



OKLAHOMA
Transportation



Hochatown Community Access and Pedestrian Safety Project

Program Requirements

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FY23 MPD GRANT APPLICATION

MPD Grant Request: \$20 million

1. Rural Project Requirements

This document references Section C, "Eligibility Information," for further information to be described. For a rural project to be selected, the Oklahoma Department of Transportation (ODOT) must determine that the project meets five requirements described in 23 U.S.C. § 173(g) and in the following numbered requirements, and further described in Section E.1.v.b and Section D.2.vii as it appears in the notice of funding opportunity.

Rural Project Requirement #1: The project will generate regional economic, mobility, or safety benefits.

The Hochatown Community Access and Pedestrian Safety Project (Project) will have a significant positive impact on the regional economy, improve overall mobility and accessibility, and increase safety for the community. The US Highway 259 (US-259) corridor through Hochatown experiences traffic collision rates that are 3 times higher than the statewide average. Project elements such as the dedicated center turning lane and the installation of street and permanent traffic lighting will reduce the risk of vehicular crashes by 50 percent. The Project will also protect nonmotorized travelers and communities from safety risks by constructing crossing improvements, installing new traffic lights at intersections, and completing a multiuse bicycling and pedestrian trail adjacent to US-259.

Once the Project is completed, it will provide long-term economic and mobility benefits for the area including reduced travel time, increased travel time reliability, enhanced tourism, and expanded job opportunities in the region. Along with safety benefits, the addition of the dedicated center turning lane will provide more efficient and timely access to daily destinations, local businesses, lodging areas, and planned future job opportunities, stimulating growth and economic development.

Rural Project Requirement #2: The project will be cost-effective.

The Benefit-Cost Analysis value of 2.92 indicates cost-effectiveness for this project. Most of the calculated benefits come from travel time savings and safety benefits. Improved active health benefits and active travel journey quality and performance and reduced emissions are also key components. For this study, all costs were converted to 2021 dollars. The total discounted cost of the project is estimated at \$28,046,300 with the total discounted value of benefits totaling \$81,981,200.

$$\text{BCR} = \$81,981,200 / \$28,046,300 = 2.92$$

Rural Project Requirement #3: The project will contribute to the accomplishment of one or more of the national goals under 23 U.S.C. § 150.

The Hochatown Community Access and Pedestrian Safety Project meets the following three goals under 23 U.S.C. § 150:

- **Safety.** The Project will improve the overall safety conditions along the US-259 corridor as it passes through Hochatown. This specific stretch of road has

witnessed collision frequencies that surpass the statewide average by a factor of three. The proposed components of the Project, notably the dedicated central turning lane, coupled with the introduction of permanent traffic lighting infrastructure, are projected to result in a 50 percent reduction in the likelihood of vehicular accidents occurring. Moreover, the Project is intended to safeguard pedestrians and cyclists, who are among the most vulnerable roadway users, along with the surrounding communities, from potential safety hazards. This safeguarding will be achieved through the implementation of enhanced pedestrian crossing facilities, strategic installation of new traffic signal systems at critical intersections, and the realization of a versatile shared path designed for both bicyclists and pedestrians, thoughtfully situated alongside the US-259 route.

- **Congestion reduction.** The Project addresses the congestion issues currently plaguing the US-259 corridor through Hochatown. Due to the substantial growth in tourism in the Hochatown area, congestion along US-259 is becoming more frequent, and the safety of its users is increasingly threatened as traffic volume and collision rates increase. There are no secondary roads to US-259 that bypass Hochatown. As a result, all traffic must use US-259 through Hochatown. The Project will address this traffic congestion along the US-259 corridor in Hochatown by incorporating a center turning lane and access management to reduce conflict points.
- **Freight movement and economic vitality.** The Hochatown Community Access and Pedestrian Safety Project improves freight movement and the economic development of the region. Tourism and logging are the primary industries of this region. The US-259 corridor through Hochatown plays a vital role in the transportation of timber to outside markets. However, the large transport trucks are required to share the very tourist-dense highway through Hochatown. There are no secondary roads to US-259 that bypass Hochatown. As a result, all traffic must use US-259 through Hochatown. The congestion along the US-259 corridor leads to slower traffic flow, resulting in delays for freight trucks and reduced overall efficiency and productivity of freight transportation. Addressing congestion in this corridor will allow for far more efficient freight movement, including for the transportation of timber.

Rural Project Requirement #4: The project is based on the results of preliminary engineering.

The preliminary engineering for the Hochatown Community Access and Pedestrian Safety Project will be completed in August 2023. The initial Project design began in the early months of 2023, and preliminary right-of-way plans and estimates are currently being reviewed by ODOT staff. Completion of 65 percent engineering plans and estimates are scheduled for December 2023 followed by the completion of environmental review by March 2024.

Rural Project Requirement #5: The project is reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project.

ODOT has proposed an aggressive schedule to complete the Hochatown Community Access and Pedestrian Safety Project. Final plans, specifications, and estimates and project permitting will be completed in Spring 2024 and relocating and modifying utilities will be completed by August 2024. Construction bid letting is targeted for August 2024 and construction will commence in December 2024. Based on this timeframe and sequence of events, ODOT can complete this project before the initial grant funds obligation date of September 30, 2026.