reasonable annual Eight-Year Construction Work Plan in each district. Based on the re-validation results, executive leadership, Comptroller Division, Project Management Division and the Field District Engineers, work to fiscally constrain and balance the Eight-Year Construction Work Plan in accordance with the allocation requirements of the applicable federal funding categories.

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<sup>40</sup> Please note, that due to rounding, some column totals may not match exactly.

**Table 6-7. Eight-Year Financially Constrained Freight Investment Plan Projects**

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Fed	State
Beckham District 5	29526(11)	I-40: AT THE NORTH FORK OF THE RED RIVER LOCATED 2.0 MI NE OF THE US-283 JCT. (WB ONLY)	2023	C	Y	\$1.09	\$0.87	\$0.00	\$0.22
Caddo District 5	31816(04)	I-40: BEGIN AT MP 89.72 AND EXT TO MP 95.76.	2023	C	Y	\$10.57	\$1.00	\$7.46	\$2.11
Canadian District 4	31807(04)	US-81: AT SH-66 JUNCTION IN EL RENO.	2023	OI	R	\$8.00	\$1.00	\$5.40	\$1.60
Canadian District 4	34305(04)	I-40: FROM 7.5 MILES EAST OF CADDO COUNTY LINE EXTEND EAST TO I40B/SH66	2023	C	Y	\$18.00	\$1.00	\$13.40	\$3.60
Choctaw District 2	34811(04)	US-271: BEGIN AT THE STATE LINE, EXTEND NORTH 7.0 MI	2023	C	R	\$8.73	\$1.00	\$5.98	\$1.75
Cleveland District 3	35235(04)	I-35 FRONTAGE: OPERATIONAL IMPROVEMENT FROM SW 34TH STREET TO SW 19TH STREET IN MOORE	2023	C	Y	\$10.00	\$1.00	\$7.00	\$2.00
Comanche District 7	35553(04)	US-62: FROM 0.44 MIS. W. OF SH-115, EXTEND E. 7.90 MIS.	2023	C	R	\$6.70	\$1.00	\$4.36	\$1.34
Ellis District 6	29674(04)	SH-15: BEGIN APPROX 1.3 MI NE OF THE JCT US-283, EXTEND EAST APPROX 3.2 MI	2023	C	R	\$7.60	\$1.00	\$5.08	\$1.52
Garfield District 4	35671(04)	US-64/412: FROM NORTH 30TH ST IN ENID EXT EAST TO N2970 RD APPX 7 MILES WEST OF SH-74	2023	C	R	\$5.00	\$1.00	\$3.00	\$1.00
Kay District 4	35675(04)	US-60: FROM US-177 JCT EXT EAST APPROX 4.17 MILES TO PONCA CITY	2023	C	R	\$3.00	\$1.00	\$1.40	\$0.60
LeFlore District 2	17127(04)	US-59: FROM SUNSET CORNER, EXTEND WEST APPROX 5.9 MI	2023	C	R	\$21.06	\$1.00	\$15.85	\$4.21
Love District 7	33481(04)	I-35: FROM THE TEXAS S/L N. 1.0 MIS. TO THE MM 1 INTERCHANGE (TXDOT PARTICIPATION)	2023	C	Y	\$34.05	\$1.00	\$26.24	\$6.81
McClain District 3	19314(04)	I-35: AT SH-9W INTERCHANGE, 25.0 MILES NORTH OF GARVIN COUNTY LINE	2023	OI	Y	\$39.00	\$1.00	\$30.20	\$7.80
McClain District 3	35588(04)	I-35: FROM 23.0 MILES NORTH OF THE GARVIN COUNTY LINE AT SH-74, NORTH 2.7 MILES TO THE CLEVELAND COUNTY LINE	2023	C	Y	\$24.00	\$1.00	\$18.20	\$4.80
Muskogee District 1	27081(04)	US-69: BEGIN AT MCINTOSH COUNTY LINE, EXTEND NORTH 4.36 MILES	2023	C	R	\$1.90	\$1.00	\$0.52	\$0.38
Muskogee District 1	35257(04)	MKARNS: MOORING MODERNIZATION AT MULTIPLE LOCATIONS	2023	OI	M	\$10.00	\$0.50	\$7.50	\$2.00

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Fed	State
Sequoyah District 1	34671(04)	US-64: OVER ARKANSAS RIVER (MONEY ONLY WITH ARDOT) DECK REPLACE PROJECT	2023	C	R	\$3.86	\$1.00	\$2.09	\$0.77
Stephens District 7	35559(04)	DUNCAN BYPASS: FROM 700' E. OF US-81, EXTEND W. & THEN N. 4.43 MIS. TO 0.50 MIS. N. OF ELK AVENUE	2023	C	R	\$2.94	\$1.00	\$1.35	\$0.59
Texas District 6	14971(42)	US-54: BEGIN APPROX 10.5 MI N OF JCT US-64 WEST, EXTEND NORTH 3.6 MILES (SURFACE FOR (35)	2023	C	R	\$12.00	\$1.00	\$8.60	\$2.40
Tulsa District 8	26301(05)	I-244: FROM I-44 NORTH 2 MI. TO US-75 AND REHAB BRIDGES OVER 48TH ST	2023	C	Y	\$15.83	\$1.00	\$11.67	\$3.17
Tulsa District 8	26301(06)	I-244: FROM US-75 SOUTH JCT. EXTEND NORTH 2.1 MI. TO ARKANSAS RIVER AND REHAB BRIDGE OVER 31ST. STREET	2023	C	Y	\$22.43	\$1.00	\$16.95	\$4.49
Tulsa District 8	33788(08)	I-44: AT THE US-75 INTERCHANGE WP 2	2023	OI	Y	\$70.40	\$1.00	\$55.32	\$14.08
Tulsa District 8	35135(04)	I-244: OVER I-444 & BNSF RR (EB)	2023	C	Y	\$6.00	\$1.00	\$3.80	\$1.20
<b>Subtotal 2023</b>						<b>\$342.17</b>	<b>\$22.37</b>	<b>\$251.36</b>	<b>\$68.44</b>
Caddo District 5	31096(04)	I-40: BEGIN AT MP 86.27 AND EXT TO MP 89.72.	2024	C	Y	\$7.59	\$1.00	\$5.07	\$1.52
Cimarron District 6	31867(04)	US-56: BEGIN 4.7 MI SW OF THE JCT US-385, EXTEND NE 7.96 MILES TO 1ST ST S IN BOISE CITY	2024	C	R	\$16.50	\$1.00	\$12.20	\$3.30
Cleveland District 3	33815(04)	SH-9: OVER BISHOP CREEK, 0.8 MI WEST OF US-77	2024	C	R	\$7.00	\$1.00	\$4.60	\$1.40
Dewey District 5	17671(14)	US-270: BEGIN 8.4 MI SE OF THE SH-51 EAST JCT & EXTEND SE 5.0 MILES.	2024	C	R	\$26.52	\$1.00	\$20.22	\$5.30
LeFlore District 2	17127(28)	US-59: FROM SUNSET CORNER, EXTEND WEST APPROX 5.9 MI	2024	C	R	\$38.72	\$1.00	\$29.98	\$7.74
Major District 6	31059(04)	US-60: BEGIN 6.2 MI WEST OF THE GARFIELD C/L, EXTEND EAST 6.2 MI	2024	C	R	\$15.00	\$1.00	\$11.00	\$3.00
Mayes District 8	31091(04)	US-69: BEGIN AT MAYES/WAGONER CL AND EXTEND NORTH APPROX 6.7 MI SB	2024	C	R	\$17.32	\$1.00	\$12.85	\$3.46
McCurtain District 2	26343(04)	US-259: BEG APPROX 8.0 MILE NORTH OF TEXAS S/L & EXT NORTH APPROX 7.2 MILE	2024	C	R	\$20.82	\$1.00	\$15.65	\$4.16
McCurtain District 2	34333(04)	US-259: FROM 6.25 MI N. OF JCT SH-3, EXTEND N. 6.00 MI	2024	C	R	\$35.37	\$1.00	\$27.30	\$7.07
Oklahoma District 4	28951(04)	I-40: EB & WB BRIDGES OVER I-44 5.3 MIS. E. OF THE CANADIAN C/L ("K" INTERCHANGE).	2024	C	Y	\$50.47	\$1.00	\$39.38	\$10.09

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Fed	State
Oklahoma District 4	32425(05)	I-35: FRONTAGE ROAD MODIFICATIONS FROM MEMORIAL RD, EXT N. 3 MILES TO SH-66	2024	C	Y	\$9.27	\$1.00	\$6.42	\$1.85
Oklahoma District 4	32425(08)	I-35: FRONTAGE ROAD MODIFICATIONS FROM MEMORIAL RD, EXT N. 3 MILES TO SH-66 (ROADWAY PORTION)	2024	C	Y	\$10.30	\$1.00	\$7.24	\$2.06
Oklahoma District 4	29852(04)	I-40: EB & WB BRIDGES OVER PORTLAND AVE. 5.0 MIS. E. OF THE CANADIAN C/L	2024	C	Y	\$20.60	\$1.50	\$14.98	\$4.12
Pottawatomie District 3	21007(07)	I-40: FROM OKLAHOMA COUNTY LINE, EAST 2.5 MILES	2024	C	Y	\$20.50	\$1.00	\$15.40	\$4.10
Pottawatomie District 3	31872(04)	US-270: FROM 2.6 MILES SOUTH OF I-40, SOUTHEAST 2.3 MILES	2024	C	R	\$18.50	\$1.00	\$13.80	\$3.70
Rogers District 8	20899(09)	SH-66: OVER BIRD CREEK (NORTHBOUND) & ROAD UNDER, 3.68 MILES NORTH OF I-44	2024	C	R	\$5.99	\$1.00	\$3.79	\$1.20
Rogers District 8	32694(04)	US-412: FROM 1.06 MILES EAST OF SH-66, EXTEND EAST 6.44 MILES	2024	C	R	\$24.67	\$1.00	\$18.74	\$4.93
Rogers District 8	35493(04)	SH-66/I-44/US-412: (OPERATIONAL IMPROVEMENTS)	2024	OI	R	\$30.01	\$1.00	\$23.01	\$6.00
Sequoyah District 1	23107(07)	US-59 FROM US-64 NORTH 3.5 MI (INCLUDES HOG CR BR)	2024	C	R	\$11.96	\$1.00	\$8.57	\$2.39
Stephens7	33761(04)	US-81: AT THE US-81/SH 7 JUNCTION JUST S. OF MARLOW (LAWTON/DUNCAN WYE)	2024	C	R	\$0.65	\$0.50	\$0.02	\$0.13
Tulsa District 8	33788(11)	I-44: AT THE US-75 INTERCHANGE WP 5	2024	C	Y	\$70.91	\$1.00	\$55.73	\$14.18
Wagoner District 1	30648(04)	SH-51: AT MP 2.20 (91ST ST S)	2024	OI	R	\$1.30	\$1.00	\$0.04	\$0.26
<b>Subtotal 2024</b>						<b>\$459.96</b>	<b>\$22.00</b>	<b>\$345.97</b>	<b>\$91.99</b>
Bryan District 2	35186(04)	US-70: RAMPS AT HILLCREST DRIVE IN DURANT, APPROX 3.0 MI EAST OF SH-78	2025	C	R	\$2.72	\$1.00	\$1.18	\$0.54
Cleveland District 3	35017(04)	I-44: AT SW 119TH STREET, 2.9 MILES NORTH OF MCCLAIN COUNTY LINE	2025	C	Y	\$2.00	\$1.00	\$0.60	\$0.40
Comanche District 7	31890(04)	SH 7: WESTBOUND BRIDGE OVER EAST CACHE CREEK 1.1 MIS. E. OF US281B	2025	C	R	\$2.32	\$1.00	\$0.85	\$0.46
Comanche District 7	35730(04)	US-62: NEW INTERCHANGE, 1.94 MIS. E. OF DEYO MISSION RD IN LAWTON	2025	OI	R	\$16.00	\$1.00	\$11.80	\$3.20
Custer District 5	31842(04)	I-40: AT EXIT 65, I-40B WEST JCT IN CLINTON.	2025	C	Y	\$53.93	\$1.00	\$42.14	\$10.79
Custer District 5	32681(04)	I-40: CABLE BARRIER FROM MP 69.07 TO MP 86.27.	2025	C	Y	\$2.91	\$1.00	\$1.33	\$0.58

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Fed	State
Garvin District 3	30389(04)	I-35: FROM 23.6 MILES NORTH OF MURRAY COUNTY LINE AT SH-145, NORTH 4.3 MILES	2025	C	Y	\$9.50	\$1.00	\$6.60	\$1.90
McClain District 3	32802(04)	I-35: INTERCHANGE AT SH-74 (GRANT STREET), IN PURCELL	2025	C	Y	\$31.50	\$1.00	\$24.20	\$6.30
McClain District 3	35589(04)	I-35: FROM 18.9 MILES NORTH OF GARVIN COUNTY LINE, NORTH 4.2 MILES TO SH-74	2025	C	Y	\$38.00	\$1.00	\$29.40	\$7.60
McCurtain2	24409(08)	SH-3: FROM 17.55 MI EAST OF THE PUSHMATAHA C/L EAST 4.5 MI	2025	C	R	\$9.30	\$1.00	\$6.44	\$1.86
Muskogee District 1	27108(04)	US-69: BEGIN 0.48 MI N OF US-64 E (PEAK BLVD) & EXT N 2.5 MILES	2025	C	R	\$35.00	\$1.00	\$27.00	\$7.00
Oklahoma District 4	29843(04)	I-35:OVER WATERLOO ROAD AT THE LOGAN C/L	2025	C	Y	\$35.96	\$1.00	\$27.77	\$7.19
Oklahoma District 4	0903207	I-35 @ THE I-240 JCT (PHASE III) RECONST INTERCHG. SMC 90/10	2025	OI	Y	\$27.56	\$1.00	\$21.05	\$5.51
Oklahoma District 4	0903208	I-35 @ THE I-240 JCT (PHASE IV) RECONST INTERCHG	2025	OI	Y	\$27.56	\$1.00	\$21.05	\$5.51
Oklahoma District 4	0903206	I-35: OVER THE I-240 JCT. (PHASE II) RECONST INTERCHG.	2025	OI	Y	\$38.16	\$2.00	\$28.53	\$7.63
Pushmataha District 2	34354(04)	SH-3: FROM 0.9 MI E. OF JCT US-271, EXTEND E. 0.8 MI	2025	C	R	\$4.59	\$1.00	\$2.67	\$0.92
Texas District 6	31801(04)	US-64: OVER BEAVER RIVER, 20.0 MILES EAST OF JCT SH-95	2025	C	R	\$5.00	\$1.00	\$3.00	\$1.00
Tulsa District 8	29693(08)	I-44: NORTH & SOUTHBOUND,33RD WEST AVE, UNDER 0.6 MILES EAST OF SH-66	2025	C	Y	\$2.12	\$1.00	\$0.70	\$0.42
Tulsa District 8	35477(04)	US-169: FROM 1.6 MI NORTH OF I-44, EXTEND NORTH 4.68 MI	2025	C	R	\$5.83	\$1.00	\$3.66	\$1.17
Wagoner District 1	33460(04)	SH-51: FROM 0.23 MI S OF 81ST TO 0.1 MI S OF 111TH IN COWETA	2025	C	R	\$3.00	\$2.00	\$0.40	\$0.60
<b>Subtotal 2025</b>						<b>\$352.96</b>	<b>\$22.00</b>	<b>\$260.37</b>	<b>\$70.59</b>
Atoka District 2	30410(04)	US-69: FROM 12 MI NORTH OF BRYAN C/L, EXT NORTH APPROX 2.5 MI THRU TUSHKA	2026	C	R	\$23.28	\$1.00	\$17.62	\$4.66
Beckham District 5	31692(04)	I-40: AT TURKEY CR (EAST & WEST BOUND) AND SAND CR EAST BOUND, LOCATED 16.2 & 19.9 MILES EAST OF THE TEXAS STATE LINE.	2026	C	Y	\$8.16	\$1.00	\$5.53	\$1.63
Caddo District 5	33762(04)	I-40: BEGIN AT MP 102.2 AND EXT TO MP 104.26.	2026	C	Y	\$5.91	\$1.00	\$3.73	\$1.18

