

# PROJECT DESCRIPTION

## MIDAMERICA CONNECTIVITY PROJECT:

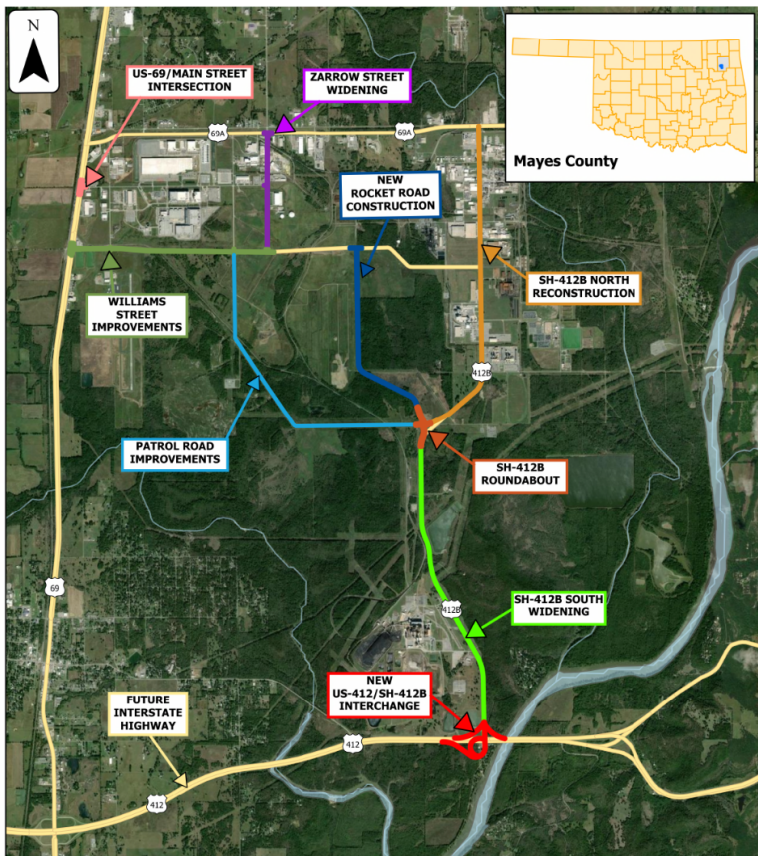
### PROJECT DESCRIPTION/ STATEMENT OF WORK

The Oklahoma Department of Transportation (ODOT) is pleased to submit this application for the Multimodal Project Discretionary Grant Program (MPDG) for the MidAmerica Industrial Park (MAIP) in Pryor, OK, the third largest industrial park in the United States. This rural application focuses on improving safety and expanding infrastructure to increase economic activity in the region, which increases the sustainability and global competitiveness of the park. The following pages use the **Project** to reference all elements of this MAIP MPDG rural application.

This application includes a network of projects connecting rural residents and visitors to jobs, training, major activity centers, and businesses. The projects represent an equitable distribution of improvements supporting MAIP and the surrounding community. MAIP is a public trust with the sole mission of increasing area



employment and providing an excellent quality of life for residents, employees, and visitors to the area. MAIP has residential and commercial master plans that provide a variety of new housing and commercial opportunities. Over 1,100 acres of planned residential development ranging from high-density mixed-use apartments to single family subdivisions are planned at the park. An overview of the planned infrastructure improvements and estimated project costs is provided on the following page.



**MidAmerica Connectivity Project: Spurring Economic Growth in Rural Oklahoma through Interconnected Infrastructure**

The Project is a visionary and comprehensive rural infrastructure development initiative that seeks to revolutionize accessibility, connectivity, and economic growth both within and adjacent to MAIP. Spanning over 9,000 acres in rural northeast Oklahoma, MAIP stands as a beacon of industrial prowess and economic significance, hosting a diverse array of firms, including the operations of [seven Fortune 500 companies](#)<sup>1</sup> such as Google, DuPont, and Nordam. As the largest industrial park in Oklahoma and among the largest in the United States, MAIP serves as an engine of economic vitality, attracting businesses, fostering innovation, and generating thousands of jobs within the region.

The most significant benefit of the Project is providing the highway and local road network that will support the existing commerce and allow

MAIP to continue to attract industry to improve the economy of the area. Also, travel time and vehicle operating costs savings from improved road conditions and routes will be a major benefit to network users.

