

First Round Economic Stimulus Projects

Map Key	Highway	County	Work Type	Description	*As Read Estimates
1	US-69	Atoka	Pavement Rehabilitation	US-69: Begin 1.4 Miles North of SH-75W and Extend North 3.80 Miles	\$1,456,057.00
2	SH-3	Atoka	Grade, Drain, & Surface	SH-3: Begin 0.33 Miles West of Pushmataha County Line and Extend East 1.82 Miles	\$4,242,665.84
3	I-40	Beckham	Pavement Rehabilitation	I-40: Begin at Mile Marker 25 and Extend East to Mile Marker 33	\$14,083,370.86
4	US-69	Bryan	Pavement Preservation	US-69: Begin 0.2 Miles North of Texas State Line and Extend North 5.26 Miles	\$4,202,747.19
5	I-40	Canadian	Pav't. Reconstruct / Bridge Reconst.	I-40: From Mile Marker 132 to Mile Marker 136 (Tied to an Adjacent Work Plan Project)	\$32,634,274.51
6	I-40	Canadian	Pavement Preservation	I-40: Begin at Mile Marker 108 and Extend East to Mile Marker 115	\$1,806,635.00
7	I-40	Canadian	Pavement Preservation	I-40: Begin at Mile Marker 115 and Extend East to Mile Marker 119.19	\$971,213.00
8	US-70	Carter	Grade, Drain, Bridge & Surface	US-70: Begin at the Jefferson C/L Extend East 3.367 Miles (2 Projects)	\$7,352,000.00
9	SH-7	Comanche	Bridge & Approaches	SH-7: Over Beaver Creek, 2.44 miles W. of Comanche/Stephens C/L.	\$2,359,697.73
10	US-283	Ellis	Bridge & Approaches	US-283: Over Twenty Five Mile Creek, 0.5 Miles North of JCT SH-15	\$3,655,118.69
11	I-35	Garvin	Pavement Reconstruct	I-35: From SH-29 Extend North 6.505 Miles to SH-19	\$27,596,883.86
12	SH-76	Garvin	Pavement Preservation	SH-76: Begin at the Carter C/L Extend North 8.01 Miles	\$1,188,273.45
13	SH-9 SH-2 US-75 US-69 US-69	Haskell Muskogee Okmulgee Wagoner Wagoner	Pavement Preservation	SH-9: Begin 11.3 Miles from SH-2, Extend East 1.07 Miles and SH-2: Begin 14.29 Miles North of Haskell C/L Extend North 1.75 Miles and US-75: Begin at I-40 Extend North 2.44 Miles and US-69: Begin 0.5 Miles North of SH-51 Extend North 7.84 Miles to Mayes C/L and US-69: Begin 0.25 Miles South of SH-51 and Extend North 0.75 Miles (5 Projects)	\$3,878,232.20
14	US-270B	Hughes	Pavement Preservation	US-270B: Begin at SH-48 and Extend East 1.96 Miles	\$407,454.00
15	US-62	Jackson	Pavement Preservation	US-62: Begin 2.37 Miles East of the US-283 Jct. and Extend East 7.7 Miles (West Bound Lanes Only)	\$1,050,456.21
16	I-35	Kay	Pavement Reconstruct	I-35: Begin at Mile Marker 224.43 and Extend North to Mile Marker 229.33 (Add Alternate Mile Marker 229.33 to Mile Marker 231.33)	\$23,984,922.13
17	SH-105	Lincoln	Pavement Preservation	SH-105: Begin at US-177 Extend East 7.97 Miles	\$1,037,314.52
18	SH-18	Lincoln	Pavement Preservation	SH-18: Begin at SH-105 Extend North 5.05 Miles	\$512,720.00

