



OKLAHOMA
Transportation



MIDAMERICA **CONNECTIVITY PROJECT** *MPDG Program*

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Project Description

The Oklahoma Department of Transportation (ODOT) is seeking \$38.7 million in Multimodal Project Discretionary Grant Program (MPDG) funding under the Rural grant designation to help construct various Projects to support the MidAmerica Industrial Park (MAIP) in Pryor, Oklahoma. The total cost for all Project components is \$86 million.

MAIP is 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 MidAmerica Connectivity Project (Project) involves roadway reconstruction and improvements, widenings, new roundabouts and new interchanges, and enhanced pedestrian accessibility. Five new residential subdivisions, a mixed-use development, and a recreational vehicle campground are in the planning stages.

Detailed Project Description of Project Components

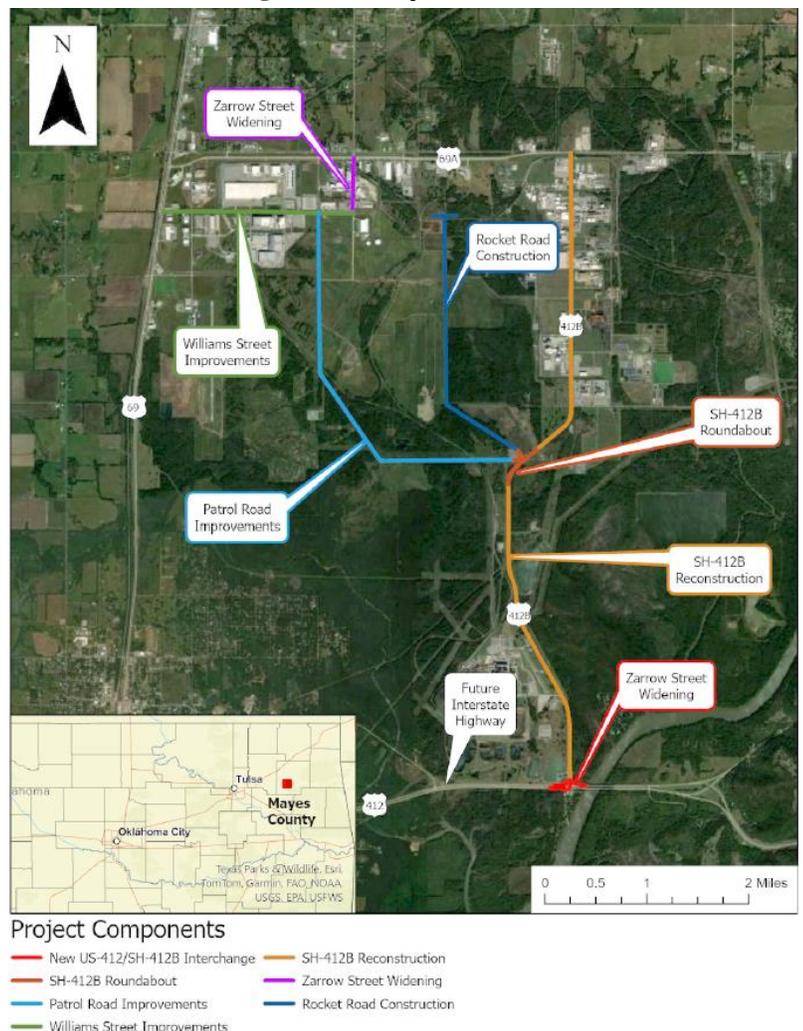
The Project can be broken down into components:

New US-412/SH-412B Interchange: New interchange with connection ramps from US-412 to SH-412B and a grade separation with SH-412B over US-412. The new ramps were designed to avoid river impacts.

SH-412B Roundabout: New roundabout at the Primary Southeast entry point into MAIP with connections to Patrol Road and Rocket Road. Parallel to SH-412B is a 10-foot multiuse path which will have intersections crossings and bicycle-scale refuge space at the roundabout.

Patrol Road Improvements: Roadway improves to Patrol Road, which is current a discontinuous two-lane roadway from US-69 to Zarrow Road, includes a new alignment for 2.35 miles with two 12-foot lanes with 4-foot shoulders. Adjacent to Patrol Road will be a 10-foot multiuse sidewalk path serving recreational and workday commute trips.

Figure 1: Project Location



Williams Street Improvements: Roadway Improvements to provide four continuous 12-foot lanes with four-foot shoulders for 1.53 miles., including one at-grade railroad crossing. At the intersection of US-69, the southbound left-turn lane will be extended and a northbound right-turn lane with signalization will be added. At the intersection of Zarrow Street, there will be a four-leg, 5-lane intersection.

SH-412B Reconstruction: Pavement reconstruction for 5.37 miles of roadway including two 12-foot lanes with 8-foot shoulders. This reconstruction eliminates two at-grade railroad crossings, provides access management and reconstruction of critical commercial driveway connections, and includes pedestrian crossing improvements based on the Traffic Study as seen in the **BCA Narrative Appendix**.

Zarrow Street Widening: Widen a 0.94-mile section from 2 12-foot lanes to 4 12-foot lanes with new curb, gutter and storm sewer systems to improve drainage. The widening includes railroad crossing improvements for pedestrians, bicyclists, and vehicles. New traffic signations and other intersections improved are planned at the intersection of SH-69A.