Mega-Sites refer to large industrial or commercial areas specifically designed to accommodate significant manufacturing, distribution, or logistics operations. These sites typically offer extensive infrastructure, such as utilities, transportation connections, and ample land for expansion.

In the context of MidAmerica Industrial Park's current buildout model, Mega-Sites play a crucial role in attracting major industries and businesses. By providing a well-equipped space for large-scale operations, MidAmerica Industrial Park can attract significant investments, boost economic growth, and create job opportunities. The Mega-Site concept aligns with the park's goal of becoming a hub for substantial industrial activity and development.

## **PROJECT COMPONENT DESCRIPTIONS:**

### **New US-412/SH-412B Interchange**

\$29,786,001

- Existing at-grade intersection
- Adds connection ramps from US-412 to SH-412B
- Ramp design to avoid river impacts
- Grade separation with SH-412B over US-412

### **SH-412B South Widening**

\$15,237,500

- 2.59-mile corridor
- Widening from 2-4 lanes; 4-12' with 8' shoulders
- Includes full-depth reconstruction of pavement
- Left turn lane at Grand River Dam Authority (GRDA) facility
- 10' multi-use path to connect neighborhood and MAIP

### SH-412B Roundabout

\$5,936,000

- Primary Southeast entry point into Industrial Park
- SH-412B connection with Patrol Road and Rocket Road
- Concrete pavement construction designed with heavy trucks in mind
- 10' multi-use path with intersection crossings and bicycle-scale median refuge space

### Patrol Road Improvements

\$11,448,000

- Existing road provides a typical 12' to 14' width with dirt/gravel surfacing
- Proposed alignment: 2.35 miles with 2-12' lanes and 4' outside shoulders
- 10' multi-use sidewalk path serving both recreational and workday commute trips
- Borders two mega sites with one under contract and the other contract in negotiation stage

### Williams Street Improvements

\$14,416,000

- Existing: Discontinuous two-lane roadway from US-69 to Webb Street and Armin Road to Zarrow Street
- Proposed roadway provides four continuous 12' lanes with 4' outside shoulders over 1.53 miles
- Includes one at-grade railroad crossing
- Includes bridge over wetlands area designed to minimize ecological impacts
- Intersection improvements at US-69, including extending southbound left-turn lane and adding northbound right-turn lane and signalization
- Includes four-leg, 5-lane intersection at Zarrow Street

### SH-412B North Reconstruction

\$8,135,500

- Pavement reconstruction of 2.68 miles of existing roadway
- 2-12' lanes with 8' outside shoulders
- Includes elimination of two at-grade railroad crossings
- Includes access management and reconstruction of numerous critical commercial driveway connections
- Includes pedestrian crossing improvements based on 2023 ODOT Traffic Study

### Zarrow Street Widening

\$6,720,399

- Existing roadway provides 2-12' lanes with 2' outside shoulders and poor access management
- 0.94-mile corridor
- Widening provides 4-12' lanes with curb & gutter and storm sewer system for improved drainage
- Over 50% reduction of total current access opening length for the overall corridor
- Railroad Crossing improvements for vehicles, pedestrians, and bicycles
- Continues to serve multiple commercial driveway connections
- Includes traffic signal and intersection improvements at SH-69A

### New Rocket Road Construction

\$7,102,000

- Existing: Minimally complete dirt path with 12' total typical width
- Proposed alignment includes 2-12' lanes with 4' outside shoulders over entire 1.58-mile corridor
- 10' multi-use path throughout serving both recreational and workday commute trips
- Borders two mega sites with one contract in negotiation stage
- Provides a critical direct north-south connection to prime park development area located in northeast area of industrial park



## Challenges and Solutions

The Project is more than just an infrastructure undertaking; it is a strategic investment in the region's future. At its core, the project comprises a symbiotic blend of roadway and trail improvements that form the backbone of a robust transportation network, facilitating the seamless movement of goods, services, and people within the industrial park and its adjacent communities. These developments will not only improve daily commutes for employees, but also create livable communities where residents can thrive and enjoy a higher quality of life.