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Fed	State
Cimarron6	13337(23)	US-287: BEGIN APPROX 13.28 MILES N OF VAN BUREN ST IN BOISE CITY, EXTEND NORTH APPROX 4.5 MILES	2026	C	R	\$10.00	\$1.00	\$7.00	\$2.00
Comanche District 7	34249(04)	US-62: FROM 82ND ST. IN LAWTON E. TO I-44	2026	OI	R	\$3.00	\$1.00	\$1.40	\$0.60
Dewey District 5	17671(35)	US-270: BEGIN 6.35 MILES NW OF THE SH-58 JCT (NS-243) AND EXT SE 3.25 MILES	2026	C	R	\$14.39	\$1.00	\$10.51	\$2.88
Harmon District 5	34255(04)	US-62 BEGIN 2.0 MILES WEST OF THE JACKSON C/L AND EXTEND EAST 7.0 MILES.	2026	C	R	\$10.00	\$1.00	\$7.00	\$2.00
Kay District 4	27979(04)	US-60: FROM WAVERLY ST. IN PONCA CITY, EXT E. 1.8 MILES TO THE US-177 JCT.	2026	C	R	\$7.63	\$1.00	\$5.10	\$1.53
McCurtain District 2	17427(08)	US-70: FROM 9.32 MI EAST OF BROKEN BOW EAST 2.48 MI	2026	C	R	\$11.20	\$1.00	\$7.96	\$2.24
McIntosh District 1	33467(04)	US-69: FROM 0.44 MI S OF JCT SH-150, N. 6.88 MI.	2026	C	R	\$6.37	\$1.00	\$4.10	\$1.27
Oklahoma District 4	33771(04)	I-35: SOUTHBOUND BETWEEN MEMORIAL ROAD AND NE 122ND STREET, 4 MILES NORTH OF I-44/I-35 INTERCHANGE	2026	C	Y	\$6.65	\$1.00	\$4.32	\$1.33
Okmulgee District 1	33466(04)	US-75: FROM 3 MI S. OF US-62E N. 3MI. (NB) & FROM 1 MI. S. OF US-62E N. 1 MI.(SB)	2026	C	R	\$2.29	\$1.00	\$0.83	\$0.46
Pottawatomie District 3	21007(10)	I-40: FROM 2.5 MILES EAST OF THE OKLAHOMA COUNTY LINE, EAST 2.2 MILES	2026	C	Y	\$30.00	\$1.00	\$23.00	\$6.00
Pottawatomie District 3	21007(13)	I-40: FROM 4.7 MILES EAST OF THE OKLAHOMA COUNTY LINE, EAST 2.7 MILES	2026	C	Y	\$41.00	\$1.00	\$31.80	\$8.20
Pottawatomie District 3	36182(04)	I-40: FROM 8.1 MILES EAST OF OKLAHOMA COUNTY LINE, EAST 5.0 MILES	2026	C	Y	\$2.70	\$1.00	\$1.16	\$0.54
Texas District 6	32806(04)	US-64: BEGIN AT JCT OF MAIN STREET IN GUYMON, EXTEND EAST 0.8 MILES TO JCT US-54	2026	C	R	\$7.60	\$1.00	\$5.08	\$1.52
Tulsa District 8	31078(04)	I-244: AT UTICA AND LEWIS LOCATED 0.65 AND 1.2 MILES EAST OF I-444	2026	C	Y	\$4.51	\$1.00	\$2.61	\$0.90
Tulsa District 8	31080(04)	US-64: OVER MAIN ST, 49TH W AVE, & 33RD W AVE LOCATED 0.3 MILES EAST JCT SH 97, 12.3 & 13.3 MI S-E OSAGE CO	2026	C	R	\$5.22	\$1.00	\$3.17	\$1.04
Tulsa District 8	35156(04)	US-169: UNDER E. 96TH STREET. APPROX. 5 MILES NORTH OF SH-266	2026	C	R	\$10.00	\$1.00	\$7.00	\$2.00
Wagoner District 1	32821(04)	US-69: FROM APPROX 1.45 MI N OF MUSKOGEE TURNPIKE, N 3.7 MI.	2026	C	R	\$17.00	\$1.00	\$12.60	\$3.40

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Fed	State
Washita District 5	33311(04)	I-40: BEGIN AT MP 40.1 AND EXT TO MP 45.17. (EB LANES ONLY) INCLUDING CABLE BARRIER	2026	C	Y	\$14.12	\$1.00	\$10.30	\$2.82
Woodward District 6	33361(04)	SH-34: BEGIN AT JCT US-412, EXTEND NORTH 0.8 MI	2026	C	R	\$7.00	\$1.00	\$4.60	\$1.40
<b>Subtotal 2026</b>						<b>\$248.03</b>	<b>\$22.00</b>	<b>\$176.42</b>	<b>\$49.61</b>
Blaine District 5	17671(42)	US-270; BEGIN 3.09 MILES NW OF THE SH-58 JCT AND EXT SE 3.93 MILES AND TIE TO EXISTING 4 LANE DIVIDED SEC.	2027	C	R	\$19.77	\$1.00	\$14.82	\$3.95
Bryan District 2	33871(04)	US-69: NORTHBOUND & SOUTHBOUND OVER W ARKANSAS ST., KIAMICHI R.R. & MAIN ST., 3.77 & 3.88 N JCT US-69 BUS	2027	C	R	\$16.64	\$1.00	\$12.31	\$3.33
Cimarron District 6	34367(04)	US-56: OVER THE BNSF RAILROAD, 0.2 MILES WEST OF JCT US-287	2027	C	R	\$2.90	\$1.00	\$1.32	\$0.58
Cleveland District 3	30391(04)	I-44: FROM JUST SOUTH OF 89TH STREET, NORTH TO 0.5 MI NORTH OF 89TH STREET IN OKC	2027	C	Y	\$7.00	\$1.00	\$4.60	\$1.40
Grady District 7	34262(04)	SH 4: AT FOX LANE (EW 122) 2.24 MIS. N. OF I-44	2027	OI	R	\$9.22	\$1.00	\$6.37	\$1.84
Grady District 7	35161(04)	SH-4: FROM H.E. BAILEY TPK. N. 5.26 MIS. TO SH-37	2027	C	R	\$21.58	\$1.00	\$16.26	\$4.32
Love District 7	31892(04)	I-35: SH 153 BRIDGE OVER I-35 & RECONSTRUCT INTERCHANGE 5.3 MIS. N. OF THE TEXAS STATE LINE	2027	C	Y	\$12.12	\$1.00	\$8.69	\$2.42
Love District 7	31896(07)	I-35: RECONSTRUCT TO 6 LANES FROM MM 3.2, N. 1.5 MIS. TO MM 4.7	2027	C	Y	\$7.50	\$1.00	\$5.00	\$1.50
Love District 7	35728(04)	I-35: RECONSTRUCT TO 6 LANES FROM MM 5.7, N. 2.0 MIS. TO MM 7.7	2027	C	Y	\$8.00	\$1.00	\$5.40	\$1.60
Marshall District 2	18835(09)	US-70: MADILL REALIGNMENT FROM 2.0 MI EAST & SOUTH OF SH-199, SOUTH 2.8 MI	2027	C	R	\$10.00	\$1.00	\$7.00	\$2.00
McIntosh District 1	34355(04)	I-40: FROM MP 271.6 TO MP 276.8	2027	C	Y	\$2.40	\$1.00	\$0.92	\$0.48
Muskogee District 1	34338(04)	US-64B: OVER UP R.R., APPROX. 2.25 MI S OF US-64B / US-62B JCT.	2027	C	R	\$5.00	\$1.00	\$3.00	\$1.00
Nowata District 8	33819(04)	US-169: FROM 1.9 MI S OF US-60, N TO US-60	2027	C	R	\$5.50	\$1.00	\$3.40	\$1.10
Okfuskee District 3	31869(04)	I-40: FROM 13.9 MILES EAST OF SEMINOLE COUNTY LINE AT CLEARVIEW RD, EAST 4.8 MILES TO US-75S	2027	C	Y	\$38.00	\$1.00	\$29.40	\$7.60



County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Fed	State
Oklahoma District 4	26422(05)	I-40: FROM MILE MARKER 171 EAST TO MILE MARKER 173.	2027	C	Y	\$32.60	\$1.00	\$25.08	\$6.52
Oklahoma District 4	29846(04)	I-40: EB & WB BRIDGES OVER SUNNYLANE 1.9 MIS. E. OF I-35	2027	C	Y	\$10.00	\$1.00	\$7.00	\$2.00
Oklahoma District 4	33354(04)	I-44/SH-74/SH-66 INTERCHANGE OPERATIONAL IMPROVEMENTS	2027	OI	R	\$18.50	\$1.00	\$13.80	\$3.70
Okmulgee District 1	34343(04)	US-75: FROM US-62 N 1.02 MI TO SH-56 JCT.	2027	C	R	\$8.00	\$1.00	\$5.40	\$1.60
Payne District 4	34979(04)	I-35: FROM THE NORTH END OF THE CIMARRON RIVER BRIDGE NORTH OF GUTHRIE EXT 5 MILES TO MULHALL ROAD.	2027	C	Y	\$5.00	\$1.00	\$3.00	\$1.00
Tulsa District 8	20931(04)	US-169: INTERCHANGE AT BROKEN ARROW EXPRESSWAY(SELECT MOVEMENTS)	2027	OI	R	\$31.00	\$1.00	\$23.80	\$6.20
Tulsa District 8	33788(10)	I-44: AT THE US-75 INTERCHANGE WP 4	2027	C	Y	\$20.00	\$1.00	\$15.00	\$4.00
Tulsa District 8	35115(04)	US-169: FROM 51ST STREET EXT. NORTH 3.64 MILES	2027	C	R	\$30.00	\$1.00	\$23.00	\$6.00
<b>Subtotal 2027</b>						<b>\$320.72</b>	<b>\$22.00</b>	<b>\$234.58</b>	<b>\$64.14</b>
Adair District 1	33461(04)	US-59: FR APPROX 200' N OF SHELL BRANCH CRK, N APPROX 4.8 MI TO WESTVILLE	2028	C	R	\$11.50	\$1.00	\$8.20	\$2.30
Beckham District 5	34256(04)	I-40: BEGIN AT MP 25.1 AND EXT TO MP 32.6.	2028	C	Y	\$16.02	\$1.00	\$11.81	\$3.20
Choctaw District 2	31854(04)	US-70: BEGIN JCT SH-209 EXTEND EAST 5.76 MILES TO MCCURTAIN COUNTY LINE	2028	C	R	\$20.00	\$1.00	\$15.00	\$4.00
Cimarron District 6	36222(04)	US-287: BEGIN 7.94 MI SE OF JCT US-64 (US-412), EXTEND NW 7.0 MI	2028	C	R	\$7.50	\$1.00	\$5.00	\$1.50
Cleveland District 3	32758(04)	SH-9: FROM 12.4 MILES EAST OF US-77, EAST 4.6 MILES TO PECAN CREEK BRIDGE	2028	C	R	\$16.00	\$1.00	\$11.80	\$3.20
Craig District 8	28901(07)	US-60: BEGIN 7.48 MILES EAST OF NOWATA C/L EXTEND EAST 4.5 MI TO JCT SH 66	2028	C	R	\$8.89	\$1.00	\$6.11	\$1.78
Creek District 8	35113(04)	US-75A: FROM 5.17 MILES NORTH TO THE OKMULGEE CL, EXT. NORTH 6.30 MILES TO SH-33	2028	C	R	\$18.00	\$1.00	\$13.40	\$3.60
Custer District 5	30352(04)	I-40: BEGIN AT MP 65.65 AND EXT TO MP 69.07	2028	C	Y	\$7.60	\$1.00	\$5.08	\$1.52
Harmon District 5	34236(04)	US-62: AT THE EAST FORK OF SANDY CREEK LOCATED 2.9 M EAST OF SH-30.	2028	C	R	\$3.02	\$1.00	\$1.42	\$0.60

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Fed	State
Kingfisher District 4	34306(04)	SH-3: FROM THE KINGFISHER C/L APPX 10 MILES WEST OF KINGFISHER, EXT EAST 8 MI TO N2820 RD APPX 1 MI WEST OF KINGFISHER CEMETERY.	2028	C	R	\$6.00	\$1.00	\$3.80	\$1.20
Major District 6	35083(04)	US-60: BEGIN APPROX 0.5 MILES WEST OF JCT SH-58, EXTEND EAST APPROX 1.0 MI	2028	OI	R	\$1.00	\$0.80	\$0.00	\$0.20
Oklahoma District 4	29143(04)	I-40: SCOTT STREET OVER EB & WB I-40 1.1 MIS. E. OF I-35	2028	C	Y	\$5.00	\$1.00	\$3.00	\$1.00
Oklahoma District 4	30444(04)	I-35: NB AND SB AT THE I-40/I-35 JCT	2028	C	Y	\$9.00	\$1.00	\$6.20	\$1.80
Oklahoma District 4	35123(04)	I-35: FROM I40/35 JCT, EXT SOUTH APPX 6 MILES TO SE 89TH STREET (CLEV. CL)	2028	C	Y	\$7.00	\$1.00	\$4.60	\$1.40
Oklahoma District 4	35193(04)	I-40: EB & WB OVER SE 29TH IN MWC	2028	C	Y	\$6.00	\$1.00	\$3.80	\$1.20
Pittsburg District 2	30397(04)	US-69: OVER DANCING RABBIT CREEK, APPROX. 0.2 MI NORTH OF INDIAN NATION TNP	2028	C	R	\$3.91	\$1.00	\$2.13	\$0.78
Pittsburg District 2	34368(04)	US-69: FROM 0.45 MI N. OF JCT US-69B, EXTEND N. 1.6 MI	2028	C	R	\$12.00	\$1.00	\$8.60	\$2.40
Pottawatomie 3	23288(08)	SH-9: FROM 17.2 MILES EAST OF US-77, EAST 5.5 MILES TO SH-102	2028	C	R	\$24.50	\$1.00	\$18.60	\$4.90
Pushmataha District 2	33874(04)	SH-3: FROM JCT. US-271, EXT. EAST APPROX 7.5 MI WITH EXCEPTION OF JP 34354(04)	2028	C	R	\$20.00	\$1.00	\$15.00	\$4.00
Seminole District 3	23289(04)	SH-99: FROM 3.1 MILES SOUTH OF US-270, SOUTH 4.1 MILES	2028	C	R	\$28.00	\$1.00	\$21.40	\$5.60
Sequoyah District 1	33456(04)	I-40: FROM 0.15 MI. E OF MP 299 TO 0.35 MI. E OF DWIGHT MISSION RD.	2028	C	Y	\$20.00	\$1.00	\$15.00	\$4.00
Wagoner District 1	34345(04)	SH-72: FROM 0.3 MI N OF SH-51B JCT. IN COWETA, N 0.4 MI	2028	C	R	\$2.00	\$1.00	\$0.60	\$0.40
<b>Subtotal 2028</b>						<b>\$252.93</b>	<b>\$21.80</b>	<b>\$180.55</b>	<b>\$50.59</b>
Atoka District 2	35200(04)	US-69: FROM 6.8 MI N. OF JCT. SH-7W., EXTEND N. 1.85 MI THRU STRINGTOWN	2029	C	R	\$11.00	\$1.00	\$7.80	\$2.20
Beckham District 5	35582(04)	I-40 FROM MP 0.00 TO MP 7.82 INCLUDES BRIDGE WORK.	2029	C	Y	\$15.00	\$1.00	\$11.00	\$3.00
Carter District 7	35695(04)	I-35: FROM 0.31 MIS. N. OF US-70W, EXTEND N. 7.45 MIS.	2029	C	Y	\$3.50	\$1.00	\$1.80	\$0.70
Carter District 7	35696(04)	I-35: FROM 7.76 MIS. N. OF US-70W, EXTEND N. 7.00 MIS.	2029	C	Y	\$3.40	\$1.00	\$1.72	\$0.68

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Fed	State
Choctaw District 2	35009(04)	US-271: OVER THE RED RIVER & CO RD AT THE OK/TX STATELINE	2029	C	R	\$25.00	\$1.00	\$19.00	\$5.00
Ellis District 6	35745(04)	US-60: BEGIN 2.0 MI EAST OF THE TEXAS S/L, EXTEND EAST 4.88 MI TO THE JCT OF US-283	2029	C	R	\$10.00	\$1.00	\$7.00	\$2.00
Garfield District 4	35671(06)	US-64: FROM JCT OF SH-74 EXT EAST APPX 7.0 MI TO THE NOBLE C/L - N3110 RD	2029	C	R	\$4.00	\$1.00	\$2.20	\$0.80
Garvin District 3	31043(04)	I-35: FROM 20.2 MILES NORTH OF MURRAY COUNTY LINE AT THE WASHITA RIVER, NORTH 3.5 MILES TO SH-145	2029	C	Y	\$15.00	\$1.00	\$11.00	\$3.00
Murray District 7	33744(04)	I-35: FROM MM 45.9 N. TO MM 52.46	2029	C	Y	\$13.12	\$2.00	\$8.50	\$2.62
Oklahoma District 4	20330(07)	I-35: FROM FORT SMITH JCT, EXTEND NORTH 4.5 MI TO I-44 (ULTIMATE CONFIG)	2029	C	Y	\$15.00	\$1.00	\$11.00	\$3.00
Oklahoma District 4	28951(08)	I-40: OVER I-44 5.3 MIS. E. OF THE CANADIAN C/L ("K" INTERCHANGE ULTIMATE).	2029	C	Y	\$18.00	\$1.00	\$13.40	\$3.60
Oklahoma District 4	30444(08)	I-35: NB AND SB AT THE I-40/I-35 JCT - BETWEEN FORT SMITH AND DALLAS JCTS	2029	C	Y	\$4.00	\$1.00	\$2.20	\$0.80
Pottawatomie District 3	23288(04)	SH-9: FROM 5.3 MILES EAST OF CLEVELAND COUNTY LINE AT SH-102, EAST 5.5 MILES	2029	C	R	\$20.50	\$1.00	\$15.40	\$4.10
Seminole District 3	23289(13)	SH-99: FROM 7.2 MILES SOUTH OF US-270, SOUTH 4.0 MILES  (NEW PARALLEL LANES & RESURFACE EXISTING)	2029	C	R	\$15.00	\$1.00	\$11.00	\$3.00
Sequoyah District 1	17670(07)	I-40: I-40/US-59 INTERCHANGE IN SALLISAW	2029	OI	R	\$14.00	\$1.00	\$10.20	\$2.80
Sequoyah District 1	35781(04)	I-40: CONCRETE PATCHING, FROM APPROX 1.4 MI W OF US-64B, EXTEND E TO MM-325	2029	C	Y	\$6.00	\$1.00	\$3.80	\$1.20
Tulsa District 8	35494(04)	US-75: FROM INDEPENDENCE APPROX. 0.5 MILES NORTH OF I-244 JCT. EXTEND NORTH APPROX. 5.4 MILES TO 56TH STREET	2029	C	R	\$45.00	\$1.00	\$35.00	\$9.00
Tulsa District 8	35499(04)	US-169: AT 86TH STREET 9.6 MILES NORTH OF I-44	2029	C	R	\$10.00	\$1.00	\$7.00	\$2.00
Tulsa District 8	35500(04)	US-169: AT 106TH STREET, 12.3 MILES NORTH OF I-44	2029	OI	R	\$10.00	\$1.00	\$7.00	\$2.00
Tulsa District 8	36321(04)	I-244:TISDALE EXPY UNDER	2029	C	Y	\$2.00	\$1.00	\$0.60	\$0.40
Washita District 5	16063(31)	US-183 BEGIN 0.2 MILE NORTH OF SH-9E, EXT NORTH TO SH-55. (RECONSTRUCT TO 4-LN DIVIDED)	2029	C	R	\$20.00	\$1.00	\$15.00	\$4.00

