

# PROJECT READINESS

## MIDAMERICA CONNECTIVITY PROJECT

### ENVIRONMENTAL RISK

ODOT is committed to delivering the MidAmerica Connectivity Project, a comprehensive initiative that includes the widening of the US-412B and the construction of the US-412 interchange. This project, meticulously planned and aligned with federal guidelines, showcases ODOT’s readiness to undertake vital infrastructure improvements, enhancing traffic flow, safety, and reducing congestion along a crucial corridor. The thorough design and planning completed to date lend this project the ability to be executed according to the precise schedule and details outlined in the following sections. By securing the MDPG grant, these much-needed enhancements can be realized sooner, demonstrating a tangible commitment to community and regional advancement.

	2023	2024	2025	2026	2027
<b>PRELIMINARY DESIGN</b>					
Interchange					
Reconstruction / Widening					
Intersection Improvements					
<b>NEPA</b>					
Interchange					
Reconstruction / Widening					
Intersection Improvements					
<b>ROW ACQUISITION</b>					
Interchange					
Reconstruction / Widening	No R/W Anticipated				
Intersection Improvements	No R/W Anticipated				
<b>UTILITY RELOCATION</b>					
Interchange					
Reconstruction / Widening					
Intersection Improvements					
<b>FINAL ENGINEERING (PS&amp;E)</b>					
Interchange					
Reconstruction / Widening					
Intersection Improvements					
<b>LETTING (OBLIGATION)</b>					
Interchange					
Reconstruction / Widening					
Intersection Improvements					
<b>CONSTRUCTION</b>					
Interchange					
Reconstruction / Widening					
Intersection Improvements					

### Schedule

The schedules depicted below outline the crucial design and construction milestones for each segment of the MidAmerica Connectivity Project, comprising the US-69/Main Street intersection improvements, SH-412B roundabout construction, US-412/SH-412B interchange construction, SH-412B North reconstruction, SH-412B South widening, improvements to Zarrow, Williams, and Patrol Roads, and the construction of New Rocket Road. With a successful grant application, these projects can be accelerated and strategically sequenced to not only satisfy grant requirements but also optimize the construction timeline. Construction of the US-412/SH412B interchange is planned to commence in Q1 of 2025, and the entire project, including all components, is anticipated to completion construction in Q2 of 2027.



## **REQUIRED APPROVALS**

ODOT is a proven leader in infrastructure. The following section summarizes the status of the required approvals.

## **REVIEWS, APPROVALS AND PERMITS BY OTHER AGENCIES**

The MidAmerica Connectivity Project will follow ODOT's design and state environmental review processes, as applicable. The following coordination has been completed on the project components.

- **Clean Water Act 404 Permitting:** This project, specifically the US-412/SH412B interchange and SH-412B roundabout may involve work in blue line streams located within MAIP boundaries. This process has not been started. Estimated timeline to approval is 18 months.
- No environmental reviews have been started for Zarrow, Williams, and Patrol Road improvements and the construction of New Rocket Road. These projects will follow the same Clean Water Act 404 Permitting process. Estimated timeline for completion is 18 months concluding in Q2 of 2024.

## **ENVIRONMENTAL APPROVALS & SUPPORTING STUDIES**

- The US-69 at Airport Road and US-69 at Main Street intersection improvements are included in ODOT's 8-year work plan, initiated in 2021. The NEPA document is currently in development and will be submitted with the 65% design plans. NEPA is slated to be completed within 3 months concluding in Q1 of 2024.
- A Programmatic Categorical Exclusion (PCE) document for the improvements to SH-412B North and South has been developed. The PCE document will be submitted with completion of 65% design plans which is scheduled to be completed within 9 months concluding in Q4 of 2024.
- The environmental review for the US-412/SH-412B interchange project has not been started. An 18-month timeline is estimated for the NEPA review and approval.
- The remainder of the project components are in conceptual design. Environmental review will begin in coordination with preliminary engineering and design.



## **RIGHT OF WAY**

Right of Way impacts for the project are minimal and have been reduced or eliminated all components of the project. The US-412/SH-412B interchange project requires right-of-way purchase which is estimated to take 9 months beginning in Q1 and concluding in Q4 of 2024. Right-of-way purchases will be completed in accordance with 49 CFR part 24 and 23 CFR part 710.

## **FEDERAL TRANSPORTATION REQUIREMENTS AFFECTING STATE & LOCAL PLANNING**

The MidAmerica Connectivity Project, comprising nine vital components, is prioritized by ODOT, and this is demonstrated by its inclusion in the following plans. With funding from this grant, the completion schedule can be expedited, thereby delivering this critical improvement to the region in a timelier manner.

- The US-412 interchange, SH-412B roundabout, and SH-412B North and South projects are included in ODOT's FY2022 – 2025 Statewide Transportation Improvement Program.
- The US-69 at Main Street intersection improvements are included in ODOT's 8-Year Construction Work Plan. The project was initiated in 2021 and programmed for 2027.

## **PROJECT DEVELOPMENT STATUS BY PROJECT COMPONENT**

Below is list of the various project components and their design completion status. ODOT ensures design for all project components will be completed within 15 months with an estimated completion date of Q1 2024.