MidAmerica Industrial Park was established in the 1960s and has grown to over 4,500 round-

the-clock employees and a primary regional employment center in northeast Oklahoma<sup>2</sup>. It continues to be a highly sought-after destination for various manufacturing and industrial employers. Notably, over 50 percent of MAIP's workforce resides within a 20-minute commute in Pryor, Chouteau, Salina, and Locust Grove, Oklahoma.

MAIP benefits from its strategic location in northeast Oklahoma near US-69, which is part of the National Highway Freight Network System (Figure: [MAIP\\_Freight\\_Map.pdf](#)<sup>3</sup>). This connectivity enhances the park's appeal to businesses needing efficient transportation and distribution, contributing to local and national economic growth.



## MAIP Investment

MAIP, as a primary regional employment center, is committed and focused to continue investing in the quality of life for its businesses and employees. The park's diverse array of amenities, including local eateries, retail stores, microbreweries, and banking services, contribute to employee well-being and foster a thriving business environment. MAIP, the state of Oklahoma, and ODOT have partnered for

several decades on infrastructure and planning projects to bolster the economic development of the park. MAIP is committed to enhance amenities for future residential and business needs.

Specific coordination and historic investments include the existing state highway within the industrial park (SH-412B), as well as the highways that border the park on the north, west and south. ODOT currently maintains the existing

highway network surrounding the industrial park and MAIP maintains the local roadway network within the park. MAIP also recently completed a section of Williams Street with the design and construction totaling over \$8,000,000 local funds. As part of the state's [8-Year Construction Workplan](#)<sup>4</sup> and [4-Year Asset Preservation Plan](#)<sup>5</sup>, ODOT programmed approximately \$15,000,000 for MAIP improvements. The 8-Year Construction Workplan and 4-Year Asset Preservation Plan are included on the [project webpage](#)<sup>6</sup>. Additionally, ODOT initiated the preliminary design of a new interchange at US-412 and SH-412B with \$30,000,000 set aside for the project.

### *Project Location*

The Project is located in Pryor, OK at the Mid-America Industrial Park and includes multiple projects that will have a significant impact on mobility and goods movement in the northeast region of Oklahoma. The Project consists of nine different roadway and multimodal project segments, shown on **Figure 4**. (Figure: [Overview.pdf](#)<sup>7</sup>) Each project segment meets all statutory selection requirements including cost effectiveness, having secure and stable matching funds, and the ability of the lead agency to complete the project, as well as accomplishing one or more of the national goals of safety, congestion reduction, system reliability, economic vitality, and environmental sustainability.

A key element of the Project is the construction of a new roundabout at the high-traffic intersection of SH-412B and Patrol Road, addressing the critical need for smoother traffic flow and enhanced safety measures at this vital access point. This strategic enhancement sets the stage for an integrated and well-connected system that will revolutionize mobility within MAIP, ensuring efficient transit for employees and businesses alike. Moreover, the Project will breathe new life into

the aging infrastructure, responding to the park's ongoing economic growth and ever-increasing average daily traffic (ADT).

This key element of the Project will be the main south access road to the park and is of paramount importance, as it connects MAIP to US-412, a significant thoroughfare leading eastward to Arkansas and I-49 and westward to Tulsa and I-44. In the near future, US-412 will be upgraded to an Interstate designation, which will continue to increase demand for the network in the future<sup>8</sup>.

The Project includes several primary roads, but also has a transformative influence on smaller yet equally crucial corridors. Patrol Road, currently a gravel road, will undergo significant improvements to better serve the industries in the park's southern portion. Meanwhile, Williams Street, a key east-west roadway, will provide a crucial connection across the park, linking US-69 to the west with SH-412B to the east. This essential link will streamline industry traffic flow and create seamless logistical operations within MAIP.

Furthering the connectivity web, the Project includes the development of Zarrow Street, which will serve as a vital northbound connection from William Road to SH-69A on the northern border of the park. This critical entry point will facilitate the movement of goods and services and serve as a welcoming gateway for existing and future industries.

The Project also includes the development of Rocket Road, which will serve as a connection between the high-traffic intersection of SH-412B, Patrol Road, and Williams Street. Rocket Road will be essential for connecting the movements of goods and services across the park. In addition, the Project includes the reconstruction of significant intersections with US-69 and SH-69A.