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Fed	State
<b>Subtotal 2029</b>						<b>\$279.52</b>	<b>\$22.00</b>	<b>\$201.62</b>	<b>\$55.90</b>
Adair District 1	34383(04)	US-59: FROM SALEM RD.4.8 MI SOUTH OF SH-100, EXTEND N 4.75 MI	2030	C	R	\$11.00	\$1.00	\$7.80	\$2.20
Atoka District 2	31858(04)	US-75: BEGIN 2.18 MILES WEST OF US-69, EXTEND NORTHWEST TO COAL C/L	2030	C	R	\$8.00	\$1.00	\$5.40	\$1.60
Choctaw District 2	31853(04)	US-70: BEGIN 11.5 MI EAST OF THE BRYAN C/L, EXTEND EAST 0.3 MI	2030	C	R	\$5.00	\$1.00	\$3.00	\$1.00
Cimarron District 6	36221(04)	US-287: BEGIN 14.94 MI SE OF JCT US-64 (US-412), EXTEND NW 7.00 MI	2030	C	R	\$7.50	\$1.00	\$5.00	\$1.50
Craig District 8	36276(04)	SH-2: FROM APPROX 2 MILES NORTH OF US-60 EXTEND NORTH 8 MILES.	2030	C	R	\$15.50	\$1.00	\$11.40	\$3.10
Dewey District 5	35711(04)	US-183, BEGIN 7.75 MILES SOUTH OF US-270 AND EXT NORTH 7.75 MILES TO US-270	2030	C	R	\$17.50	\$1.00	\$13.00	\$3.50
Garvin District 7	33744(05)	I-35: FROM MM 52.46 N. TO MM 59.85	2030	C	Y	\$12.90	\$1.00	\$9.32	\$2.58
Grady District 7	35701(04)	US-81: FROM 1ST ST. IN POCASSET, EXTEND N. 6.70 MIS. (IMPROVE DRAINAGE & PASSING OPPORTUNITIES)	2030	C	R	\$4.50	\$1.00	\$2.60	\$0.90
Love District 7	35729(04)	I-35: RECONSTRUCT TO 6 LANES FROM MM 8.3, N. 3.0 MIS. TO MM 11.3	2030	C	Y	\$15.00	\$2.00	\$10.00	\$3.00
McClain District 3	36185(04)	I-35: FROM 16.8 MILES NORTH OF GARVIN COUNTY LINE, NORTH 2.0 MILES	2030	C	Y	\$22.00	\$1.00	\$16.60	\$4.40
Oklahoma District 4	36294(04)	SH-152: FROM COUNCIL RD; EXTEND EAST TO TPK INTERCHANGE IN OKC	2030	C	R	\$4.00	\$1.00	\$2.20	\$0.80
Oklahoma4	31787(04)	I-44: RECONSTRUCTION OF I-44 BETWEEN MAY AVE AND I-235 IN OKLAHOMA CITY	2030	C	Y	\$10.00	\$1.00	\$7.00	\$2.00
Okmulgee District 1	35848(04)	I-40: FROM APPROX 0.5 MI W OF INDIAN NATION TURNPIKE, EXTEND E 6.0 MI TO MCINTOSH C/L	2030	C	Y	\$4.00	\$1.00	\$2.20	\$0.80
Pottawatomie District 3	35637(04)	I-40: AT THE INTERCHANGE OF US-177, WEST OF SHAWNEE	2030	OI	R	\$20.00	\$1.00	\$15.00	\$4.00
Pushmataha District 2	33875(04)	SH-3: FROM APPROX 7.5 MI EAST OF JCT US-271, EXT EAST APPROX 8.0 MI WITH EXCEPTION OF JP 28007(07)	2030	C	R	\$24.00	\$1.00	\$18.20	\$4.80
Rogers District 8	35028(04)	SH-66: FROM 3 MI E OF SH-266 EXTEND E 4.52 MI	2030	C	R	\$25.50	\$1.00	\$19.40	\$5.10
Tulsa District 8	35462(04)	US-75: AT 96TH STREET NORTH 10.3 MILES NORTH OF I-244	2030	C	R	\$5.00	\$1.00	\$3.00	\$1.00

County / ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Fed	State
Tulsa District 8	35463(04)	US-75: AT 106TH STREET NORTH, 4 MILES SOUTH OF SH-20 JCT.	2030	OI	R	\$10.00	\$1.00	\$7.00	\$2.00
Tulsa District 8	35464(04)	US-75: AT 126TH STREET NORTH, 2 MILES SOUTH OF SH-20 JCT.	2030	C	R	\$5.00	\$1.00	\$3.00	\$1.00
Tulsa District 8	36266(04)	US-169: FROM MEMORIAL DR. EXTEND NORTH 2.5 MILES	2030	C	R	\$21.50	\$1.00	\$16.20	\$4.30
Wagoner District 1	36243(04)	US-69: FROM SH-51B, EXTEND N APPROX 2.3 MI.	2030	C	R	\$7.00	\$1.00	\$4.60	\$1.40
<b>Subtotal 2030</b>						<b>\$254.90</b>	<b>\$22.00</b>	<b>\$181.92</b>	<b>\$50.98</b>
<b>GRAND TOTAL</b>						<b>\$2,511.20</b>	<b>\$176.17</b>	<b>\$1,832.78</b>	<b>\$502.24</b>

\*Y indicates Yes, on NHFN; R indicates Recommended for NHFN; M indicates Marine Highway

\*\*Plan Cost Est. (\$58M) + FASTLANE grant (\$62M) = Total project cost of \$120M Project Types: Capacity (C), Operational Improvements (OI)

Table 6-8 illustrates Oklahoma’s planned use of NHFP funds against annual apportionment.

**Table 6-8. Financial Constraint Summary: Planned Obligation of Annual Apportionment of National Highway Freight Program Funds, 2023-2030**

Year	Apportioned NHFP Funds (millions\$)	Obligated or Planned Obligation NHFP Funds (millions\$)	Balance NHFP Funds (millions\$)
2023	22.43	22.37	0.06
2024	22.88	22.00	0.88
2025	23.34	22.00	1.34
2026	23.81	22.00	1.81
2027	23.81	22.00	1.81
2028	23.81	21.80	2.01
2029	23.81	22.00	1.81
2030	23.81	22.00	1.81
<b>TOTAL</b>	<b>187.70</b>	<b>176.17</b>	<b>11.53</b>

Source: FY 2022-2026 Estimated Apportionments under the IJJA, August 18, 2021.<sup>41</sup>

Note: Years 2027-2030 assumed to be level with FY 2026.

### Highway Freight Mobility Projects

#### Additional Support by Traditional Federal and State Programs

In addition to projects funded in part by NHFP funds, other highway mobility projects that serve freight appear in the Eight-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 160 projects represent an additional \$1.18 billion investment in highway projects that support freight over the next eight years, as displayed in Table 6-9. Combined with the 173 projects that will receive NHFP funds, the total freight-supportive highway investment in Oklahoma over the next eight years is \$3.70 billion.

<sup>41</sup> <https://policy.transportation.org/wp-content/uploads/sites/59/2021/11/IJJA-Highway-Apportionment-Estimates-August-2021.pdf>

**Table 6-9. Eight-Year Highway Freight Investment Projects Funded with Traditional Federal and State Funds**

County / District ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Federal	State
Adair District 1	30570(04)	US-59: FROM APPROX 0.35 MILES SOUTH OF SH-51 JCT., EXTEND NORTH 6.70 MILES	2023	C	R	\$14.80	\$-	\$11.84	\$2.96
Choctaw District 2	30394(04)	US-271: OVER KRR RAILROAD AND COUNTY ROAD APPROXIMATELY 2.38 MILES NORTH OF TEXAS STATE LINE	2023	C	R	\$16.87	\$-	\$13.50	\$3.37
Choctaw District 2	34812(04)	US-271: BEGIN 7.0 MI NORTH OF STATE LINE, EXTEND NORTH 2.13 MI	2023	C	R	\$4.16	\$-	\$3.33	\$0.83
Creek District 8	33826(04)	SH-97: FROM 91ST STREET TO 51ST STREET (SAFETY IMPROVEMENTS)	2023	C	R	\$3.50	\$-	\$2.80	\$0.70
Custer District 5	31696(04)	US-183: AT I-40, LOCATED 10.7 MILES EAST OF THE WASHITA COUNTY LINE. (N & S BOUND BRIDGES)	2023	C	Y	\$3.81	\$-	\$3.04	\$0.76
Garfield District 4	35671(05)	US-64/412: FROM N2970 RD APPX 7 MI WEST OF ENID, EXT EAST APPX 7 MILES TO SH-74	2023	C	R	\$5.00	\$-	\$4.00	\$1.00
McCurtain District 2	24219(04)	SH-3: FROM JCT US-259 EXTEND WEST 5.09 MILES	2023	C	R	\$12.72	\$-	\$10.18	\$2.54
McCurtain District 2	35574(04)	US-70: FROM 5.5 MI NORTH JCT US-259, EXTEND NORTH 2.3 MI TO JCT SH-3	2023	C	R	\$2.06	\$-	\$1.65	\$0.41
Muskogee District 1	32102(04)	I-40: FROM MP 288.44 TO MP 292.58	2023	C	Y	\$3.59	\$-	\$2.87	\$0.72
Oklahoma District 4	36349(04)	SH-66 BEGINING AT REDMON AVE. EXT W. TWO BLOCKS TO ASBURY DR. IN BETHANY	2023	C	R	\$1.20	\$-	\$0.96	\$0.24
Pawnee District 8	31076(04)	US-64: AT KEYSTONE RD, LOCATED 19.5 MILES EAST OF SH-99	2023	C	R	\$0.85	\$-	\$0.68	\$0.17
Pittsburg District 2	35594(04)	US-69: FROM APPROX 1.0 MI NORTH OF JCT US-69B, EXTEND NORTH APPROX 1.0 MI	2023	C	R	\$3.00	\$-	\$2.40	\$0.60
Pontotoc District 3	31878(04)	SH-1: OVER SH-19, 1.0 MILE NORTH OF SH-3	2023	C	R	\$3.65	\$-	\$2.92	\$0.73
Pottawatomie District 3	32255(04)	KICKAPOO STREET (US-270B) FROM KICKAPOO SPUR SOUTH 1.6 MILES TO SH-18 (RW AND UT BY THE CITY OF SHAWNEE)	2023	C	R	\$15.00	\$-	\$12.00	\$3.00
Pottawatomie District 3	33850(04)	KICKAPOO STREET (US-270B) FROM KICKAPOO SPUR SOUTH 1.6 MILES TO SH-18 - HAZ-MAT REMEDIATION FOR 32255(04)	2023	C	R	\$0.10	\$-	\$0.08	\$0.02
Texas District 6	30402(04)	US-54: BEGIN AT 5TH ST, EXTEND NE 2.47 MILES TO HURLIMAN ST. IN GUYMON	2023	C	R	\$16.00	\$-	\$12.80	\$3.20
Tulsa District 8	30367(04)	I-244:2ND STREET OVER I-244 & BNSF RR, 5.1 MILES NORTH I-44	2023	C	Y	\$7.89	\$-	\$6.31	\$1.58
Tulsa District 8	30368(04)	US-64: OVER 25TH WEST AVE NORTH AND SOUTHBOUND, 13.8 MILES SE OF OSAGE CO.	2023	C	R	\$1.43	\$-	\$1.14	\$0.29
Tulsa District 8	31084(04)	US-75: REHAB BRIDGE OVER BIRD CREEK OVERFLOW LOCATED 0.4 MI N OF 56 ST	2023	C	R	\$3.08	\$-	\$2.46	\$0.62

County / District ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Federal	State
Tulsa District 8	32706(04)	I-244: W-N RAMP TO SH-11, 5.54 MILES EAST OF JCT I-444	2023	C	Y	\$2.43	\$-	\$1.94	\$0.49
Tulsa District 8	33788(09)	I-44: AT THE US-75 INTERCHANGE WP 3	2023	OI	Y	\$54.80	\$-	\$43.84	\$10.96
Tulsa District 8	36325(04)	I-244: APPROX. 2 MILES NORTH OF THE I-244/I-44 JCT.	2023	OI	Y	\$1.00	\$-	\$0.80	\$0.20
Wagoner District 1	31209(04)	US-69: OVER UP R.R.(NB), 0.7 MI. & 1.5 MI. NORTH OF SH-51 JCT.	2023	C	R	\$7.78	\$-	\$6.23	\$1.56
<b>Subtotal 2023</b>						<b>\$184.72</b>	<b>\$0.00</b>	<b>\$147.77</b>	<b>\$36.94</b>
Cleveland District 3	29106(05)	I-35: AT INDIAN HILLS ROAD, 7.4 MILES NORTH OF MCCLAIN C/L	2024	C	Y	\$20.00	\$-	\$16.00	\$4.00
Craig District 8	31962(04)	US-69: FROM 2.75 MILES NORTH OF MAYES C/L NORTH 1.72 MILES	2024	C	R	\$4.91	\$-	\$3.93	\$0.98
Custer District 5	35434(04)	BRIDGE PAINT PROJECT	2024	C	Y	\$0.53	\$-	\$0.42	\$0.11
Rogers District 8	35510(07)	US-412: AT 4170 RD	2024	OI	R	\$1.00	\$-	\$0.80	\$0.20
Seminole District 3	35656(04)	SH-99: FROM 1.0 MILES SOUTH OF SH-9, NORTH 3.1 MILES	2024	C	R	\$1.40	\$-	\$1.12	\$0.28
Sequoyah District 1	34671(07)	US-64: OVER ARKANSAS RIVER (MONEY ONLY WITH ARDOT) JOINT PAINT/SEAL PROJECT	2024	C	R	\$1.83	\$-	\$1.47	\$0.37
Tulsa District 8	34436(04)	US-169: FROM EAST 66TH STREET NORTH 2 MILES TO 86TH STREET	2024	C	R	\$8.17	\$-	\$6.54	\$1.63
<b>Subtotal 2024</b>						<b>\$37.84</b>	<b>\$0.00</b>	<b>\$30.28</b>	<b>\$7.57</b>
Beckham District 5	35435(04)	BRIDGE PAINT PROJECTS	2025	C	Y	\$0.82	\$-	\$0.65	\$0.16
Cleveland District 3	35018(04)	SH-37: OVER I-44, 1.9 MILES NORTH OF THE MCCLAIN COUNTY LINE	2025	C	Y	\$2.00	\$-	\$1.60	\$0.40
Mayes District 8	31963(04)	US-69: PAVEMENT REHABILITATION FROM SH-20 EXTEND NORTH 8 MILES	2025	C	R	\$16.55	\$-	\$13.24	\$3.31
Okfuskee District 3	31946(04)	I-40: OVER NORTH CANADIAN RIVER, 2.4 MILES EAST OF SEMINOLE COUNTY LINE (EASTBOUND AND WESTBOUND BRIDGES)	2025	C	Y	\$3.00	\$-	\$2.40	\$0.60
Okmulgee District 1	30571(04)	US-75: US-75 AT PRESTON RD. INTERSECTION, 7.00 MILES NORTH OF US-62 EAST JCT.	2025	OI	R	\$9.00	\$-	\$7.20	\$1.80
Pontotoc District 3	35652(04)	SH-1: FROM THE JUNCTION OF SH-3, EAST 3.8 MI.	2025	C	R	\$1.50	\$-	\$1.20	\$0.30
Pottawatomie District 3	35623(04)	I-40: WESTBOUND BRIDGE OVER BNSF RAILROAD, 12.9 MILES EAST OF OKLAHOMA COUNTY LINE	2025	C	Y	\$0.85	\$-	\$0.68	\$0.17
Pottawatomie District 3	35625(04)	I-40: EASTBOUND BRIDGE OVER BNSF RAILROAD, 12.9 MILES EAST OF OKLAHOMA COUNTY LINE	2025	C	Y	\$0.85	\$-	\$0.68	\$0.17



County / District ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Federal	State
Rogers District 8	31093(04)	US-412: AT 265TH E AVE, APPROX. 2.8 MILES EAST OF I-44 JCT	2025	OI	R	\$10.00	\$-	\$8.00	\$2.00
Rogers District 8	32700(04)	SH-66: AT DENBO ST., 1.5 MILES N US-412	2025	OI	R	\$1.03	\$-	\$0.82	\$0.21
Rogers District 8	36369(04)	US-412: AT 289TH E AVE. APPROX. 4.3 MILES EAST OF I-44 JCT.	2025	C	R	\$5.00	\$-	\$4.00	\$1.00
Tulsa District 8	30374(04)	US-75: OVER 81ST STREET SOUTH, NORTHBOUND AND SOUTHBOUND, 7 MILES NORTH OF JCT. US-75/SH-67	2025	C	R	\$19.22	\$-	\$15.38	\$3.84
Tulsa District 8	34225(04)	US-75: FROM SH-20 EXTEND NORTH 3.45 MILES	2025	C	R	\$11.34	\$-	\$9.07	\$2.27
Wagoner District 1	32817(04)	SH-51: SH-51 @ ONETA RD. CONTRIBUTION TO LOCAL GOV PROJECT 24347(07)	2025	C	R	\$0.35	\$-	\$0.28	\$0.07
Washington District 8	31965(04)	US-60: FROM SH-123 E 3.71 MILES	2025	C	R	\$16.27	\$-	\$13.02	\$3.25
<b>Subtotal 2025</b>						<b>\$97.78</b>	<b>\$0.00</b>	<b>\$78.22</b>	<b>\$19.56</b>
Atoka District 2	35732(04)	US-69: FROM 14.5 MI NORTH OF BRYAN C/L, EXTEND NORTH APPROX 1.6 MI	2026	C	R	\$5.00	\$-	\$4.00	\$1.00
Beckham District 5	31693(04)	I-40: AT US-283 LOCATED 13.4 MILES EAST OF THE SH-30 JCT.	2026	C	Y	\$6.17	\$-	\$4.94	\$1.23
Canadian District 4	27959(04)	US-281 SPUR: OVER I-40 4.1 MIS. E. OF THE CADDO C/L	2026	C	R	\$4.40	\$-	\$3.52	\$0.88
Cleveland District 3	20266(14)	SH-9: FROM 7.7 MILES EAST OF US-77, EAST 4.6 MILES	2026	C	R	\$24.60	\$-	\$19.68	\$4.92
Craig District 8	28901(04)	US-60: BEGIN 3.03 MILES EAST OF NOWATA C/L EXTEND EAST 4.45 MI	2026	C	R	\$7.38	\$-	\$5.91	\$1.48
Craig District 8	32693(04)	US-69: SB FROM 8.0 MILES N OF SH-20, EXTEND N 8.0 MILES	2026	C	R	\$19.02	\$-	\$15.22	\$3.80
Creek District 8	24425(04)	US-75A: APPROX. 0.34 MI. NORTH OF THE OKMULGEE C/L NORTH APPROX 5.5 MILES, TO KIEFER	2026	C	R	\$9.96	\$-	\$7.97	\$1.99
Kingfisher District 4	29849(04)	US-81: NB & SB BRIDGES OVER THE UP RAILROAD 5.3 MIS. N. OF SH-33	2026	C	R	\$9.81	\$-	\$7.85	\$1.96
McCurtain District 2	17427(21)	US-70: FROM 15.11 MI EAST OF BROKEN BOW EAST 0.59 MI	2026	C	R	\$5.00	\$-	\$4.00	\$1.00
McCurtain District 2	17427(15)	US-70: FROM 11.97 MI EAST OF BROKEN BOW EAST 3.14 MI	2026	C	R	\$14.91	\$-	\$11.93	\$2.98
Oklahoma District 4	30637(04)	I-44: OVER THE UPRR, 0.7 MILES NORTH OF I-40	2026	C	Y	\$16.35	\$-	\$13.08	\$3.27
Pittsburg District 2	28948(04)	US-69: BEGIN APPROX 2.5 MILES SOUTH OF INDIAN NATION TURNPIKE AND EXTEND NORTH APPROX 2.1 MILES	2026	C	R	\$18.85	\$-	\$15.08	\$3.77

