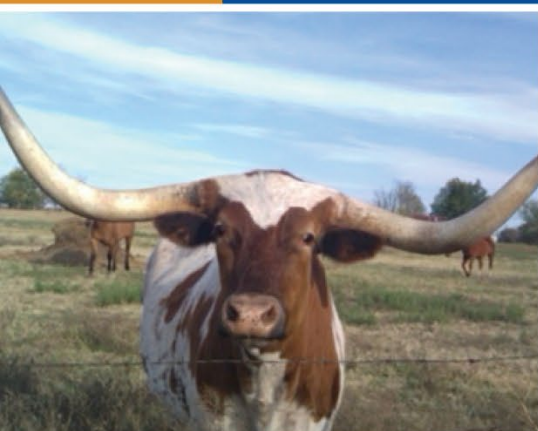




Project Readiness of MPDG US 412 Project

August 2023



OKLAHOMA
Transportation

Project Readiness

With additional funding from the MPDG grant to leverage state investment, ODOT commits that the projects contained in this grant can begin construction within 18 months of funding obligation. The sections below provide evidence of ODOT's preparedness.

ODOT has an extensive history of delivering projects on time and on budget. If awarded grant funding, schedule incentives will be provided to contractors for early completion. ODOT will monitor quality throughout construction to ensure each project achieves the optimal public benefits and meets or exceeds project schedules and accountability measures.

Technical Feasibility

ODOT has extensive experience designing and constructing projects similar in complexity and scale to the ones proposed in this application. All projects will be designed in accordance with FHWA and AASHTO standards. The cost estimates for this Project were developed based on estimated quantities and similar projects constructed in the State of Oklahoma.

Project Schedule

A detailed schedule that includes all major project milestones is below. Project schedules are organized by location, west to east. **ODOT is prepared to receive funding obligation by Q2 of 2024** and will start construction on the first interchange, US-412 and SH-66, by Q3 2024. The next two projects, scheduled to begin construction at the beginning of 2025, are the interchanges on US-412 at 4190 Road and 412B. The remaining projects have scheduled construction start dates in 2026 and 2027. Due to the relative proximity of the US-412 pavement replacement from I-44 to the Verdigris River and the interchanges of 265th and 412P, the three projects are scheduled to begin at the same time and will likely be bundled.

Required Approvals

Environmental Permits and Reviews

Below is a summary of the environmental and permitting status for each project. Right-of-way and utility relocations are only necessary for two interchange projects: 4190 Road and 412B.

- SH-66 Interchange
 - NEPA Status: A programmatic categorical exclusion (CE) is in the process of being obtained by the end of Q1 2024.
 - Permits: To be acquired by construction contractor prior to construction. No anticipated delays in obtaining necessary permits.
- Pavement Replacement from I-44 to Verdigris River
 - NEPA Status: The process of obtaining a CE is pending.
 - Permits: To be acquired by construction contractor prior to construction. No anticipated delays in obtaining necessary permits.
- 265th Interchange
 - NEPA Status: The process of obtaining a CE is pending.
 - Permits: To be acquired by construction contractor prior to construction. No anticipated delays in obtaining necessary permits.
- 412P Interchange
 - NEPA Status: A programmatic CE has been obtained for this project.
 - Permits: To be acquired by construction contractor prior to construction. No anticipated delays in obtaining necessary permits.
- 4170 Interchange
 - NEPA Status: The process of obtaining a CE is pending.
 - Permits: To be acquired by construction contractor prior to construction. No anticipated delays in obtaining necessary permits.
- 4190 Interchange
 - NEPA Status: The process of obtaining a CE is pending.
 - Right-of-Way Acquisition: The scope of right-of-way needed is being evaluated.
 - Utility Relocation: Evaluation is pending.
 - Permits: To be acquired by construction contractor prior to construction. No anticipated delays in obtaining necessary permits.
- 412B Interchange
 - NEPA Status: The process of obtaining a CE is pending.
 - Right-of-Way Acquisition: The scope of right-of-way needed is being evaluated.
 - Utility Relocation: Evaluation is pending
 - Permits: To be acquired by construction contractor prior to construction. No anticipated delays in obtaining necessary permits. Potential need for 404 permitting is being evaluated.