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19	US-69	Mayes	Pavement Preservation	US-69: Begin 4.5 Miles South of the Craig C/L and Extend North 4.90 Miles to Craig County Line	\$1,969,809.50
20	I-44	McClain	Pavement Rehabilitation	I-44: From US-62 (North End of H.E. Bailey Turnpike) Extend North 7.17 Miles	\$7,400,051.28
21	I-35	Murray	Pavement Preservation	I-35: Begin at the Carter C/L Extend North 6.56 Miles	\$5,186,400.00
22	I-40	Muskogee	Pavement Rehabilitation / Bridge Reconst.	I-40: From Mile Marker 283.00 to Mile Marker 288.22 (Add Alternate Mile Marker 281.67 to Mile Marker 283.00)	\$33,928,747.73
23	I-35	Noble	Pavement Preservation	I-35: Begin 1.2 Miles North of Payne C/L and Extend North 6.01 Miles	\$1,321,073.25
24	US-169	Nowata	Pavement Rehabilitation	US-169: Begin 6.0 Mile South of the Kansas S/L and Extend North 6.0 Miles to the Kansas S/L	\$3,721,169.56
25	I-235	Oklahoma	Pavement Preservation	I-235: Begin at North End of Oklahoma River Bridge Extend North 3.47 Miles	\$2,665,320.00
26	US-69	Pittsburg	Pavement Rehabilitation	US-69: Begin at the Atoka C/L and Extend North 4.95 Miles (2 Projects)	\$3,887,728.64
27	I-40	Pottawatomie Seminole	Pavement Preservation	I-40: From SH-18 Extend East 14.18 Miles (2 Projects)	\$2,508,426.75
28	SH-266	Rogers	Pavement Preservation	SH-266: Begin at SH-167 Extend East 5.57 Miles	\$1,061,265.76
29	US-412	Rogers	Pavement Preservation	US-412: Begin McClellan Kerr Navigation Channel Extend East 5.02 Miles	\$1,451,479.09
30	SH-56	Seminole	Pavement Preservation	SH-56: Begin 5.1 Miles East of SH-99 and Extend East 4.76 Miles	\$984,291.70
31	US-81	Stephens	Interchange	US-81 Bypass: At Bois D'Arc Avenue, 1.5 Miles West of US-81	\$5,504,958.27
32	US-412	Texas	Pavement Rehabilitation	US-412: From 0.12 Miles East of US-54, Extend East 7.05 Miles	\$6,628,424.90
33	US-64	Texas	Pavement Rehabilitation	US-64: From the Texas C/L, Extend East 4.458 Miles	\$3,755,686.36
34	US-54	Texas	Pavement Preservation	US-54: Begin 9.8 Miles Northeast of the Texas State Line, Extend Northeast 1.6 Miles	\$850,439.42
35	US-54	Texas	Pavement Preservation	US-54: Begin 11.4 Miles Northeast of the Texas State Line, Extend Northeast 7.0 Miles (Southbound Lanes)	\$1,499,538.40
36	US-183	Tillman	Pavement Preservation	US-183/US-70: Begin 8.0 Miles North of the Texas S/L and Extend North 3.95 Miles to the South Edge of the City of Fredrick	\$751,562.70
37	US-62	Tillman	Pavement Preservation	US-62: Begin at the Tillman/Jackson County Line and Extend East 3.92 Miles (West Bound Lanes Only)	\$837,515.08