County / District ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Federal	State
Texas District 6	32806(08)	UPRR CONCRETE SURFACE, DOT 596139E, MILEPOST 472.86	2026	OI	R	\$0.06	\$-	\$0.05	\$0.01
Tulsa District 8	30602(04)	US-64: OVER 177TH WEST AVE. EAST AND WESTBOUND, 3.6 MILES SE C/L	2026	C	R	\$1.15	\$-	\$0.92	\$0.23
Tulsa District 8	31082(04)	I-444: AT DENVER AVENUE, LOCATED 0.7 MI E OF I-244	2026	C	Y	\$2.58	\$-	\$2.06	\$0.52
Tulsa District 8	31098(04)	SH-20: AT 145TH 0.5 MILES EAST OF US-169	2026	OI	R	\$1.39	\$-	\$1.11	\$0.28
Tulsa District 8	31958(04)	SH-11: OVER MEMORIAL DR. 4.44 MILES SE US-75	2026	C	R	\$2.59	\$-	\$2.07	\$0.52
Tulsa District 8	31960(04)	US-64: OVER QUANAH AVENUE, 14.5 MILES SE OSAGE C/L	2026	C	R	\$1.09	\$-	\$0.87	\$0.22
Tulsa District 8	31961(04)	SH-51: AT PEORIA AVE OVER SH-51, 0.4 MILES E OF I-444	2026	C	R	\$2.12	\$-	\$1.70	\$0.42
Tulsa District 8	32704(04)	SH-51: OVER 21ST STREET, 1.8 MILES EAST OF PEORIA AVE.	2026	C	R	\$1.83	\$-	\$1.47	\$0.37
Wagoner District 1	33806(04)	SH-51: FROM 0.45 MI. NORTH OF E. 111TH ST. ALONG SH-51, EXTEND NE 0.85 MI. TO INTERCHANGE OVER THE MUSKOGEE TURNPIKE (OTA LET)	2026	OI	R	\$1.00	\$-	\$0.80	\$0.20
Wagoner District 1	34753(04)	US-69: BRIDGES OVER VERDIGRIS RIVER AND NB COAL CREEK	2026	C	R	\$1.13	\$-	\$0.91	\$0.23
Woodward District 6	33361(08)	BNSF RAILROAD SURFACE, DOT 014439M, MP 387.77	2026	OI	R	\$0.11	\$-	\$0.09	\$0.02
<b>Subtotal 2026</b>						<b>\$156.50</b>	<b>\$0.00</b>	<b>\$125.20</b>	<b>\$31.30</b>
Beckham District 5	33311(07)	I-40: BEGIN MP 40.1 AND EXT TO MP 45.17 (WB LANES ONLY), INCLUDING CABLE BARRIER.	2027	C	Y	\$20.00	\$-	\$16.00	\$4.00
Blaine District 5	17671(43)	US-270 RAILROAD PROJECT, C&M FOR GNBC RAILROAD FOR SIGNAL/SURFACE DOT 671. LOCATED 0.3 MILE SE OF THE DEWEY C/L. RR PROJECT FOR 17671(42).	2027	C	R	\$0.35	\$-	\$0.28	\$0.07
Caddo District 5	32682(04)	I-40: BEGIN AT MP 95.76 AND EXT TO MP 102.2	2027	C	Y	\$12.30	\$-	\$9.84	\$2.46
Craig District 8	33828(04)	US-60: FROM 0.67 MILES EAST OF SH-2 EXTENDING EAST 7.23 MILES.	2027	C	R	\$16.50	\$-	\$13.20	\$3.30
Garfield District 4	32688(04)	US-412: FROM GARLAND, EXTEND EAST 6.0 MILES TO THE US-64 JUNCTION	2027	C	R	\$7.00	\$-	\$5.60	\$1.40
Kingfisher District 4	33770(04)	US-81: FROM 0.5 MILES NORTH OF THE CANADIAN COUNTY LINE, EXTEND NORTH 4.7 MILES	2027	C	R	\$10.00	\$-	\$8.00	\$2.00
Mayes District 8	35051(04)	US-69: AIRPORT RD & MAIN ST	2027	OI	R	\$0.50	\$-	\$0.40	\$0.10

County / District ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Federal	State
McIntosh District 1	32822(04)	US-69: FROM MCINTOSH/MUSKOGEE C/L, S. 2.5 MI.	2027	C	R	\$6.44	\$-	\$5.15	\$1.29
Noble District 4	35621(04)	I-35: OVER BNSF RR APPROX 3.3 MILES SOUTH OF PERRY	2027	C	Y	\$1.50	\$-	\$1.20	\$0.30
Noble District 4	35622(04)	I-35: OVER BNSF APPROX 1 MILE SOUTH OF PERRY	2027	C	Y	\$1.50	\$-	\$1.20	\$0.30
Oklahoma District 4	29850(04)	I-40: EB & WB BRIDGES OVER MACARTHUR BLVD. 3.0 MIS. E. OF THE CANADIAN C/L	2027	C	Y	\$10.00	\$-	\$8.00	\$2.00
Oklahoma District 4	29851(04)	I-40: EB & WB BRIDGES OVER MERIDIAN AVE. 4.0 MIS. E. OF THE CANADIAN C/L	2027	C	Y	\$10.00	\$-	\$8.00	\$2.00
Oklahoma District 4	31013(06)	I-240: DIAMOND GRINDING FROM 0.15 MILES EAST OF I-35, EXTEND EAST 5.75 MILES TO THE EAST SIDE OF AIR DEPOT	2027	C	Y	\$4.00	\$-	\$3.20	\$0.80
Oklahoma District 4	35627(04)	I-35: OVER COFFEE CREEK APPROX. 3.0 MILES NORTH OF SH-66	2027	C	Y	\$1.50	\$-	\$1.20	\$0.30
Oklahoma District 4	35628(04)	I-35: OVER SORGHUM MILL RD APPROX 4.0 MILES NORTH OF SH-66	2027	C	Y	\$1.50	\$-	\$1.20	\$0.30
Oklahoma District 4	35629(04)	I-240: OVER EASTERN AVE. APPROX. 1.0 MILE EAST OF I-35	2027	C	Y	\$3.00	\$-	\$2.40	\$0.60
Rogers District 8	35092(04)	SH-266/SH-167: INTERSECTION IMPROVEMENTS	2027	OI	R	\$1.00	\$-	\$0.80	\$0.20
Sequoyah District 1	31222(04)	I-40: OVER US-64, 9.10 MI. & OVER OLD US-64 (SEQUOYAH ST.), 15.0 MI E OF US-59 JCT.	2027	C	Y	\$10.82	\$-	\$8.66	\$2.16
Sequoyah District 1	32106(04)	I-40: ACCESS IMPROVEMENTS AT I-40/US-64 JCT. (MP 325)	2027	C	Y	\$4.50	\$-	\$3.60	\$0.90
Tulsa District 8	28896(04)	US-64: FROM SOUTH 161ST STREET EXTEND SE 1.85 MILES TO MINGO ROAD	2027	C	R	\$11.20	\$-	\$8.96	\$2.24
Tulsa District 8	30366(04)	US-75: OVER I-244 & RR, 2.2 MILES NORTH OF I-44	2027	C	Y	\$2.00	\$-	\$1.60	\$0.40
Tulsa District 8	32705(04)	I-444: AT 12TH STREET, 0.5 MILES EAST OF JCT. I-244	2027	C	Y	\$2.10	\$-	\$1.68	\$0.42
Tulsa District 8	33839(04)	I-444: UNDER BOULDER AVE., 1.02 MILES EAST OF I-244	2027	C	Y	\$2.53	\$-	\$2.02	\$0.51
Tulsa District 8	35513(04)	US-64: FROM SOUTH MINGO ROAD EXTEND EAST APPROX. 6.39 MILES TO WAGONER C/L	2027	C	R	\$19.00	\$-	\$15.20	\$3.80
Wagoner District 1	21951(04)	US-69: OVER THE VERDIGRIS RIVER/NAVIGATION CHANNEL, 4.9 MI. N. OF THE MUSKOGEE C/L	2027	C	R	\$2.98	\$-	\$2.39	\$0.60
<b>Subtotal 2027</b>						<b>\$162.23</b>	<b>\$0.00</b>	<b>\$129.78</b>	<b>\$32.45</b>
Canadian District 4	32689(04)	I-40: COUNTRY CLUB ROAD OVER I-40, 2 MILES WEST OF US-81	2028	C	Y	\$9.10	\$-	\$7.28	\$1.82
Canadian District 4	34831(04)	SH-3: FROM THE CANADIAN/KINGFISHER CL EXTEND SE TO RADIO ROAD	2028	C	R	\$8.50	\$-	\$6.80	\$1.70

County / District ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Federal	State
Harmon District 5	34969(04)	US-62: AT THE WEST FORK OF SANDY CREEK, LOCATED 0.3 M EAST OF THE TEXAS STATE LINE.	2028	C	R	\$2.50	\$-	\$2.00	\$0.50
Kay District 4	24432(08)	I-35: FROM 0.50 MILES NORTH OF FORK ROAD, EXTEND NORTH APPROX. 5.145 MILES TO THE KANSAS STATE LINE	2028	C	Y	\$32.00	\$-	\$25.60	\$6.40
Kingfisher District 4	34982(04)	SH-33: FROM 8 MILES EAST OF KINGFISHER/BLAINE C/L, EXTEND EAST APPROX. 7.2 MILES TO SH-81	2028	C	R	\$12.00	\$-	\$9.60	\$2.40
Logan District 4	30446(04)	I-35 FROM 3.0 MILES NORTH OF US-77, NORTH 2.2 MILES IN GUTHRIE	2028	C	Y	\$9.00	\$-	\$7.20	\$1.80
Logan District 4	35854(04)	I-35: FROM 1 MILE SOUTH OF 77 JCT (E CAMP RD), EXT N APPX 7.3 MILES TO EAST CR 076 APPX 1 MILE N OF SH-33 IN GUTHRIE	2028	C	Y	\$5.00	\$-	\$4.00	\$1.00
Logan District 4	35854(05)	I-35: FROM APPX 6 MILE NORTH OF 77 JCT (E CRD 076), EXT N APPX 6 MILES TO THE CIMARRON RIVER BRIDGE N OF GUTHRIE	2028	C	Y	\$5.00	\$-	\$4.00	\$1.00
McCurtain District 2	35471(04)	US-259: FROM 0.34 MI NORTH OF JCT SH-3, EXTEND NORTH APPROX 5.9 MI	2028	C	R	\$20.00	\$-	\$16.00	\$4.00
Noble District 4	35124(04)	I-35: FROM MM 179, EXTEND NORTH TO MM 185	2028	C	Y	\$4.00	\$-	\$3.20	\$0.80
Oklahoma District 4	33774(04)	I-35: FROM SH-66, EXTEND NORTH 5.28 MILES TO THE LOGAN COUNTY LINE	2028	C	Y	\$16.00	\$-	\$12.80	\$3.20
Oklahoma District 4	35122(04)	I-240: FROM 0.21 MILES EAST OF I-44, EXT EAST 3.32 MI EAST TO BRIDGE OVER SANTA FE BOTH DIRECTIONS.	2028	C	Y	\$3.75	\$-	\$3.00	\$0.75
Oklahoma District 4	35749(04)	I-40: COUNCIL ROAD OVER APPROX 1.5 MILES EAST OF CANADIAN C/L	2028	C	Y	\$4.00	\$-	\$3.20	\$0.80
Okmulgee District 1	35847(04)	US-75: FROM 1.50 MI N OF SH-56 LOOP, EXTEND N 5.4 MI (NB)	2028	C	R	\$6.00	\$-	\$4.80	\$1.20
Osage District 8	34826(04)	US-60: BEGIN 13.86 MILES EAST OF SH-18, EXTEND EAST 4.90 MILES	2028	C	R	\$6.50	\$-	\$5.20	\$1.30
Pawnee District 8	35548(04)	US-64: UNDER 296TH W. AVE, 17.5 MILES EAST OF SH-99	2028	C	R	\$1.50	\$-	\$1.20	\$0.30
Payne District 4	31020(04)	I-35: NB AND SB BRIDGES OVER THE CIMARRON RIVER AT THE LOGAN/PAYNE CL	2028	C	Y	\$5.00	\$-	\$4.00	\$1.00
Rogers District 8	33849(04)	SH-66: SH-66 NB AND SB OVER VERDIGRIS RIVER, 4.17 MILES NORTH OF I-44 JCT	2028	C	R	\$20.00	\$-	\$16.00	\$4.00
Rogers District 8	35549(04)	SH-88: AT OOLOGAH DAM SPILLWAY 7.1 MI N JCT SH-20	2028	C	R	\$1.50	\$-	\$1.20	\$0.30
Tulsa District 8	34224(04)	SH-20: EAST FROM SH-11 TO 0.09 MILES EAST OF US-75	2028	C	R	\$18.32	\$-	\$14.65	\$3.66
Tulsa District 8	35550(04)	I-244: UNDER 41ST STREET & S.W. BLVD. 1.6 MILES NORTH OF I-44	2028	C	Y	\$1.50	\$-	\$1.20	\$0.30

County / District ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Federal	State
Tulsa District 8	35552(04)	I-444: UNDER BOULDER AVE. 1.02 MILES EAST OF I-244	2028	C	Y	\$1.50	\$-	\$1.20	\$0.30
Tulsa District 8	35780(04)	SH-11: FROM ERIE AVE. EXTEND EAST TO I-244	2028	C	R	\$30.00	\$-	\$24.00	\$6.00
<b>Subtotal 2028</b>						<b>\$222.67</b>	<b>\$0.00</b>	<b>\$178.13</b>	<b>\$44.53</b>
Bryan District 2	33873(04)	US-70: OVER LAKE TEXOMA (ROOSEVELT BRIDGE) (NOT FULLY FUNDED)	2029	C	R	\$15.00	\$-	\$12.00	\$3.00
Canadian District 4	35794(04)	I-40: FROM MACARTHUR AVE EXTEND WEST TO MORGAN ROAD (ADD ACCEL/DECEL LANES)	2029	C	Y	\$10.00	\$-	\$8.00	\$2.00
Harmon District 5	35560(04)	US-62, BEGIN 1.0 M EAST OF SH-30 & EXT EAST 7.1 MILES.	2029	C	R	\$10.65	\$-	\$8.52	\$2.13
Kay District 4	24432(05)	I-35: FROM THE SALT FORK RIVER, EXTEND NORTH APPROX. 6.0 MILES TO JUST NORTH OF HUBBARD ROAD	2029	C	Y	\$32.00	\$-	\$25.60	\$6.40
Kingfisher District 4	35676(04)	US-81: FROM THE CIMARRON RIVER S OF DOVER- EXT SOUTH APPX 5.5 MI TO AIRPORT RD APPX 0.2 NORTH OF KINGFISHER	2029	C	R	\$3.00	\$-	\$2.40	\$0.60
LeFlore District 2	35882(04)	US-00: AT PLEASANT VALLEY ROAD, APPROX 0.6 MI NORTH OF JCT US-59 (POTEAU BYPASS)	2029	C	R	\$0.10	\$-	\$0.08	\$0.02
McCurtain District 2	35883(04)	US-70: AT JCT US-259 IN IDABEL	2029	C	R	\$0.10	\$-	\$0.08	\$0.02
Muskogee District 1	34334(04)	I-40: OVER ARKANSAS RIVER, BEGIN MP 290, E 1.0 MI	2029	C	Y	\$35.00	\$-	\$28.00	\$7.00
Oklahoma District 4	32882(15)	SH-152: EB & WB SH-152 FROM RR CROSSING 2600' EAST OF COUNCIL TO MERIDIAN INCLUDES INTERCHANGES AT MERIDIAN AND MACARTHUR. (PHASE 5)	2029	C	R	\$12.00	\$-	\$9.60	\$2.40
Oklahoma District 4	32882(17)	I-44: FROM JUST NORTH OF SE 29TH STREET EXT SOUTH APPX 2 MILES TO SE 59TH (PHASE 2).	2029	C	Y	\$12.00	\$-	\$9.60	\$2.40
Oklahoma District 4	32882(18)	I-44: WB I-44 FROM 51ST TO 1500' NORTH OF 74TH, EB I-44 FROM 700' SOUTH OF 44TH TO 74TH (PHASE 3)	2029	C	Y	\$12.00	\$-	\$9.60	\$2.40
Oklahoma District 4	32882(21)	I-44: EB BETWEEN I-240 AND SH-152 INCLUDES RAMPS AT 59TH AND 74TH (PHASE 4)	2029	C	Y	\$10.00	\$-	\$8.00	\$2.00
Oklahoma District 4	35791(04)	I-44: FROM NE 10TH STREET, APPX 1 MI NORTH OF I-40, EXT NORTH TO NE 23RD ST IN OKC	2029	C	Y	\$10.00	\$-	\$8.00	\$2.00
Okmulgee District 1	35846(04)	US-75: OVER OKMULGEE CREEK, 2.27 MI N OF US-62 JCT.	2029	C	R	\$1.70	\$-	\$1.36	\$0.34
Pottawatomie District 3	34323(04)	US-270: FROM THE JUNCTION OF US-177, EAST 6.7 MILES	2029	C	R	\$3.00	\$-	\$2.40	\$0.60
Tulsa District 8	35468(04)	US-64: FROM 1111TH STREET SOUTH TO 131ST STREET (INTERIM IMPROVEMENTS)	2029	C	R	\$10.00	\$-	\$8.00	\$2.00