- SH-412B & Roundabout - 65% Design Plans
- Patrol Road – 65% Design Plans
- Rocket Road - Conceptual Design Phase
- Williams Street - Conceptual Design Phase
- US-412/SH-412B Interchange - Preliminary Design
- Zarrow Street - 90% Design Plans
- US-69 / Main Street - Conceptual Design
- US-69 / Williams Street - Conceptual Design Plans
- US-69A / Zarrow Street - 90% Design Plans



## ASSESSMENT OF PROJECT RISKS & MITIGATION STRATEGIES

ODOT is prepared to design and construct the I-35 project which is demonstrated by the extensive environmental and design work done to date shown in the section above. ODOT will continue to look for ways to mitigate risks to schedule, budget and quality of the project to deliver a needed project for the region as demonstrated in the table below.

Project Risk (Probability)	Mitigation Strategy
Right of Way Acquisitions (Medium)	<ul style="list-style-type: none"> <li>Some Right of Way Acquisition is anticipated on the US-412/SH-412B interchange.</li> <li>ODOT's Right-of-Way Division performs early-stage analysis to predict ROW costs and includes a 20 percent contingency to account for unexpected costs. If landowners are unwilling to negotiate, ODOT will, as a last resort, use eminent domain to secure ROW for The Project.</li> </ul>
Funding Source (Medium)	<ul style="list-style-type: none"> <li>Awarding the MPDG rural grant will enable the project to be completed according to the proposed schedule. Failure to secure additional grant funding would extend timelines to 2030 or beyond, with increased costs and congestion impacts.</li> </ul>
Permitting (Moderate)	<ul style="list-style-type: none"> <li>Impacts to wetlands and streams has been minimized in the design process.</li> <li>Identification of environmental mitigation occurs early in the design phase.</li> </ul>
Construction Cost Increases (High)	<ul style="list-style-type: none"> <li>Construction costs continue to increase based on inflation. A 15% contingency has been added to the construction cost estimates to combat inflation and provide accurate estimating.</li> </ul>
Environmental Justice (Low)	<ul style="list-style-type: none"> <li>Because the proposed project is primarily on existing ROW, impacts are expected to be minimal. ODOT will be coordinating the public engagement process to ensure that the proposed improvements contain equitable solutions for all who would be impacted by the project.</li> </ul>
Environmental Review (Low)	<ul style="list-style-type: none"> <li>Because the vast majority of the improvements are on existing ROW, impacts are expected to be minimal.</li> <li>The potentiality exists for enhanced environmental review due to the park (4F) property located just south of the proposed US-412/SH-412B interchange.</li> </ul>
Utilities (Low)	<ul style="list-style-type: none"> <li>Project utility coordination has begun along Patrol Road, SH-412B and at the Roundabout.</li> <li>Project utility relocations have begun along Zarrow Street.</li> <li>Similar coordination and relocation efforts will be made for the other projects.</li> </ul>
Floodplain (Low)	<ul style="list-style-type: none"> <li>The projects will follow all federal and state requirements, but a flood map revision as determined by the appropriate state and local authority is not anticipated for these projects.</li> </ul>
Public Opposition (Low)	<ul style="list-style-type: none"> <li>ODOT will conduct public involvement outreach to inform and request comments from the public.</li> </ul>

## **TECHNICAL CAPACITY**

ODOT is a proven leader in infrastructure development and transportation program management. With a rich history of effective project delivery, compliance with federal statutes, and federal formulary fund management, ODOT is well-equipped to successfully execute the MAIP project while adhering to all applicable federal and state transportation project development regulations.

ODOT's FY 2022-2025 fiscally constrained State Transportation Improvement Program includes over \$4.8 billion in revenue and expenses for multi-modal transportation projects across the state<sup>9</sup>. This budget figure includes approximately \$3.1 billion from the Federal Highway Administration (FHWA) under Title 23, U.S.C. and approximately \$100 million from the Federal Transit Administration (FTA). The FHWA allocations also include a \$22 million BUILD grant and, more recently, an \$85 million MEGA grant to funds projects related to the improvement of the I-44 and US-75 interchange in Tulsa, Oklahoma. While ODOT typically oversees the construction of federal-aid projects, other entities may contribute funding or be responsible for maintenance or certain elements post-construction. MAIP is an active partner in the development and delivery of the project and understands the importance of leveraging local, state, and federal dollars to ensure project completion and operations and maintenance.

To ensure ODOT's continued commitment to civil rights compliance, it is the policy of ODOT to ensure that no person or groups of persons shall, on the grounds of race, color, sex, religion, national origin, age, disability,

retaliation or genetic information, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs services, or activities administered by ODOT, its recipients, sub-recipients, and contractors. In addition, ODOT maintains a Title VI Implementation Plan<sup>30</sup> in accordance with the Civil Rights Act of 1964 and FHWA guidelines. This plan includes active steps that ODOT takes to ensure equitable treatment and participation, as well as procedures for filing a complaint and reviewing complaints. ODOT's Civil Rights Division administers and oversees the department's Title VI, ADA, DBE, and Contractor Compliance programs.

## **FINANCIAL COMPLETENESS**

Financial completeness is previously addressed in the proposal, where a comprehensive discussion on cost estimates and funding sources is provided. ODOT has also made provisions to cover approximately 32% of non-MPDG federal funds if required, ensuring successful project implementation. Some of the project components have been integrated into the STIP<sup>9</sup>, and 8-Year Construction Plan<sup>4</sup>. ODOT's commitment to its mission of ensuring a safe, economical, and efficient transportation network for Oklahoma's people, commerce, and communities is evident.

The Project's objective is to enhance travel safety and efficiency on MAIP area and its surroundings, with key milestones such as NEPA completion in 2024. ODOT remains dedicated to advancing this project in collaboration with MPDG grant support, benefiting rural communities and the broader U.S. freight community.