New Rocket Road Construction (Rocket Road Construction): Reconstruct Rocket Road from a dirt path to two 12-foot lanes with 4-foot shoulders for the entire 1.58-mile road. Parallel to the roadway will be a 10-foot multiuse path for recreation and workday commute trips.

The SH-412B Roundabout and SH-412B Reconstruction portion of the Project are at 65 percent design stage, the US412/SH-412B Interchange is currently at 15 percent conceptual design phase, and the remaining portions of the Project have not begun design.

Transportation Challenges

Below is a list of transportation-related challenges in the corridor and how the Project will address those challenges:

Safety: The current infrastructure of Patrol Road, Williams Street, SH-412B, Zarrow Street, and New Rocket Road have design deficiencies including no shoulders, unpaved roads, narrow lanes; and all of the Project components lack safe pedestrian access, which have contributed to rear-end and angle collisions (See **Safety Criterion**). The Project will address these concerns with various roadway improvements and new multiuse pathways.

State of Good Repair: The existing roadway, which was constructed in the early 1940s, is not favorable for the significant freight movement coming in and out of the 3rd largest industrial complex in the country. The MAIP is expected to continue to have significant growth over the next decade, which will lead to an increase in freight movement. The proposed roadway improvements address vulnerabilities that if left unaddressed will ultimately stunt the growth of this area that is a strategic freight location for the country's supply chain.

Economics Impacts, Freight Movement, and Job Creation: The existing roadway network relies heavily on narrow one- or two- lane roads that feed to the highways surrounding MAIP and are not conducive for freight movements and business development. The roadway

improvements will ensure that development continues on an upward trajectory and that will provide critical connections that will accommodate additional freight movement for the region.

Equity, Multimodal Options, and Quality of Life: The census tract overlapping the Project area is considered a Historically Disadvantaged Community (HDC) and an Area of Persistent Poverty (APP) (see **Project Location**). There are no pedestrian-safe facilities in or around the MAIP. The proposed multiuse shared paths will provide opportunities for residents and employees of MAIP to reduce their auto dependence and have safe recreational facilities available for health benefits.

Project History

MidAmerica Industrial Park was established in the 1960s and has grown to over 4,500 full time employees and a primary regional employment center in northeast Oklahoma. 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 such as Google, International Flavors and Fragrances (IFF), and LSB Industries. 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.

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 with approximately 530 dwelling units ranging from high-density mixed-use apartments to single family subdivisions are planned at the park.

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.

Project Location

The Project limits are within Mayes County, Oklahoma. It is a census designated rural area residing in the northeastern portion of Oklahoma. The project coordinates are **36.1251 N, -95.1712 W**. The Project includes diversification within multiple areas with increasing access for all residents and visitors. MAIP is a thriving regional economic powerhouse, and this Project is committed to advancement, social prosperity, and the collective well-being of all stakeholders involved.

The area faces multiple socio-economic challenges in which the Project will assist in supporting equitable economic advancement and job creation. According to the [2022 Census](#), the poverty rate for Mayes County is 14.6%, which is higher than the national poverty rate of 11.6%. The [2022 Census](#) also show that the residents of Mayes County identify as 23% of American Indian and 10% of the total County residents have two or more races.

The Project area contains the following Census tracts: 404. Census Tract 404 is designated [Historically Disadvantaged Community \(HDC\)](#) and an [Area of Persistent Poverty \(APP\)](#).

Figure 2: Areas of Persistent Poverty (APP)

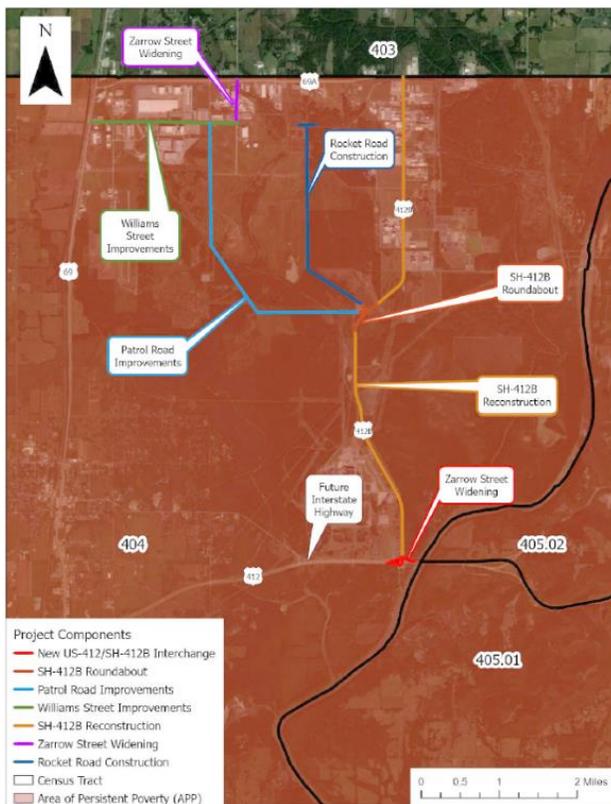


Figure 3: Historically Disadvantage Communities (HDC)