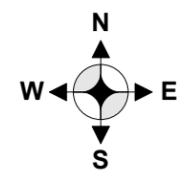
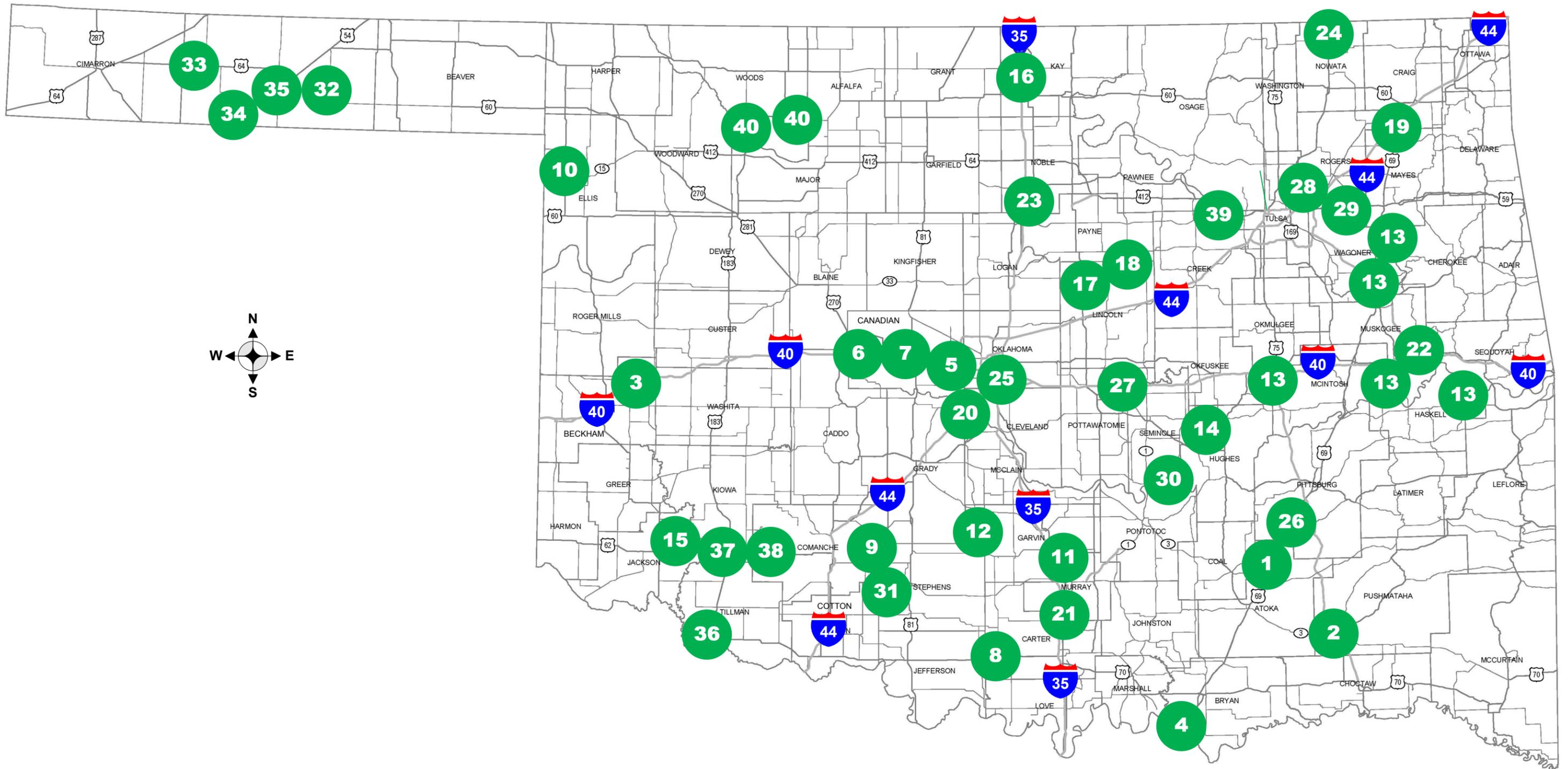
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38	US-62	Tillman	Pavement Preservation	US-62: Begin 3.92 Miles East of the Tillman/Jackson County Line and Extend East 6.00 Miles (West Bound Lanes Only)	\$1,540,044.56
39	SH-151	Tulsa	Bridge & Approaches	SH-151: Over SH-51 and Over SL&SF RR 1.5 Miles East of the Creek C/L	\$7,128,472.08
40	SH-45 US-281	Woods	Pavement Preservation	SH-45: Begin 4.6 Miles East of the US-281 Junction Extend East 3.5 Miles and US-281: Begin 4.5 Miles North of the Woods/Major C/L Extend South 3.7 Miles (2 Projects)	\$1,374,358.02

\$228,376,799.24

* Note: Pending commission approval. This potential project list has been compiled in support of economic stimulus project preparations. All data should be considered preliminary and will be subject to change without notice. The completion of the encompassed projects on an accelerated schedule is entirely dependent upon the subsequent availability of economic stimulus funding. The projects may be ultimately financed with multiple funding sources.

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OKLAHOMA DEPARTMENT OF TRANSPORTATION

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