County / District ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Federal	State
Tulsa District 8	35470(04)	SH-67: FROM US-75 EXTEND EAST TO US-64	2029	OI	R	\$3.00	\$-	\$2.40	\$0.60
Tulsa District 8	36323(04)	US-75: AT BIRD CREEK AND BIRD CREEK OVERFLOW AND ROAD UNDER	2029	C	R	\$4.50	\$-	\$3.60	\$0.90
<b>Subtotal 2029</b>						<b>\$184.05</b>	<b>\$0.00</b>	<b>\$147.24</b>	<b>\$36.81</b>
Atoka District 2	36282(04)	US-69 NORTHBOUND: BEGIN APPROXIMATELY 14.3 MILES NORTH OF JUNCTION US-70, EXTEND NORTH APPROXIMATELY 7.5 MILES	2030	C	R	\$7.50	\$-	\$6.00	\$1.50
Beckham District 5	36140(04)	I-40 SOUTH FRONTAGE ROAD OVER TIMBER CREEK AND OVERFLOW, 2.7 & 2.8 MILES EAST OF EAST I-40B JCT IN SAYRE.	2030	C	Y	\$2.50	\$-	\$2.00	\$0.50
Bryan District 2	36281(04)	US-69 NORTHBOUND: BEGIN APPROXIMATELY 6.8 MILES NORTH OF JUNCTION US-70, EXTEND NORTH APPROXIMATELY 7.5 MILES	2030	C	R	\$7.50	\$-	\$6.00	\$1.50
Caddo District 5	36142(04)	I-40 SOUTH FRONTAGE ROAD OVER UNNAMED CR, 1.3 MILES E OF THE CUSTER C/L.	2030	C	Y	\$1.90	\$-	\$1.52	\$0.38
Canadian District 4	34304(04)	I-40: FROM CADDO CL EAST 7.5 MILES; EB & WB	2030	C	Y	\$14.00	\$-	\$11.20	\$2.80
Canadian District 4	36293(04)	US-81: AT THE INTERSECTION OF SH-152 IN UNION CITY	2030	OI	R	\$4.00	\$-	\$3.20	\$0.80
Canadian District 4	36302(04)	US-81: FROM JCT OF I-40; EXTEND SOUTH APPROX 5 MILES TO SW 29TH	2030	C	R	\$5.00	\$-	\$4.00	\$1.00
Canadian District 4	36350(04)	I-40B: FROM JCT OF US-81/I-40B (ELM ST.) EXT N. TO WADE ST. THEN W. TO ELLISON ST.	2030	C	R	\$1.00	\$-	\$0.80	\$0.20
Canadian District 4	36391(04)	SH-81: FROM ELM STREET IN EL RENO EXT NORTH TO RR OVERPASS	2030	C	R	\$1.00	\$-	\$0.80	\$0.20
Custer District 5	36143(04)	I-40 S FRONTAGE ROAD OVER BEAR CR, 3.7 MILES EAST OF THE I-40B EAST JCT IN CLINTON.	2030	C	Y	\$2.80	\$-	\$2.24	\$0.56
Custer District 5	36144(04)	I-40 N FRONTAGE ROAD OVER UNNAMED CR, 0.4 MILE WEST OF SH-54.	2030	C	Y	\$1.30	\$-	\$1.04	\$0.26
Garfield District 4	36253(04)	US-60/412: OVER UNNAMED CREEK; APPROX. 4.5 MILES EAST OF THE MAJOR COUNTY LINE.	2030	C	R	\$0.50	\$-	\$0.40	\$0.10
Garfield District 4	36315(05)	US-81: FROM LUCIEN RD.; EXT NORTH TO ASPHALT/CONCRETE INTERFACE SOUTH OF SOUTHGATE DR IN ENID	2030	C	R	\$6.00	\$-	\$4.80	\$1.20
Garfield District 4	36316(04)	US-81: FROM APPROX 5.5 MILES NORTH OF SH-51 (LUCIEN RD); EXTEND NORTH TO ASPHALT/CONCRETE INTERFACE SOUTH OF SOUTHGATE DR IN ENID	2030	C	R	\$6.00	\$-	\$4.80	\$1.20
Grady District 7	35703(04)	US-81: AT COUNTY ROAD 1280, APPROX. 2.0 MIS. S. OF POCASSET ADD LT. TURN LANE	2030	C	R	\$0.32	\$-	\$0.26	\$0.06
Kay District 4	36249(04)	US-60: OVER DUCK CREEK; APPROX. 3.3 MILES EAST OF US-177	2030	C	R	\$2.00	\$-	\$1.60	\$0.40

County / District ODOT District	Job Piece No.	Project Description	Plan Year	Type of Project	NHFN*	Plan Cost Est. (M\$)	Funding Source		
							NHFP	Other Federal	State
Kay District 4	36300(04)	I-35: FROM MM224 TO MM230	2030	C	Y	\$12.00	\$-	\$9.60	\$2.40
Kay District 4	24226(04)	I-35: FROM JUST NORTH OF HUBBARD RD, EXTEND NORTH APPROX. 4.75 MILES TO JUST NORTH OF ADOBE RD	2030	C	Y	\$25.00	\$-	\$20.00	\$5.00
Kingfisher District 4	36315(04)	US-81: FROM APPROX 1.1 MILES N OF SH-51; EXTEND NORTH 8 MILES TO LUCIEN RD.	2030	C	R	\$6.00	\$-	\$4.80	\$1.20
Oklahoma District 4	29871(04)	I-35: FROM THE I-44 JCT., EXT N. 4.3 MIS. TO THE KILPATRICK TURNPIKE	2030	C	Y	\$7.00	\$-	\$5.60	\$1.40
Oklahoma District 4	36255(04)	I44: UNDER SW 44TH (SOUTHBOUND); APPROX. 1.7 MILES NORTH OF I-240	2030	C	Y	\$1.50	\$-	\$1.20	\$0.30
Oklahoma District 4	36256(04)	I-240: UNDER DOUGLAS BLVD; APPROX 7 MILES EAST OF JCT OF I-35	2030	C	Y	\$2.00	\$-	\$1.60	\$0.40
Oklahoma District 4	36257(04)	I-240: UNDER HIWASSEE ROAD; APPROX 11.2 MILES EAST OF JCT OF I-35	2030	C	Y	\$1.00	\$-	\$0.80	\$0.20
Oklahoma District 4	36299(04)	SH-74: FROM JCT OF SH-66 IN OKC; EXTEND NORTH 8 MILES TO MEMORIAL RD	2030	C	R	\$10.00	\$-	\$8.00	\$2.00
Washita District 5	36145(04)	I-40 N FRONTAGE ROAD OVER TURKEY CR, 6.5 MILES EAST OF THE BECKHAM C/L.	2030	C	Y	\$2.20	\$-	\$1.76	\$0.44
Washita District 5	36146(04)	I-40 S FRONTAGE ROAD OVER CLINTON LAKE, 8.1 MILES EAST OF THE BECKHAM C/L.	2030	C	Y	\$2.60	\$-	\$2.08	\$0.52
<b>Subtotal 2030</b>						<b>\$132.62</b>	<b>\$0.00</b>	<b>\$106.10</b>	<b>\$26.52</b>
<b>GRAND TOTAL</b>						<b>\$1,178.41</b>	<b>\$0.00</b>	<b>\$942.72</b>	<b>\$235.68</b>

\*Y indicates Yes, on the NHFN; R indicates Recommended for NHFN  
 Project Types: Capacity (C), Operational Improvements (OI)

**WATERWAY FREIGHT MOBILITY PROJECTS**

Turning to investments in other parts of the Oklahoma multimodal freight system, Table 6-10 lists freight mobility projects scheduled on the MKARNS system at the time of this Plan's development.

**Table 6-10. Waterway Freight Mobility Projects, Federal Fiscal Year 2023 through 2030**

County ODOT Division	Owner/ Operator	Project Description	Year of Planned Expenditure	Est. Cost. Mill \$	Funding Sources
	USACE	50' Stoplog Purchase	2022 to 2024	\$10.0	USACE
Wagoner	USACE	Repair Tainter Valves at Newt Graham L&D	2023	\$2.5	USACE
Sequoyah & Le Flore	USACE	Repair Tainter Valves at W.D. Mayo L&D	2023	\$2.5	USACE
Sequoyah & Le Flore	USACE	Repair Tainter Gates at Robert S. Kerr L&D	2023	\$6.5	USACE
Wagoner	USACE	Upgrade Tainter Gate Remote System Chouteau L&D	2023	\$0.25	USACE
Wagoner	USACE	Upgrade Tainter Gate Remote System Chouteau L&D	2023	\$0.25	USACE
Sequoyah & Le Flore	USACE	Repair Tainter Gates at WD Mayo L&D	2023	\$6.8	USACE
N.A.	USACE	Cofferbox Construction	2023	\$3.0	USACE
N.A.	USACE	12' Channel	2023	\$92.0	USACE with SWL
Wagoner	USACE	Repair Tainter Gates at Newt Graham L&D	2023 to 2025	\$15.0	USACE
Muskogee	USACE	Repair Tainter Gates at Webber Falls L&D	2023 to 2030	\$42.0	USACE
	USACE	Embankment Repairs Multiple Locations	2023 to 2030	\$14.0	USACE
Muskogee	USACE	Webber Falls L&D Dewater Pintleball Preparation	2024	\$0.70	USACE
Muskogee	USACE	Stilling Basin Repairs Webber Falls	2024	\$13.0	USACE
Muskogee	USACE	Webber Falls L&D Dewater Pintleball Replacement	2025	\$0.9	USACE

Source: U.S. Army Corps of Engineers, Tulsa District, September 2022.

**RAILROAD FREIGHT MOBILITY PROJECTS**

Table 6-11 lists freight mobility projects planned for railroads in Oklahoma at the time of Plan development. Further information is available in the 2022 SRP.

**FREIGHT TRANSPORTATION PROVIDED BY MULTIPLE MODES**

The freight investment captured by the projects listed in the four previous tables represents approximately \$3.98 billion to be spent during the eight years of the OFTP. This includes rail at over \$71 million, waterways at \$209 million, and highways at \$3.70 billion. The highway program includes \$176.0 million NHFP, \$2.77 billion federal formula funds, and \$735.9 million in state funds.



**Table 6-11. Short-Range Freight Rail Mobility Projects, Federal Fiscal Year 2022 through 2026**

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost (if known)	Funding Source(s)
Highway-Rail Grade Crossing State Action Plan (SAP)	<p>ODOT will prepare a State Highway-Rail Grade Crossing Action Plan. Each state is required to prepare and submit an SAP to the FRA no later than February 14, 2022, per the Final Rule issued by FRA on December 14, 2020.</p>	<p>The purpose of the SAP is to detail the state’s current efforts relating to highway-rail grade-crossing safety, identify recent accident/incident trends, and specify actions that can be taken to help mitigate risk at highway-rail grade crossings.</p>	TBD	State Sources
Rural Industrial Park Rail Switching Enhancement Project	<p>The City of Tulsa-Rogers County Port Authority will be awarded \$6,189,327 to upgrade an industrial park in Inola, Oklahoma with new structures and rail, and construct a three-mile rail spur connecting to the freight mainline. The project includes adding new drop-pull tracks, installing power switches, building a new northbound wye track, constructing a new clear track loop, and safety improvements at three at-grade crossings.</p>	<p>Enhance operating capacity, efficiency, and safety to provide rail access to new shippers.</p>	\$15,000,000	INFRA 2020
Port of Muskogee Rail Access	<p>The project will construct rail and road access improvements at the Port of Muskogee including track upgrades, expansion, and realignment to meet current Class I railroad safety standards; State Highway 16 highway-rail grade-crossing modernization; and approximately 9,700 feet of additional track to expand the capacity of the existing marshalling yard. Received BUILD I grant for \$5,789,210.</p>	<p>Enhance operating capacity, efficiency, and safety and improves rail service for shippers.</p>	\$11,578,420	BUILD 2018

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost (if known)	Funding Source(s)
AOK Shawnee Subdivision Upgrade	Perform tie replacement, ballast placement, and surfacing to improve 35 miles AOK of track in Oklahoma and Pottawatomie Counties.	Enhance operating capacity, efficiency, and safety and improves rail service for shippers.	\$1,500,000	State and Local Sources
BNSF rail bridges over Interstate 240 north of Flynn Yard (Oklahoma City)	Replace BNSF bridges over Interstate 240 to improve horizontal and vertical clearances and allow for potential capacity expansions of both interstate and railroad.	Enhanced rail capacity and a public benefit highway improvement.	TBD	Federal, State, and Local Sources
Replace GNBC bridge over North Canadian River between Southard and Eagle City	Replace 756-foot timber trestle over North Canadian River.	Public benefits include reduced transit times and capacity for larger freight cars; private benefits include reduced labor costs and lower operations and maintenance costs.	\$4,200,000	TIGER 2017
GNBC Okeene Passing Siding	Construct a passing siding at Okeene to allow for meets of opposing trains.	Public benefits include reduced transit times and capacity for larger freight cars; private benefits include reduced crew costs and lower maintenance costs.	\$1,100,000	TIGER 2017
Track rehab on Kiamichi Railroad Company (KRR) Paris Subdivision (Hugo, Oklahoma to Paris, Texas)	Perform tie replacement, ballast placement, and surfacing to increase operating speeds.	Public benefits include reduced transit times and greater reliability for shippers; private benefits include reduced labor costs and lower operations and maintenance costs.	\$2,200,000	CRISI 2020
Upgrade rail for new customer in Durant on KRR	Upgrade track to include 115 lb. rail, tie replacement, ballast placement, and surfacing to increase operating speeds.	Public benefits include reduced transit times and capacity for larger freight cars; private benefits include reduced labor costs and lower operations and maintenance costs.	\$3,100,000	CRISI 2020
Upgrade structures on KRR to 286,000 lbs. capacity	Rehabilitate and/or replace structural components of bridges to accommodate 286,000 lb. rail cars.	Public benefits include reduced transit times and capacity for larger freight cars; private benefits include reduced labor costs and lower operations and maintenance costs.	\$1,700,000	CRISI 2020

Studies and Projects	Description	General Project Benefits	Estimated Capital Cost (if known)	Funding Source(s)
Upgrade rail on Ashdown Subdivision – Hugo, Oklahoma, to Ashdown, Arkansas	Upgrade main line track to include 115 lb. rail, tie replacement, ballast placement, and surfacing to increase operating speeds.	Public benefits include reduced transit times and capacity for larger freight cars; private benefits include reduced labor costs and lower operations and maintenance costs.	\$13,000,000	CRISI 2020
Build wye to add north access from Port of Muskogee to Union Pacific Railroad	Construct new wye track to allow service to Port from the north.	Improved rail access for competitive shipping rates and more efficient operations.	\$1,100,000	BUILD 2019
Construct new track to extend south to Industrial Park	Construct new track to the south to facilitate improved rail access for Port of Muskogee.	Improved rail access for more efficient operations.	\$5,000,000	BUILD 2019
Capacity Upgrades at Port of Muskogee	Expand storage yard capacity and construct a third track to provide greater flexibility to rail customers at the Port.	Added capacity benefits shippers and improves efficiency.	TBD	BUILD 2019
Grade Separate State Highway 16 Crossing at Port of Muskogee	Construct a roadway overpass for State Highway 16 over the lead tracks at the Port of Muskogee.	Public benefit - highway and safety improvement.	TBD	BUILD 2019
Tie replacement on South Kansas Oklahoma Railroad	Perform tie replacement, ballast placement, and surfacing to increase operating speeds.	Public benefits include reduced transit times and greater reliability for shippers; private benefits include reduced labor costs and lower operations and maintenance costs.	\$9,800,000	CRISI 2019
State Highway 37 Grade Separation with BNSF in Moore	Construct a roadway overpass for State Highway 37 over the BNSF in Moore.	Public benefit - highway and safety improvement.	TBD	RAISE 2021
Perform bridge and track maintenance throughout Tulsa Supulpa Union Railway Company system	Perform tie replacement, ballast placement, and surfacing to increase operating speeds. Upgrade bridges to accommodate 286,000 lb. rail cars.	Public benefits include reduced transit times and greater reliability for shippers; private benefits include reduced crew costs and lower operations and maintenance costs.	\$2,000,000	Local Sources
Add storage track capacity throughout Tulsa Supulpa Union Railway Company system	Expand storage yard capacity to provide greater flexibility to rail customers.	Added capacity benefits shippers and improves efficiency.	\$250,000	Local Sources

Source: ODOT, Rail Programs Division

Note: Please see Chapter 5, Table 5-3, for the long-range freight-rail project list.

