



**OKLAHOMA**  
Transportation



# Hochatown Community Access and Pedestrian Safety Project

## *Project Readiness*

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**FY24 RAISE Grant Application**

**RAISE Grant Request: \$20M**





## Required Approvals

### *Environmental Permits and Reviews*

ODOT capital projects demonstrate receipt of all environmental approvals and permits necessary for the Project to proceed to construction on the timeline specified. The aggressive design schedule and accompanying environmental review schedule will be documented and completed well in advance of the final plans and start of construction.

This Project is expected to receive a CE pursuant to the National Environmental Policy Act, indicating it is not anticipated to have a significant effect on the human environment.

### *Permitting*

This Project is expected to fall under U.S. Army Corps of Engineers (USACE) Section 404 Nationwide Permit 14. Work will be within ODOT ROW, and it is not anticipated to require an individual permit. Also, ODOT has agency liaisons at USACE, who will accelerate and improve the consistency of permitting reviews for approval.

### *Right-of-way Acquisition*

Relocations and ROW acquisitions will not be required for the Project, enabling an efficient project development to anticipated construction without land acquisition processes. The U.S. Route 259 (US 259) corridor has at least 65 feet of ROW from the roadway's centerline, with some variations in offset reaching 130 feet. This large ROW footprint minimizes the typical challenges associated with construction project impacts to residential and commercial property.

Use of retaining walls, rural curb and gutter, drainage structures, and access management will be considered throughout Project design to resolve potential issues around ROW constraints along US 259.

### *Public Engagement*

ODOT has held multiple community outreach events to engage the public on the proposed Project. The first public event was held on October 27, 2022, at the Broken Bow Senior High School auditorium in Broken Bow. The event included a presentation detailing a brief Project background, a description of existing conditions in the Project area, Project goals, interim improvements, current operational traffic volumes, and the findings of the level-of-service analysis.

ODOT hosted another open forum in Broken Bow on May 16, 2023, to receive community feedback on the decision-making process. This meeting focused more on the 6-mile segment of US 259 between State Highway (SH) 259A South and Golf Course Road. This meeting delivered new data and information on the suggested safety improvements intended to address the concerns resulting from the substantial growth of tourism and new development. ODOT has established a dedicated public website for this Project to encourage greater involvement from stakeholders and the general public, fostering ongoing stakeholder engagement throughout the Project's development process.

### *State and Local Approvals*

The Project is presently included in ODOT's 8-year [Construction Work Plan \(CWP\)](#) and is also part of the [Statewide Transportation Improvement Program](#), covering the initial 4 years of ODOT's 8-year CWP. The Project has received broad community support, with all letters of support available in the appendix of this application.





## *Federal Transportation Requirements Affecting State and Local Planning*

The Project is along a designated high-truck-volume corridor. ODOT recognizes high-truck-volume corridors as crucial to the movement of goods. Identifying these corridors allows ODOT to focus its investment, maintenance activities, and enforcement efforts.

## Assessment of Project Risks and Mitigation Strategies

Potential risks and mitigation strategies to minimize the potential impact of those risks are summarized in Table 1. ODOT will continue to evaluate the potential Project risks and adjust the mitigation strategies as coordination and design advance.

*Table 1. Project Risk and Mitigation Strategies*

Project Risk (Probability of Occurrence)	Mitigation Strategies
Cost Increases (Moderate)	<ul style="list-style-type: none"> <li>ODOT has included the Project in its 8-year CWP and remains committed to adjusting the Project as needed to meet all RAISE Grant and statutory deadlines for funding obligation and expenditure.</li> <li>ODOT's construction estimates will contain a 20% contingency allowing for a margin of increase.</li> </ul>
Public Consensus (Low)	<ul style="list-style-type: none"> <li>ODOT will continue its close coordination with the community as design advances.</li> <li>ODOT will acknowledge the public's support of the purpose and need of the Project to improve safety and provide additional connectivity and mobility, which will benefit the local community and tourists.</li> <li>ODOT will finalize scope details to address stakeholder and community concerns and incorporate public comments.</li> </ul>
Utility Relocation and ROW— Acquisition (Low)	<ul style="list-style-type: none"> <li>ODOT will engage with residents and business owners to effectively address ROW challenges as the Project progresses.</li> <li>ODOT will continue to collaborate with the community to develop creative, community-driven solutions to meet the needs of roadway users and protect Hochatown's thriving business and economic growth.</li> </ul>

RAISE = Rebuilding American Infrastructure with Sustainability and Equity

## Technical Capacity

As the Project sponsor, ODOT boasts decades of experience in managing the receipt and expenditure of federal transportation funds, demonstrating a long history of successfully delivering projects at a comparable scale. Committed to enhancing traffic conditions and safety on Oklahoma's bridges and roads, ODOT ensures the obligation of all required construction funding before advertising a project and again before awarding a construction contract. With a consistent contract growth of less than 3 percent, any additional costs are covered by other federal fund formulas or Oklahoma State Rebuilding Oklahoma Access and Driver Safety (ROADS) funds. Moreover, this Project aligns with ODOT's ongoing efforts to address safety and capacity improvements. ODOT effectively manages a substantial portfolio of federally funded projects within the ODOT 8-year CWP, an \$8.4 billion program that annually prioritizes projects based on available state and federal appropriations and that is currently receiving 55% federal funding. Specifically, ODOT has expertise in securing competitive federal grant funding, having successfully managed multiple large infrastructure projects funded in part by the U.S. Department of Transportation through programs such as Infrastructure For Rebuilding America (INFRA), RAISE, Better Utilizing Investments to Leverage Development (BUILD), the Competitive Highway Bridge



Program (CHBP), and Transportation Investment Generating Economic Recovery (TIGER). ODOT has a proven track record of collaboration with other agencies, including local governments and tribal nations, to successfully complete projects.