State and Local Approvals and Federal Transportation Requirements Affecting State and Local Planning

Mentioned previously, upgrades to US-412 are being completed to fulfill a [congressional mandate](#) to convert the portion of highway between I-35 and I-49 to an interstate. The bundle of projects presented in this grant are a response to that congressional mandate. Approvals for each project vary and are further described within the appropriate bullets below:

- The Oklahoma [STIP 2022-2025](#):
 - SH-66 Interchange: #3549304
 - 412P Interchange: #1998311
 - 412B Interchange: #3505004
 - The Remaining projects are set to be added in the next version of the STIP
- Oklahoma's [8 Year Construction Work Plan](#):
 - SH-66 Interchange: #35493(04)
 - Pavement Replacement from I-44 to Verdigris River: #32694(04)
 - 265th Interchange: #31093(04)
 - 412P Interchange: #19983(11)
 - 4170 Interchange: #35510(07)
 - 4190 Interchange: #36409(04)
 - 412B Interchange: #35050(04)
- The various projects are also included in the [Oklahoma Freight Transportation Plan \(2023-2030\)](#). The US-412 corridor is identified as a Primary Highway Freight System (PHFS), which are the most critical highway portions of the U.S. freight system.
- [The Connected 2050 Plan](#), INCOG's long range transportation plan, accounts for US-412 as a primary highway freight system within the state. All but one of the projects occur outside of INCOG's boundaries (SH-66 interchange).
- A US-412 Planning and Environmental Linkages Study is currently evaluating the US-412 corridor from I-35 to I-49. The Study is set to be completed in the Spring of 2024 and will provide vital information that will be carried over into the NEPA phase including goals, purpose and need, and a range of approved alternatives that can be utilized to bring the corridor up to interstate standards. Robust public engagement has occurred during the PEL process including hosting the first of three public meetings at various venues throughout the corridor, plus offering online participation. Formal meetings and other discussions with tribal leadership has also occurred and the study team will continue to involve the leadership as the study progresses. The projects contained within this grant application were reviewed as part of the PEL study, but some including SH-66, 4190 Road and 412B interchanges have advanced to design stages ahead of the PEL.

Assessment of Project Risks and Mitigation Strategies

Table 1: Project Delivery Risks and Mitigations

Risk	Risk Register	Description
Environmental	Medium	All projects will undergo environmental evaluation. Not all projects have begun the environmental process, but because all except two projects are on existing ROW, impacts are expected to be minimal.
Environmental Justice	Medium	The proposed improvements do run adjacent to Census tracts designated as APP, HDC's and Native American lands. Because the proposed projects are mostly on existing ROW, impacts are expected to be minimal. Furthermore, the areas where these improvements are located are rural locations and do not have residential properties within the immediate vicinity. These improvements will primarily benefit the surrounding ports and industrial parks while also upgrading safety. Outreach is being conducted through the PEL process and more engagement will be conducted as each project progresses in their environmental stages.
Funding	High	Construction of the project cannot happen without additional federal assistance. However, ODOT has committed sufficient funds to initiate the start of the US-412 and SH-66 interchange prior to the obligation of funds. If federal funds are not obtained, projects will likely be delayed into future years. Historically, ODOT has successfully delivered on projects seeking competitive grant funding. In the instance that the project incurs cost overruns, contingency funds that have been built into the project will be used. If that is not enough to cover overruns, ODOT is prepared to cover additional costs with their program funds.
Procurement Contracting & Labor Agreements	Medium	Uncertainties with inflation may cause costs for projects scheduled to begin after 2025 to increase by the time ODOT is prepared to move into the procurement stage. The project team assumes a 10% contingency in the overall project cost.
Right-of-Way	Low	Right-of-way acquisition is only needed for the 4190 and 412B interchange. All other interchanges have the appropriate land needed to complete construction. Additional information will be gathered in the preliminary design stages to determine how much right-of-way will need to be acquired at both locations.
Schedule	Low	ODOT is prepared to advance all pre-construction activities according to the timeline described in the Project Readiness section. ODOT will be procuring contractors that can ensure completion of the projects on time.
Technical Feasibility	Low	ODOT has experience delivering projects of this scale and has experience delivering projects that are funded through competitive grant funding.