## 6.6 Network Designations

### 6.6.1 National Highway Freight Network

The Oklahoma freight network consists of the state's transportation corridors and assets designated as parts of the NHFN and NMFN. The FAST Act directs the FHWA to establish the NHFN, which replaced the Primary Freight Network and the Freight Network; both were created by MAP-21. The NHFN has the following components:<sup>42</sup>

- The **Primary Highway Freight System (PHFS<sup>43</sup>)** is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. Across the nation, the network consists of 41,518 centerlines miles, including 37,436 centerline miles of interstate and 4,082 centerline miles of non-interstate roads. In Oklahoma, 787 roadway miles are part of the PHFS, with an additional 14.6 miles of intermodal connectors. The PHFS in Oklahoma includes I-40, I-35, I-44 (partial), I-240 (partial), I-244 (partial), US-412, and SH-364 (Creek Turnpike).
- **Non-PHFS interstates** consist of the remaining portion of interstate highways not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amount to an estimated 9,511 centerline miles of interstate nationwide, and will fluctuate with additions and deletions to the interstate highway system. In Oklahoma, these portions amount to an estimated 156 miles and include I-44 (partial), I-235, I-240 (partial), I-244 (partial), and I-444.
- **Critical Rural Freight Corridors (CRFCs)** are public roads not in an urbanized area which provide access and connection for the PHFS and the interstates with other important ports, public transportation facilities, or other intermodal freight facilities.
- **Critical Urban Freight Corridors (CUFCs)** are public roads in urbanized areas that provide access and connection for the PHFS and the interstates with other ports, public transportation facilities, or other intermodal transportation facilities.

The FAST Act initially designated the PHFS as the network identified by MAP-21 for the highway primary freight network. In October 2015, after a solicitation of comments, the FHWA confirmed the initial PHFS. The PHFS can be re-designated by the FHWA every five years to reflect changes in freight patterns, including emerging and critical commerce corridors. In addition to the PHFS, the FAST Act included all segments of the interstate system (that were not part of PHFS) in the NHFN. As of 2022, the FHWA is redesignating the PHFS to conform to the requirements of the FAST Act, which requires the agency to update the PHFS every 5 years.

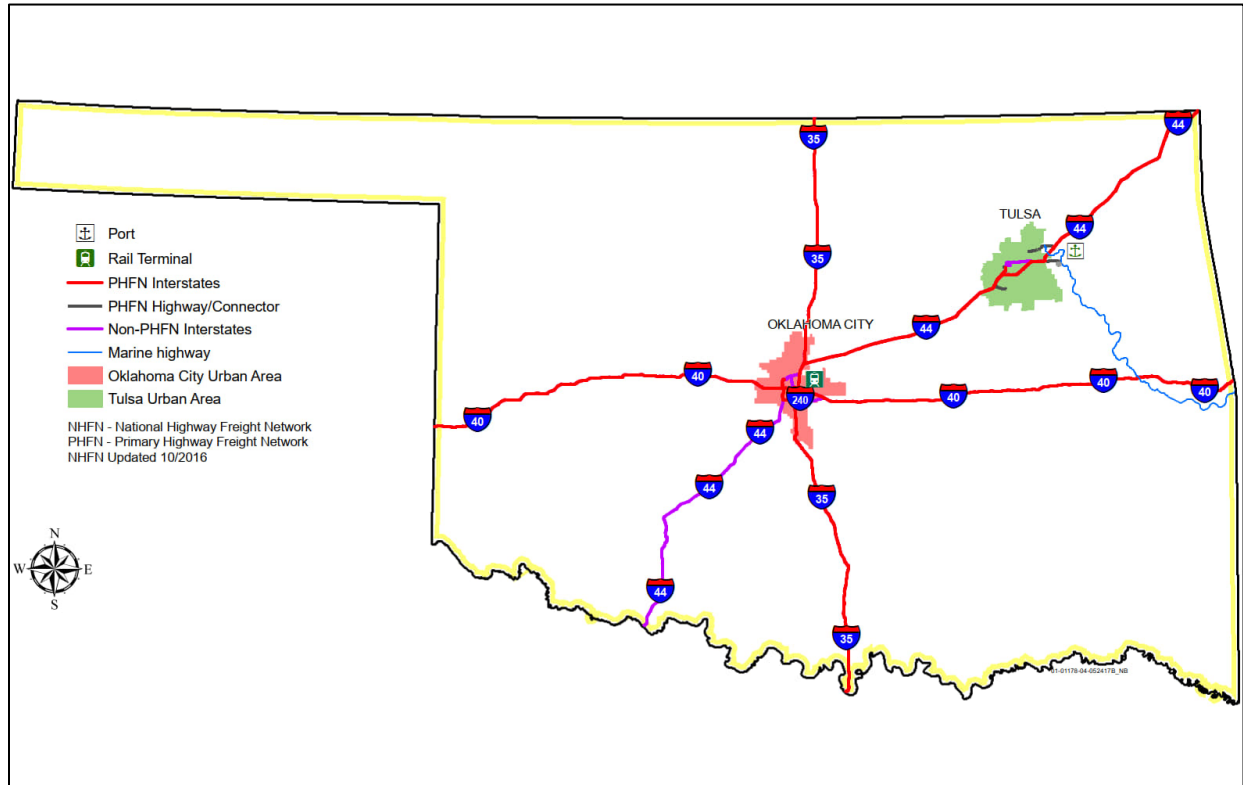
The NHFN also includes 14.6 miles of intermodal connectors in Oklahoma. Prior to designation of CRFCs and CUFCs, the NHFN consists of the PHFS and other interstate portions not on the PHFS. Thus, the starting point for the NHFN in Oklahoma (Figure 6-2) is the interstate system,

<sup>42</sup> <https://ops.fhwa.dot.gov/freight/infrastructure/nfn/>

<sup>43</sup> The terms network and system are used interchangeably when referring to the primary highway freight network/system or the national highway freight.

approximately 11 additional highway miles in the Tulsa area; the BNSF terminal line and the Williams Pipeline station in Tulsa; and road connectors to Port 33 and the Tulsa Port of Catoosa. The assumption is that these NHFN elements are the most critical components of a continuous and accessible state freight transportation system.

**Figure 6-2. Oklahoma National Highway Freight Network**



Source: Federal Highway Administration; Oklahoma DOT

As shown in Table 6-12, the NHFN amounts to 996 miles in Oklahoma prior to the designation of CRFCs and CUFCs. PHFS routes or connectors comprise 840 miles; the remaining 156 miles are Oklahoma interstate miles that are not part of the PHFS. I-40 represents the longest part of the network followed by I-35.

**Table 6-12. Oklahoma National Highway Freight Network Mileage Distribution**

	Route	Start Point	End Point	Miles
<b>Primary Highway Freight System (PHFS)</b>	Creek Turnpike/ SH-364	I-44	US-75	5.16
	I-240	I-44	I-35	4.51
	I-244	OK3R (BNSF RR in Tulsa)	I-44	3.62
	I-35	TX/OK Line	OK/KS Line	273.77
	I-40	TX/OK Line	I-35	151.94
	I-40	I-35	OK/AR Line	177.91
	I-44	I-240	4.68 miles north of I-40	8.79
	I-44	I-35	OK/MO Line	194.00
	US-412	SH-6P/near Oakley's Port 33	I-44	5.33
			<b>Subtotal</b>	<b>825.03</b>
	Facility ID	Facility Name	Facility Description	Miles
<b>PHFS Intermodal Connectors</b>	OK2L, Tulsa Co. pipeline	Williams Pipeline Station	21st St (33rd W Avenue east to BNSF Terminal at 23 Street)	1.27
	OK2R, Tulsa Co. railroad	BNSF Railroad	From SW Blvd. and I-244 north to BNSF Terminal; (parallel to SW Boulevard)	0.26
	OK5P/SH-266, Rogers Co. port connector road	Port of Catoosa	SH-266 (from US-169 to I-44/W. Rogers Turnpike)	11.49
	OK6P/SH-412P, Wagoner Co. port connector road	Oakley's Port 33	From location 0.25 mile south of US-412 on N/S 415, and approximately 5 miles east of W. Rogers Turnpike, then east 1.1 miles on SH-412P to port and river	1.57
			<b>Subtotal</b>	<b>14.59</b>
			<b>PHFS Total</b>	<b>839.62</b>
	Route	Start Point	End Point	Miles
<b>Interstate Not On PHFS</b>	I-235	I-40	I-44	5.33
	I-240	I-35	I-40	11.92
	I-244	S 21st St	I-44	12.68
	I-44	TX/OK Line	I-240	116.34
	I-44	0.35 mile south of SH-66	I-35	6.85
	I-444	I-244 (south)	I-244 (north)	2.85
			<b>Non-PHFS Total</b>	<b>155.97</b>
			<b>ALL</b>	<b>995.59</b>

Source: Oklahoma Department of Transportation

The principal significance of the NHFN is that it determines eligibility for use of apportioned funds under the NHFP (also referred to as “freight formula funds”), which total \$110 million in Oklahoma over the five years of the IJJA. It also determines eligibility for highway projects under several federal grant programs authorized under IJJA and listed in Table 6-5, such as Mega grants, Infrastructure for Rebuilding America (INFRA) grants, and Rural grants.

As a part of this OFTP’s development, there was a recognition that several highways or rail lines in Oklahoma that are important to freight movement will not be included in the National Highway/Multimodal Freight Network due to the limited mileage allocated to the state. Thus, a number of freight facilities at the state level could be viewed as essential to the goods movement process, even if they are not officially designated as a critical freight corridor or of the national networks.

### ***NATIONAL MULTIMODAL FREIGHT NETWORK***

The FAST Act also directed ODOT to establish an NMFN to:

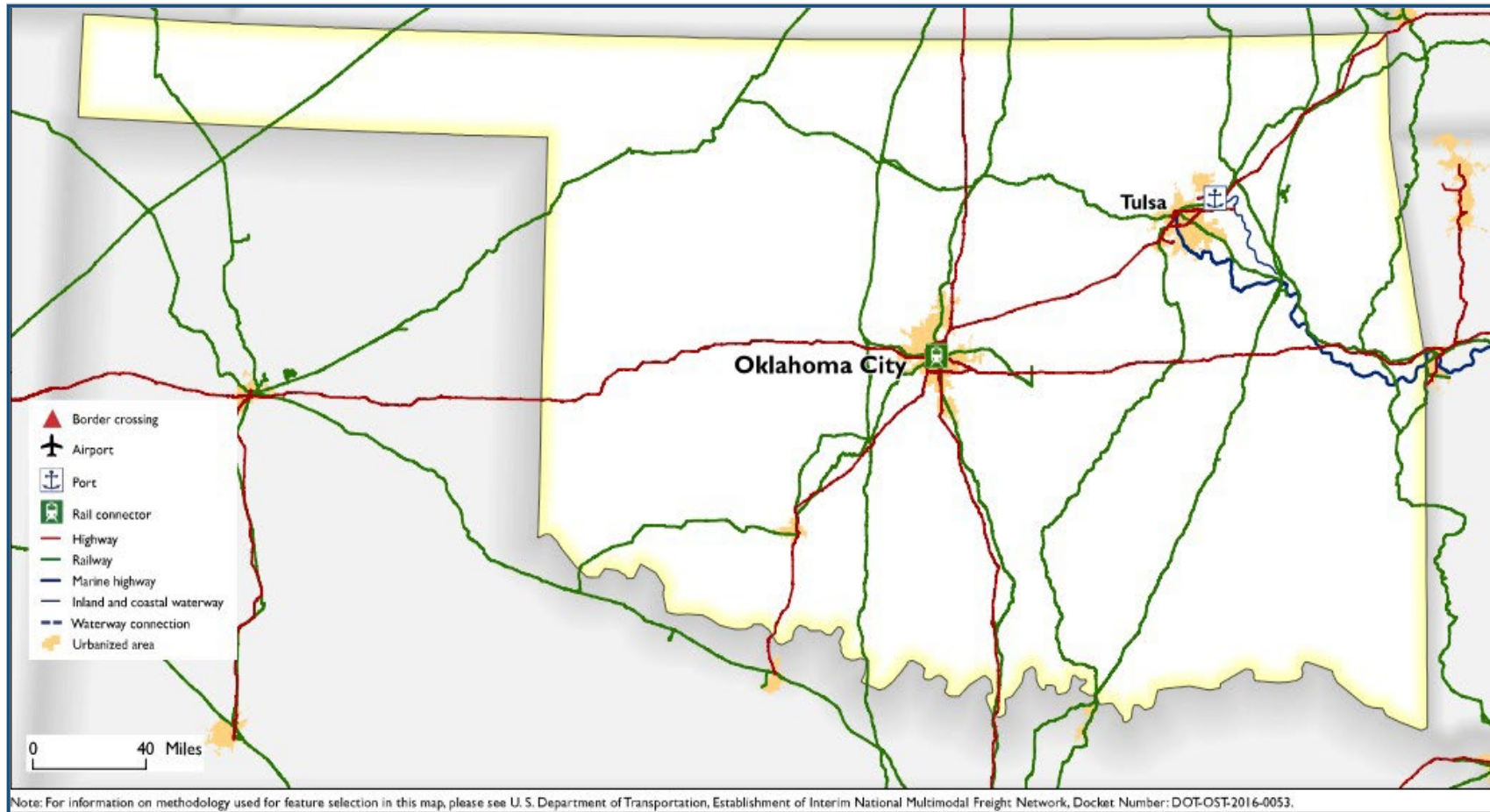
- Assist states in directing resources toward improved system performance for efficient movement of freight.
- Inform freight transportation planning.
- Assist in prioritizing federal investment.
- Assess and support federal investment to achieve national multimodal freight policy goals.

Figure 6-3 shows the interim NMFN (established in 2019) for Oklahoma. In addition to the highways and intermodal connectors included in NHFN, the interim NMFN also includes over 2,000 miles of railroad, 205 navigable river miles, and the Port of Catoosa.<sup>44</sup> The railroad component of the network includes the routes of all the Class I operators in the state: BNSF, KCS, and UP.

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<sup>44</sup> <https://www.transportation.gov/freight/INMFNTables>

Figure 6-3. Oklahoma Interim National Multimodal Freight Network



Source: U.S. Department of Transportation<sup>45</sup>

<sup>45</sup> <https://www.transportation.gov/freight/INMFNTables>



## 6.6.2 Rural Freight Corridors

The final elements of the NHFN have been left to the discretion of the states: the CRFCs and the CUFCs. These are limited as to centerline miles; the limits in Oklahoma are 600 rural miles and 150 urban miles. Candidate highways are identified in this document.

Rural freight corridors are called out for specific attention in the FAST Act. The concept “critical rural freight corridor” is reserved for specific designation of a limited number of rural miles in each state that are important to freight mobility. Following the adoption of this OFTP, the recommended CRFCs that are approved will join the rural interstates, urban interstates, the PHFS, and the updated CUFCs in Oklahoma’s portion of the NHFN.

### *DEFINITION OF CRITICAL RURAL FREIGHT CORRIDORS*

The FAST Act made provisions for expanding the NHFN beyond the interstate highway system by designating two other components: the CRFC and the CUFC subsystems. CRFCs are principal arterials located outside of the U.S. Census Bureau-designated urbanized areas.<sup>46</sup> To qualify as a CRFC, the roadway must meet one or more of the following criteria:

- High-volume or high percentage truck traffic
- Access to energy, agriculture or other production areas
- Connection to interstates and ports.

FHWA also encouraged states to consider connector routes from high-volume freight corridors to key rural freight facilities, including manufacturing centers, agricultural processing centers, farms, intermodal, and military facilities.

Figure 6-4 shows Oklahoma corridors that carry a high volume of truck traffic.<sup>47</sup>

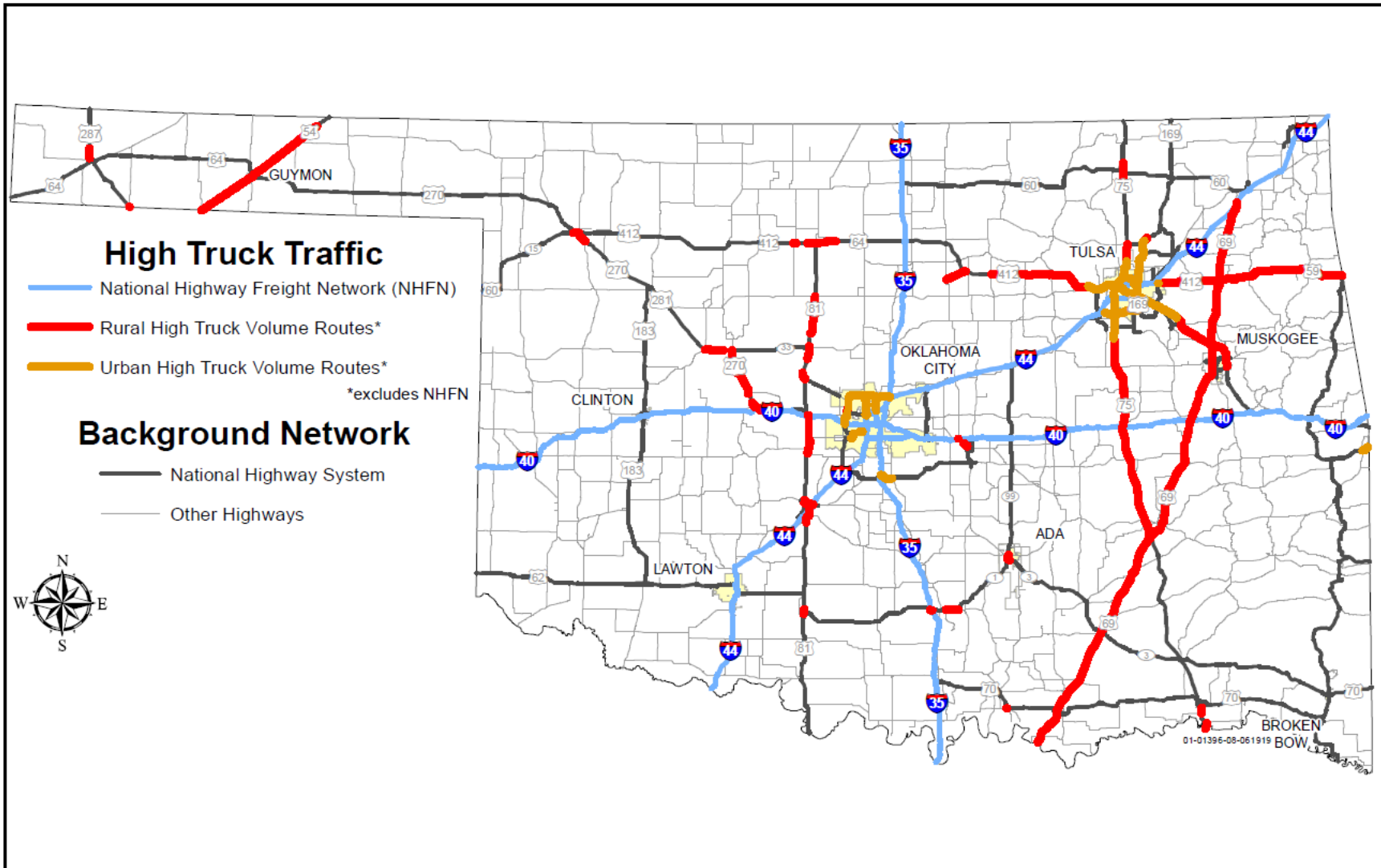
Figure 6-5 shows the rural highway routes with average daily combination vehicle truck counts equal to or exceeding the 25 percent minimum, described in FHWA guidance.

