

# Tishomingo Intersection Improvement Project

## PROJECT READINESS

May 6, 2024

2025/2026

Multimodal Project Discretionary Grant

Rural



**OKLAHOMA**  
Transportation

# PROJECT READINESS

## Detailed Project Schedule

### *Project Schedule*

The ODOT team has been working diligently on completing the National Environmental Policy Act (NEPA) process, which is expected to conclude in Q4 of 2024 with the expectation that findings of no significant impact will be the conclusion for the environmental output. The alternative assessment has already been completed and the public participation phase is wrapping up. In addition, the consultant who has been brought on board for the project is set to begin the design process within this calendar year. The project team has already commenced the collection of site-specific information for the survey and existing utility locations. The project is currently slated for a let date of July 2026 and anticipates construction to commence late 2026 to early 2027.

*Table 1: NEPA Project Status Tracking*

<b>PROJECT J/P #: 36178(04) COUNTY: Johnston</b> <b>DESCRIPTION: US-377: AT THE US-377/SH-22 JUNCTION WEST OF TISHOMINGO</b>						
Task	Duration	To - Start	To - Completion	Actual Start	Actual Completion	Comments
Notice to Proceed Date	0	9/1/2023	9/1/2023			
Consultant Provide Environmental Study Footprint - Location Maps	30	9/1/2023	10/1/2023	12/14/2023	12/15/2023	
Property Owner Notification Letters	10	10/1/2023	10/11/2023	12/15/2023	12/20/2023	
Tribal Property Notification (if applicable)	0	10/11/2023	10/11/2023	12/15/2023	N/A	Based on December 2023 survey, the preliminary project limits end at ODOT R/W line and don't extend into known Tribal properties
CR & Tribal Coordination Initiation	10	10/11/2023	10/21/2023	12/20/2023	1/5/2024	

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Task	Duration	To - Start	To - Completion	Actual Start	Actual Completion	Comments
Tribal Coordination 30 Day Waiting Period prior to Start Studies	35	10/21/2023	11/25/2023	1/5/2024	2/5/2024	
NRCS Coordination	60	10/11/2023	12/10/2023			
Noise Studies (if applicable)	0	11/25/2023	3/15/2024			
Cultural Resources Studies	90	11/25/2023	3/15/2024	2/5/2024		draft report submitted to ODOT
Natural Resources Studies	90	11/25/2023	3/15/2024	2/5/2024		
Hazardous Materials Studies	90	11/25/2023	3/15/2024	2/5/2024	3/22/2024	approved
Receive Preliminary (30%) Plans	0	1/15/2024	1/15/2024			
Review Preliminary (30%) Plans with Footprint & Attend Meeting	30	1/15/2024	2/14/2024			
Request Relocation Plan (if applicable)	0	1/15/2024	1/15/2024			
Environmental Justice Studies and Report (CIA) (if applicable)	0	1/15/2024	1/15/2024			
Receive 60% (Proposed R/W) Plans	0	5/15/2024	5/15/2024			

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Task	Duration	To - Start	To - Completion	Actual Start	Actual Completion	Comments
Review 60% Plans with Footprint & Attend Review Meeting	30	5/15/2024	6/14/2024			
Public Meeting (if applicable)	90	5/15/2024	8/13/2024	2/7/2024		Public Meeting scheduled for April 23, 2024
DCE Justification form to FHWA for approval thru ODOT (if applicable)	0	6/14/2024	6/14/2024			
Review of 65% (R/W Submittal) plans with footprint (if needed)	0	7/26/2024	7/26/2024			
CE Submission (Draft immediately after 60% meeting, when possible)	60	8/13/2024	10/12/2024			
Distribution of CE	1	10/12/2024	10/13/2024			

**Grant agreement/obligation of funds.**

ODOT can fulfill the match requirements upon award of the MPDG from USDOT. The department has obligated the appropriate amount of funds to meet the requirements of the agreement.

*Table 2: Expected Project Schedule*

	2023			2024				2025				2026				2027			
	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4
<b>Preliminary Engineering</b>		■	■	■	■														
<b>NEPA Process</b>			■	■	■	■	■												
<b>Right-of-Way</b>								■	■	■	■	■	■						
<b>Design</b>					■	■	■	■	■	■	■	■	■						
<b>Utilities</b>									■	■	■	■	■						
<b>Letting</b>														★					
<b>Construction</b>															■	■	■	■	■
<b>Project Complete</b>																			★

**Technical Capacity**

ODOT has demonstrated a wealth of experience in planning and executing both complex urban transportation and rural projects. The team at ODOT has a proven track record of working and coordinating with USDOT across various instances regarding grant funding. In fact, the agency has acquired and administered over \$400 million collectively in competitive discretionary grant funding since 2009.

ODOT has developed exceptional skills in managing the cash flow of projects with Federal funding, as well as successfully designing and constructing Federal and State funded projects. Furthermore, the department has a comprehensive understanding of the workflow required for the reporting and reimbursement process. This knowledge has been acquired through years of experience, allowing the department to execute these processes with great precision, accuracy, and timeliness.

**Assessment of Project Risks and Mitigation Strategies**

ODOT understands that unexpected project challenges can appear during implementation. To mitigate these challenges, ODOT will be using an experienced team of engineers, environmental and public engagement professionals, and other experts to ensure smooth project delivery. Throughout the design and construction process, ODOT’s team will stay fully aware of all project attributes and will leverage past experience to follow best practices.

The Tishomingo Intersection Improvement Project does not entail any right-of-way acquisition, as the proposed infrastructure’s footprint will be situated within the existing footprint of the Wye intersection. Given the zero impact on the right of way and the absence of any additional property acquisition for the project’s placement, the project is expected to proceed without any hindrances. Furthermore, since the project will be located within the existing footprint, ODOT expects the environmental outcome to result in a Finding of No Significant Impact (FONSI). The current site does not have any brownfield locations within the project limits, which paves the way for the project to move efficiently forward.

ODOT will also be committed to thorough, accessible, and meaningful engagement from all impacted groups, including disadvantaged communities. ODOT will leverage available resources to engage the public and ensure the project is designed and implemented with consideration for all roadway users. ODOT also understanding that meaningful engagement requires an understanding of the community. A tailored engagement approach will successfully involve all impacted groups and individuals, ODOT is committed to this goal.

The lack of funding to provide the urgent improvement necessary for the residents of Oklahoma and Tishomingo poses an inherent risk to the project's success in meeting the outcome criteria identified above. The project presents an opportunity for the USDOT to enhance the quality of life of the residents of Johnston County, Tishomingo, and the Chickasaw Nation.

## ***Project Site Improvements***

ODOT has made several improvements to the intersection prior to this application submittal. The following photos depict some of those improvements, including flashing beacons and flags, transverse rumble strips on eastbound SH-22 before the advance stop ahead sign, no right turn signage, stop sign with newly installed red flags and flashing beacon on the sign, and repainted stop bar pavement line at intersection.



*Figure 1: Eastbound view of flashing beacons and flags (Photo courtesy of ODOT)*



*Figure 2: ODOT installed transverse rumble strips on eastbound SH-22 before the Advance Stop Ahead sign (ODOT)*



*Figure 3: View of no right turn and stop sign at intersection (ODOT)*



*Figure 4: Stop Sign with newly installed red flags and flashing beacon on the sign (ODOT)*