Like many states, Oklahoma employed a process of identifying “candidate” rural corridors; the final determination as to requesting designation as CRFCs was made following an identification of projects most suitable for freight formula funds. The locations of those projects directed the final recommendation for naming CRFCs.

<sup>46</sup> The U.S. Census Bureau defines urbanized areas as having a population of 50,000 or more people in the most recent decennial census. [2010 Census Urban and Rural Classification and Urban Area Criteria](#)

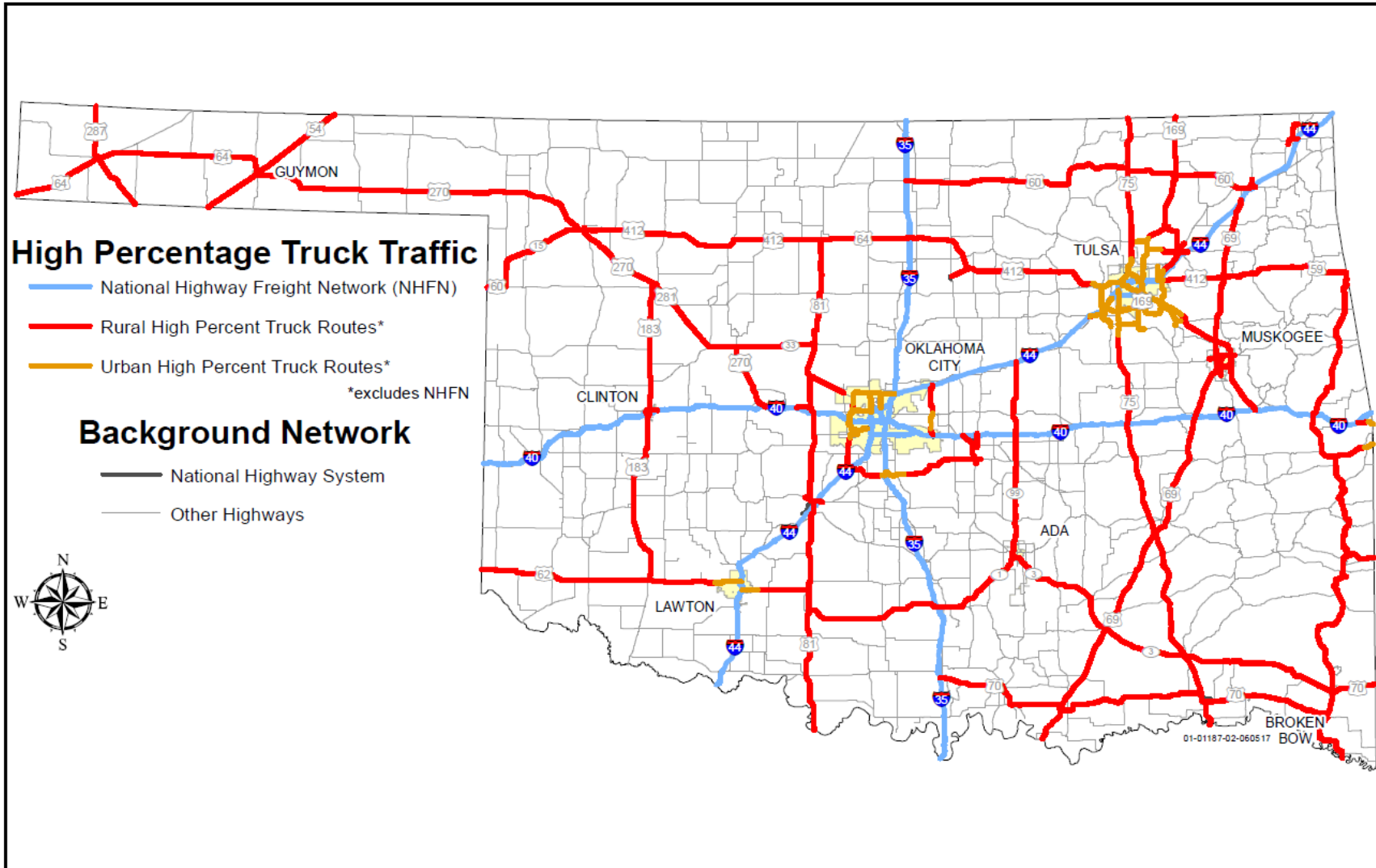
<sup>47</sup> The high truck volume map shows highway segments with high combination (tractor-trailer) vehicle volumes, where “high” is defined as 1,280 combination vehicle average annual daily truck traffic (AADTT) per highway segment. The 1,280 combination vehicle AADTT threshold was selected as the high truck count reference point because highway segments having 1,280 AADTT represented the highest 25 percent segment AADTT..

Figure 6-4. High Truck Traffic Volume



Source: Oklahoma Department of Transportation, WSP analysis

Figure 6-5. High Percentage Truck Traffic



Source: Oklahoma Department of Transportation, WSP analysis

### ***IDENTIFICATION OF OKLAHOMA RURAL FREIGHT CORRIDOR CANDIDATES***

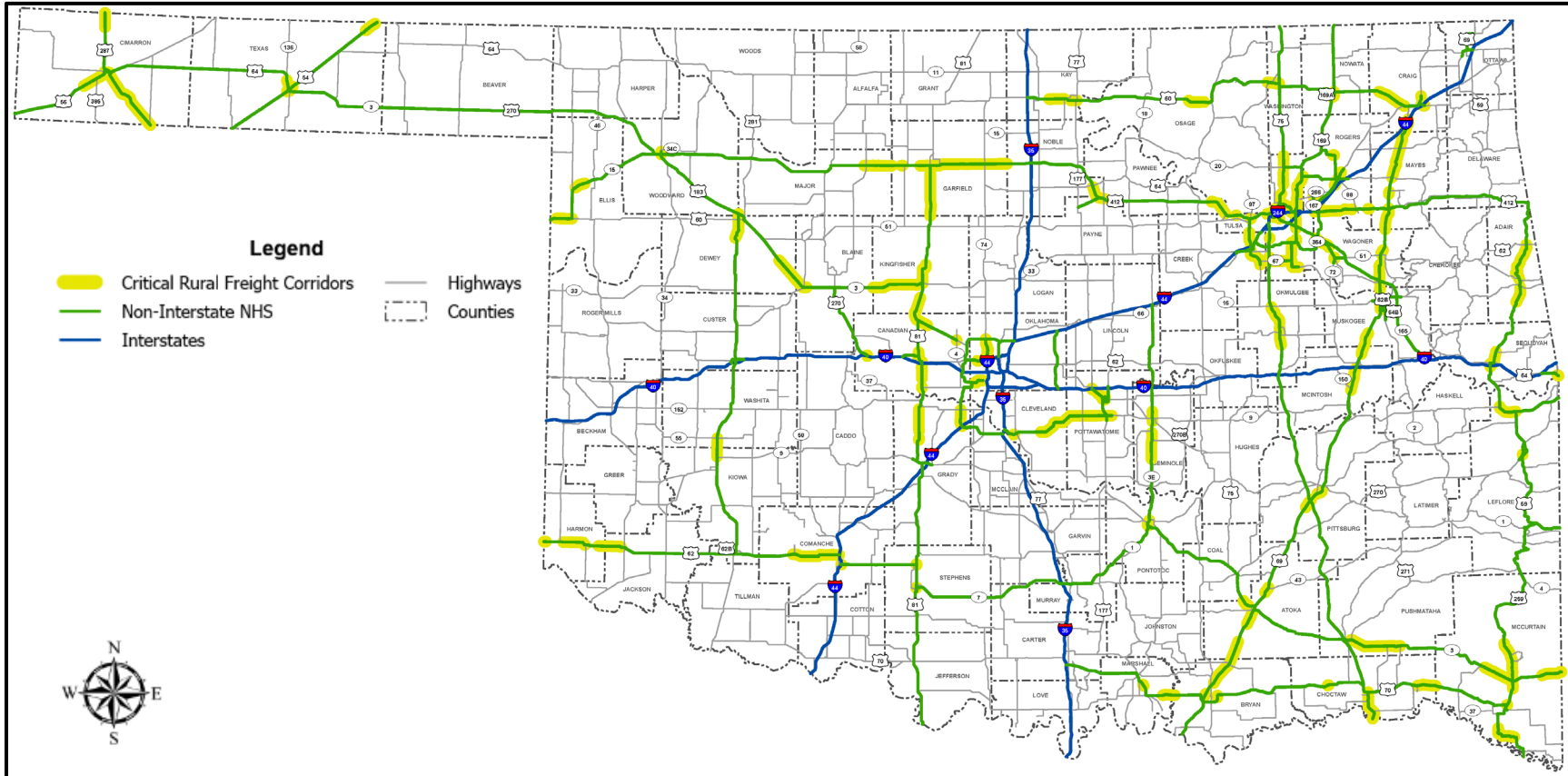
To identify eligible highway segments that would be candidates for inclusion in the Oklahoma CRFC, as a part of this OFTP's process, ODOT employed a methodology that considered the FAST Act criteria as described above for CRFCs. The methodology also recognized projects slated for the Eight-Year Construction Work Plan, identifying rural highway sites where improvement projects have been defined or are needed.

ODOT's initial review of possible CRFCs found that the Eight-Year Construction Work Plan has more projects than can be accommodated by the CRFC designated highways. However, the FAST Act allows initially identified CRFCs to be modified as conditions warrant.

Looking at locations where proposed freight mobility projects coincide with high percentage truck traffic provided a mechanism to narrow the list to projects where funding was most needed. In doing so, candidate CRFCs were those eligible highways where freight mobility improvements requiring funding (Table 6-13) were identified. Additionally, highways experiencing high truck volumes or high truck percentages were considered.

Following the selection of projects for NHFP funding, recommendations for CRFCs (Figure 6-6 and Table 6-13) were made accordingly. ODOT certified and FHWA subsequently verified these CRFCs. Each of these facilities is a principal arterial carrying a high-volume and/or high percentage of truck traffic. The highways also provide connectivity to highway, rail, and/or waterway freight facilities; and each highway is vital to improving the efficient movement of freight in the state. This OFTP recommends that the CRFC designation change as funds are used and needs are met.

Figure 6-6. Critical Rural Freight Corridors



Note: Total CRFC Mileage: 566.37 Miles

**Table 6-13. Critical Rural Freight Corridors**

County	Route No.	Start Point	End Point	Length (miles)
Adair/Sequoyah	US-59	0.04MI South of JCT US-59 and US- 62	0.30MI South of JCT US- 59 and I-40	20.91
Atoka	US-75	Atoka/Coal CL	2.17MI West of JCT US-75 and US-69	2.18
Atoka/Bryan	US-69	0.64MI South of JCT US-69 and SH-3	1.86MI North of JCT US-69 and US-70	19.91
Canadian	US-281	0.2MI North of JCT US-281 and I-40	JCT US-281 and I-40	0.2
Choctaw	US-271	JCT US-271 and US-70	Oklahoma/Texas State Line	9.12
Cimarron	US-287	Oklahoma/Colorado State Line	Oklahoma/Texas State Line	28.24
Cimarron	US-412	JCT US-412 and US-287	4.62MI West of JCT US-412 and US-385	8.36
Cleveland	SH-9	0.79MI West of JCT SH-9 and US-77	0.89MI West of JCT SH-9 and US-77	0.1
Comanche	SH-7	0.1MI East of JCT SH-7 and I-44	JCT SH-7 and I-44	0.1
Comanche/Jackson/ Harmon	US-62	0.08MI West of JCT US-62 and I-44	Oklahoma/Texas State Line	28.47
Craig	US-60	Jct US-60 and SH-66	3.03MI East of Craig/Nowata CL	9.12
Craig	US-60	0.7MI East of JCT US-60 and I-44	0.68MI East of JCT US-60 and SH-2	1.21
Craig	SH-2	2.32MI North of JCT SH-2 and US-60	2MI North of JCT SH-2 and US-60	0.32
Craig/Mayes/Wagoner/ Muskogee/McIntosh	US-69	0.65mi North of JCT US-69 and I-44	.45 mi South of JCT US-69 and SH- 150	47.84
Creek	US-75	JCT US-75 and SH-33	1MI South of JCT US-75 and SH-67	6.31
Creek	SH-97	Creek/Tulsa CL	1.28MI North of JCT SH-97 and I-44	3.21
Ellis	US-60	JCT US-60 and US-283	2.0MI East of Oklahoma/Texas SL	4.77
Ellis	SH-152	3.4MI West of JCT SH-15and SH-46	1.3MI East of JCT SH-15 and US-283	3.2
Garfield/Kingfisher/ Canadian/Grady	US-81	2.3MI South of JCT US- 81 and US- 412	6.9 MI North of JCT US-81 and US-62	40.33
Garfield/Major	US-412	Garfield/Noble CL	0.5MI West of JCT US-412 and SH-58	34.43
Grady	SH-4	JCT SH-4 and SH-37	JCT SH-4 and I-44	5.21
Kingfisher/Blaine/Dewey	US-270/ SH-3	0.63MI West of JCT SH-3 and US-81	8.08MI West of Dewey and Blaine CL	27.31
Kingfisher/Canadian	SH-3	4.59MI North of JCT SH-3 and SH-33	JCT SH-3 and SH-4	11.24
LeFlore	US-59	0.41MI North of JCT US-59 and SH-9	JCT US-59 and US-276	5.9
LeFlore	US-271	0.62MI North of JCT US-271 and US-59	0.52MI North JCT US-271 and US-59	0.1
McCurtain	US-259	12.27MI North of JCT US-259 and US-70	7.83MI North of Oklahoma/Texas SL	19.12
McCurtain/Choctaw/Bryan	US-70	Oklahoma/Arkansas State Line	5.55MI East of JCT US-70 and US-69	16.91

County	Route No.	Start Point	End Point	Length (miles)
McCurtain/Pushmataha	SH-3	2.30MI South of JCT SH-3 and US-70	At the JCT of SH-e and US-271	27.2
Muskogee	US-64B	2.02MI South of JCT US-64B and US-62B	0.27MI North of JCT US-64B and SH-165	0.47
Nowata	US-169	JCT US-169 and US-60	0.31MI North of JCT US-169 and US-169A	1.89
Oklahoma	SH-74	JCT SH-74 and John Kilpatrick Turnpike	0.33MI South of JCT SH-74 and I-44	7.84
Oklahoma	SH-152	1.24MI West of JCT SH-152 and I-44	2.61MI East of Oklahoma/Canadian CL	2.85
Oklahoma	SH-66	2.81MI West of JCT SH-66 and SH-74	2.29MI East of Oklahoma/Canadian CL	0.26
Okmulgee	US-75	0.2MI South of JCT US-75 and SH-16	2.9MI South of JCT US-75 and US-62	9.53
Osage/Kay	US-60	2.61MI West of JCT US-60 and SH-11	6.85MI East of JCT US-60 and I-35	14.83
Pittsburg/Atoka	US-69	1.75MI South of JCT US-69 and US-270	1.62MI South of JCT US-69 and SH-43	5.64
Porawatomie/Cleveland	SH-9	1.63MI East of JCT SH-9 and US- 177	7.6MI East of JCT US-77 and SH-9	21.81
Pottawatomie	US-177	JCT US-177 and I-40	0.99MI North of JCT US-177 and SH-18	2.8
Pottawatomie	US-270B	1MI East of JCT of US-270B and US-177	JCT of US-270B and SH-3E	0.87
Rogers	US-412	0.65MI West of Rogers/Mayes CL	JCT of US-412 and I-44	14.43
Rogers	SH-66	1.9MI North of JCT SH-66 and SH-20	JCT SH-66 and I-44	5.47
Rogers	SH-88	6.92MI North of JCT SH-88 and SH-20	4.72MI East of JCT SH-88 and US-169	0.39
Rogers	SH-167	JCT SH-167 and SH-266	0.1MI South of JCT 167 and SH-266	0.1
Seminole/Pontotoc	US-377	2.04MI North of JCT US-377 and SH-9	JCT US-377 and SH-1	12.93
Stephens	US-81	0.16MI North of JCT US-81 and SH-7	0.04MI South of JCT US-81 and SH-7	0.2
Stephens	SH-7	0.13MI East of JCT SH-7 and US-81	JCT SH-7 and US-81	0.13
Texas	US-54	0.67MI South of Oklahoma/Kansas SL	0.42MI West of JCT US-54 and US-64	6.28
Texas	US-64	1.08MI South of JCT US-412 and SH-136	2.04MI North of JCT US-64 and US-412	0.44
Tulsa	US-75	0.48MI South of WaSH-ington/Tulsa CL	0.44MI North of JCT US-75 and I-244	10.89
Tulsa	US-169	0.79MI South of JCT US-169 and SH-20	0.14MI South of JCT US-169 and I-244	7.33
Tulsa	SH-67	JCT SH-67 and US-64	JCT SH-67 and US-75	7.01
Tulsa	US-169	0.22MI North of JCT US-169 and I-44	JCT US-169 and US-64	5.88
Tulsa	US-64	1.56MI South of JCT US-64 and US-169	5.36MI West of Tulsa/Wagoner CL	4.83
Tulsa	SH-11	JCT SH-11 and I-244	1.88MI East of JCT SH-11 and US-75	3.54
Tulsa	US-64	3.54MI West of JCT US-64 and I-44	JCT US-64 and US-75	0.4
Tulsa	US-75	2.71MI South of JCT US-75 and I-44	0.83 MI North of JCT US-75 and SH-67	0.77
Tulsa/Pawnee/Payne/ Noble	US-412	0.16MI West of JCT US-412 and I-244	0.50 South of JCT US-412 and US-64 in Noble County	15.68
Wagoner	SH-51	0.64MI West of JCT SH-51 and SH-364	4.36MI West of JCT SH-51 and SH-364	5

County	Route No.	Start Point	End Point	Length (miles)
Wagoner	SH-72	0.09MI South of JCT SH-72 and SH-51	0.30MI North of JCT SH-72 and US-51B	0.41
Woodward	SH-34	0.69MI South of JCT SH-34 and SH-34C	JCT of SH-34 and US-412	0.8
Woodward/Major/Dewey/Washita/Kiowa	US-183	0.56MI North of the Woodward/Dewey CL	0.24MI North of JCT US-183 and SH-9	13.35
<b>TOTAL</b>				<b>566.37</b>

Source: Oklahoma Department of Transportation



### 6.6.3 Critical Urban Freight Corridors

Urban freight corridors are also identified in the FAST Act as locations that merit specific attention. The term “critical urban freight corridor” is reserved for designation for a limited number of miles in urban areas that are important to freight mobility. Following the adoption of this OFTP, the recommended CUFCs that are approved will join the rural interstates, the CRFCs, urban interstates, and the PHFS in being Oklahoma’s portion of the NHFN. Projects on these corridors will be eligible for freight formula funds or for federal competitive freight grant proposals.

#### *DEFINITION OF URBAN FREIGHT CORRIDORS*

The FAST Act provides guidance for selecting CUFCs in an urbanized area. To identify the corridors in an urbanized area with a population of 500,000 or more individuals, the MPO, in consultation with the state, may designate a CUFC. In an urbanized area with a population between 50,000 and 500,000 individuals, the state, in consultation with the MPO, may designate a CUFC.

A public road designated as a CUFC must be in an urbanized area. It must meet one or more of several criteria related to providing a key role in movement of freight, including connections to key freight facilities. FHWA encourages consideration be given to first- or last-mile connector routes from high-volume freight corridors to freight-intensive land and key urban freight facilities, including ports, rail terminals, and other industrial-zoned land.

#### *OKLAHOMA URBAN FREIGHT CORRIDOR CANDIDATES*

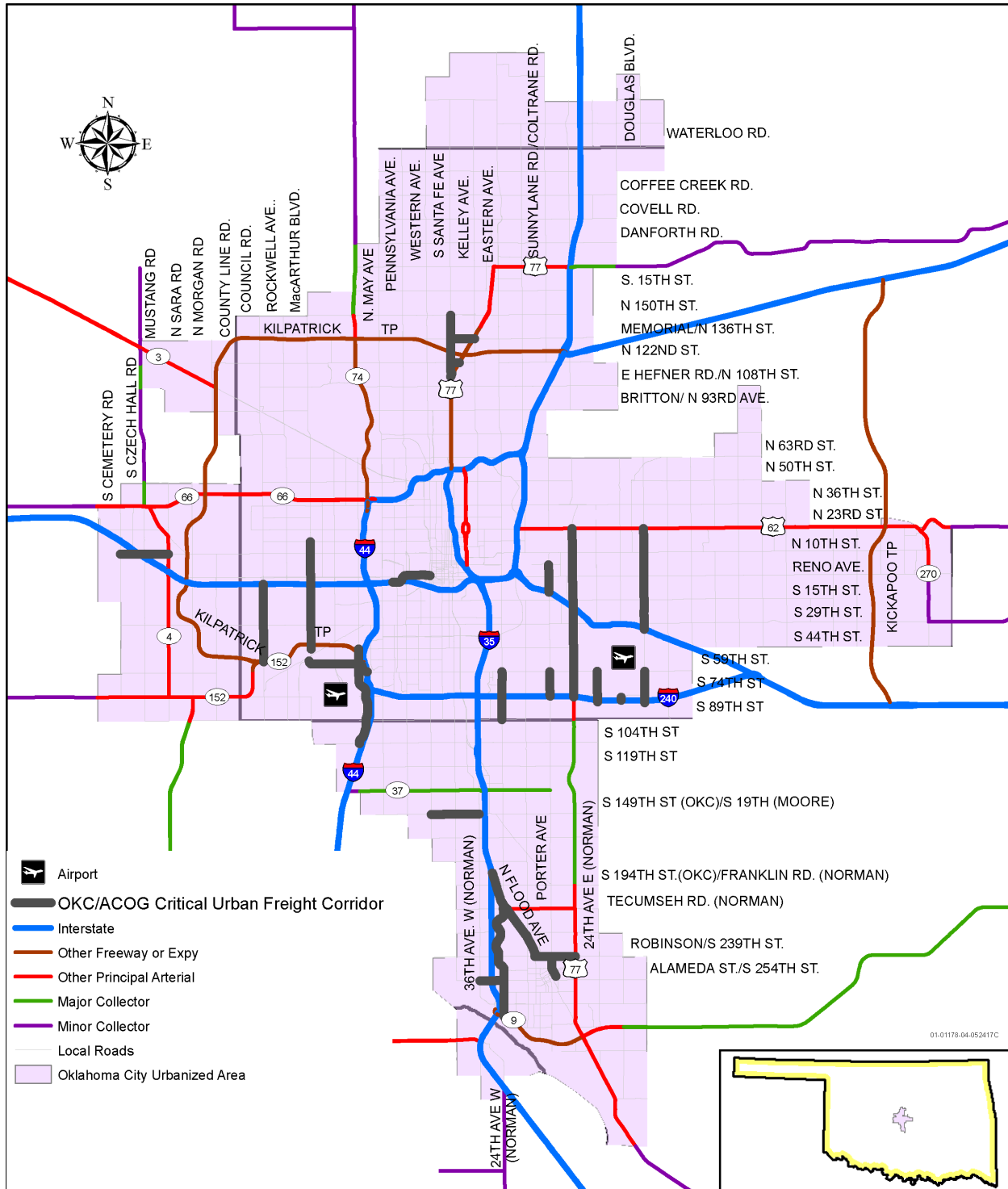
The MPOs—in consultation with ODOT—identified the proposed streets and highways to include as CUFCs for the Oklahoma City and Tulsa metropolitan areas. ODOT certified and FHWA subsequently verified the recommended CUFCs.

#### Oklahoma City Area

In consultation with local communities and ODOT, the Association of Central Oklahoma Governments, the MPO for the Oklahoma City metropolitan area, developed a list of proposed CUFCs (Figure 6-7 and Table 6-14) for the Oklahoma City urbanized area.

Several criteria were used to score and rank each corridor. These included items such as inclusion in a master transportation plan, functional classification, average annual daily traffic, connectivity with highways and other modes, and proximity to freight reliant industries. While scores were used to narrow the corridor list initially, consideration was also given to local government priorities. Local entities were advised to rank corridors based on interstate and multimodal connections, high freight traffic, pavement condition, and overall project priorities.

**Figure 6-7. Critical Urban Freight Corridors: Oklahoma City Association of Central Oklahoma Governments Area**



Source: ODOT, 2022

**Table 6-14. Critical Urban Freight Corridors: Association of Central Oklahoma Governments/Oklahoma City Area**

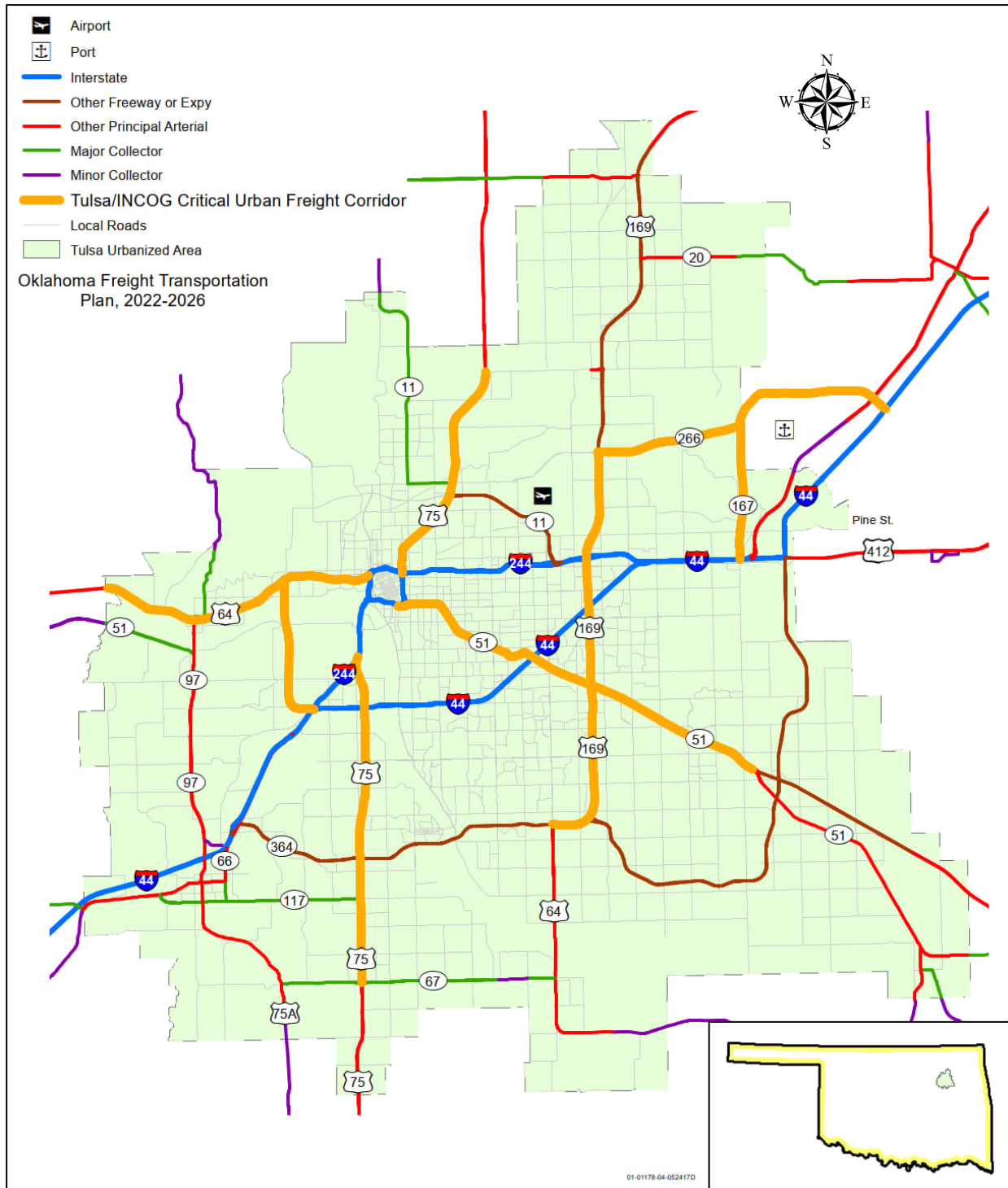
Entity		Location	From	To	Length in Miles
<b>Existing</b>	Del City	Sunnylane Road	N. 4th Street	I-40	1.14
	Midwest City	Douglas Boulevard	US-62 (N. 23rd Street)	I-40	4.22
	Moore	S. 149th Street (S. 19th Street)	Telephone Road	Eastern Avenue	2.01
	Norman	Flood Avenue	I-35	S. 239th Street (Robinson Street)	4.01
	Norman	Eastern Avenue (24th Avenue SW)	S. 209th Street (Tecumseh Road)	SH-9	4.85
	Oklahoma City	MacArthur Boulevard	N. 16th Street	S. 44th Street	4.51
	Oklahoma City	N. 122nd Street	Santa Fe Avenue	I-235/SH-77	0.35
	Oklahoma City	Santa Fe Avenue	N. 150th Street	N. 114th Street	2.64
	Oklahoma City	Reno Avenue	Morgan Road	Western Avenue	8.96
	Oklahoma City	Memorial Road	Santa Fe Avenue	Kelley Avenue	1.00
	Oklahoma City	Council Road	I-40	SH-152	3.27
	Oklahoma City	N. 36th Street	Santa Fe Avenue	Lincoln Boulevard	0.51
	Oklahoma City	Reno Avenue	I-235	Eastern Ave	1.15
	Yukon	N. 10th Street	Cemetery Road (Garth Brooks Blvd)	Mustang Road	2.00
<b>Total - Existing</b>					<b>40.63</b>
<b>New Additions</b>	Midwest City	Sooner Rd.	NE 23rd St.	I-240	7.05
	Norman	Main St.	24th Ave. W	36th Ave. W	1.00
	Norman	Robinson St.	Flood Ave.	12th Ave. NE	1.69
	Norman	Porter Ave.	Robinson St.	Eufaula Ave.	0.87
	Oklahoma City	S Air Depot	I-240	SE 59th St.	1.29
	Oklahoma City	S Midwest Blvd.	I-240	Tinker Gate	0.12
	Oklahoma City	S Douglas Blvd.	I-240	SE 59th St.	1.33
	Oklahoma City	S Portland Ave.	SW 44th	SW 104th St.	4.18
	Oklahoma City	S 54th St./S 59th St.	I-44	S MacArthur Blvd.	2.70
	Oklahoma City	S Sunnylane Rd.	SE 59th St.	I-240	1.03
	Oklahoma City	S Eastern Ave.	SE 59th St.	SE 89th St.	2.00
	Oklahoma City	OKC Boulevard	Western Ave.	I-40	1.71
<b>Total - New Additions</b>					<b>24.96</b>
<b>Removals</b>	Oklahoma City	N. 36th Street	Santa Fe Avenue	Lincoln Boulevard	0.51
	Oklahoma City	Reno Avenue	Morgan Road	Western Avenue	8.96
	Oklahoma City	Reno Avenue	I-235	Eastern Ave	1.15
<b>Total - Removals</b>					<b>10.62</b>
<b>TOTAL</b>					<b>54.97</b>

Source: Association of Central Oklahoma Governments

### Tulsa Area

The Indian Nations Council of Governments—the MPO for the Tulsa metropolitan area—formed a technical working group comprising representatives of member governments. The working group identified CUFC segments based on high-growth freight corridors, travel times, target miles for the MPO, and projects in the ODOT Eight-Year Construction Work Plan. Figure 6-8 and Table 6-15 show the proposed CUFCs for the Tulsa area.

**Figure 6-8. Critical Urban Freight Corridors: Tulsa Indian Nations Council of Governments Area**



Source: ODOT, 2022

**Table 6-15. Critical Urban Freight Corridors: Indian Nations Council of Governments/Tulsa Area**

	Entity	Location	From	To	Length in Miles
<b>Existing</b>	Rogers County	SH-167	SH-364/Creek Turnpike	I-244	4.85
	Tulsa County	SH-51/US-64	IDL/US-75	US-169	8.05
	Tulsa County	US-169	US-64/ Memorial Drive	Pine St.	11.73
	Tulsa County	US-75	SH-364/Creek Turnpike	I-244	7.38
			<b>Total - Existing</b>		<b>32.01</b>
<b>New Additions</b>	Rogers County	SH-266 - Port Road	US-169	SH-167	5.28
	Rogers County	SH-266	SH-167	I-44 (Will Rogers Tpk)	6.21
	Tulsa County	US-169 N	I-244	SH-266/Port Road	3.88
	Tulsa County	SH-51 - BA Expressway	US-169	Muskogee Tpk	6.63
	Tulsa County	US-75 South	Creek Tpk	SH-67	4.51
	Tulsa County	US-75 North	I-244	76th St North (Cherokee Industrial Park)	8.43
	Tulsa County	US-64	Sandsprings Expressway - I-244	161st West Ave	10.25
	Tulsa County	Gilcrease Tpk	I-44	US-412	5.41
			<b>Total - New Additions</b>		<b>50.61</b>
			<b>TOTAL</b>		<b>82.62</b>

Source: Indian Nations Council of Governments

## 6.7 FREIGHT FUNDING PARTNERSHIPS

In addition to the freight formula funding available through the FAST Act, ODOT should continue to pursue other revenue sources. Federal grants are a key component of alternative revenue sources available to ODOT. ODOT has submitted or intends to submit applications for the following projects for federal grants in 2022 (<https://oklahoma.gov/odot/progress-and-performance/federal-grant-awards.html>):

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**
  - Multiple Counties - MKARNS Mooring Modernization Project
  - Cleveland County - SH-37 BNSF Grade Separation and Multimodal Improvements (Awarded)
  - Tulsa County - Reconnecting Neighborhoods in West Tulsa: W. 51st Street Extension (Awarded)
- **Multimodal Project Discretionary Grants (MPDG) - National Infrastructure Project Assistance (Mega) & Infrastructure for Rebuilding America (INFRA)**
  - Tulsa County - Enhancing Safety and Mobility in West Tulsa: I-44 and US-75 Corridor Improvements
  - Oklahoma County - Priority Improvements on the I-35 Corridor
  - Rogers Count - US-412 Priority Improvements for Interstate Designation

- **Multimodal Project Discretionary Grants (MPDG) – Rural Surface Transportation Grant (Rural)**
  - Multiple Counties – At-Grade Safety Improvements to Reestablish the Heartland Flyer Northern Extension
  - Grady County – US-81 Realignment
  - Multiple Counties – Safety Improvements for Oklahoma Rural Roads
- **Port Infrastructure Development Program (PIPD)**
  - Multiple Counties – MKARNS Mooring Modernization Project
- **Bridge Investment Program (BIP)**
  - Oklahoma County – “Crossroads of America” Bridges on I-40 over I-44 and Portland
  - Sequoyah & Muskogee Counties – SH-100 Over the Arkansas River
  - McClain County – I-35 over DH-74 in Purcell
  - Bryan County – US-69 Bridge Replacement in Durant
- **Railroad Crossing Elimination (RCE)**
  - BNSF railroad and SH-7 in Davis

ODOT has a number of freight projects included in the *Eight-Year Fiscally Constrained Freight Investment Plan* that should compete well for future federal discretionary grant funding. Private- and or public-funding partnerships will be critical to the success of these applications.