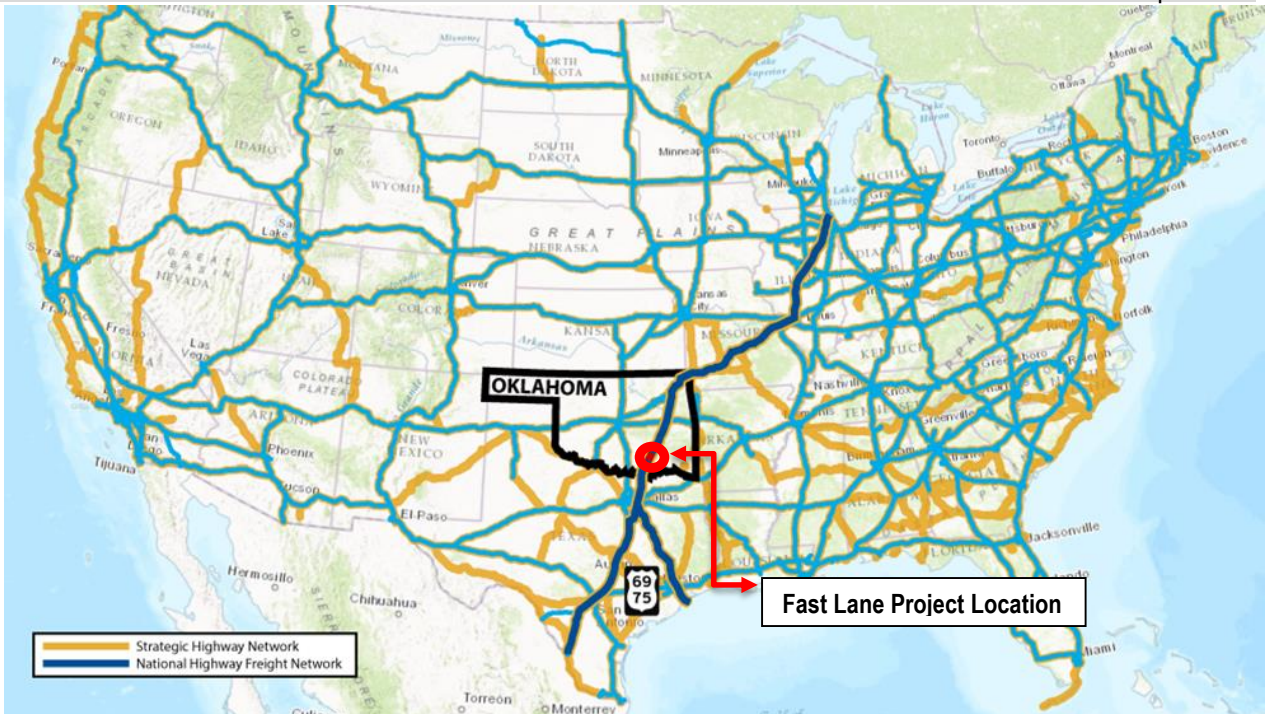


# US 69/75 BRYAN COUNTY, OKLAHOMA FASTLANE GRANT

Previously incurred project cost	\$625,500
Future eligible project cost	\$120,000,000
Total project cost	\$120,625,500
NSFHP request	\$72,000,000
Total federal funding, including NSFHP	\$96,000,000
Are matching funds restricted to a specific project component?	No
Is the project or a portion of it currently on the National Highway Freight Network?	Yes
Is the project or a portion of it located on the National Highway System?	Yes
Does the project add capacity to the Interstate system?	No
Is the project in a national scenic area?	No
Do the project components include a rail/highway grade crossing or separation project?	Yes
Does the project include an intermodal or freight rail project, or a freight project within a freight rail, water, or intermodal facility?	No
Small or large project?	Large
Also submitting a TIGER grant application for this project?	No
Urbanized area in which project is located	Not applicable
Is the project currently programmed in the:	
• TIP?	Not applicable
• STIP?	No
• MPO Long Range Transportation Plan?	Not applicable
• State Long Range Transportation Plan?	Yes
• State Freight Plan?	Yes, LRTP component





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**NOTE:** Supplemental information for this grant proposal is provided on the ODOT FASTLANE grant web site, [https://www.ok.gov/odot/Programs and Projects/Transportation Programs/FASTLANE Grants/US-69 and US-75 Calera Bryan County.html](https://www.ok.gov/odot/Programs%20and%20Projects/Transportation%20Programs/FASTLANE%20Grants/US-69%20and%20US-75%20Calera%20Bryan%20County.html). References within this application document are hyperlinked directly to the web site, and clicking on the highlighted reference will take readers directly to the site.



## PROJECT DESCRIPTION

US 69/75 is a bi-national freight corridor connecting the border crossing at Laredo, Texas to Dallas, Tulsa, St. Louis, and the Canadian border. This heavily traveled highway, with AADT volumes over 45,500 on some sections and truck volumes in excess of 22 percent, moves critical materials and goods for manufacturing firms, food processors, energy companies, agribusiness, and natural resource industries throughout the US and into Mexico and Canada.<sup>1</sup> The four-mile segment of the US 69/75 corridor described in this proposal is the most problematic section of the eight miles of US 69/75 that is not fully access-controlled in southern Bryan County. Delays resulting from local intersections and traffic signals that impact this segment of the highway are compounded by a main line of the Union Pacific (UP) Railroad that runs parallel to US 69/75 through the Town of Calera and creates local traffic delays through the US 69/75 and Main Street intersection.

This FASTLANE project will improve safety and efficiency for the significant freight traffic on the US 69/75 corridor in Bryan County by improving approximately four miles of existing arterial highway with numerous access points and three signalized intersections. The new facility will be fully access controlled, with grade separations and functional frontage roads. **The results of the BCA indicate the time savings benefits associated with the removal of the traffic signals amount to approximately \$3.78 billion from 2015 – 2044 and a BC ratio of 11.6.** The four-mile segment proposed for upgrading begins at Chickasaw Road (County Road NS369) and extends north to US 70 in Durant, Oklahoma. The project is bordered on the north by a fully controlled access facility (US 70) and on the south by an additional four miles of US 69/75 arterial highway. Beyond the proposed project segment and the additional four miles of US 69/75 to the south, US 69/75 is a fully controlled access facility as it enters the State of Texas. Union Pacific Railroad runs parallel to US 69/75 through Calera, further complicating both highway and local traffic movements. The project proposes a local road/railroad grade separation between McKennon Avenue and South McKinley Avenue. The full BCA narrative and spreadsheet model can be found in the Reports and Technical Information folder on the [ODOT FASTLANE grant web site](#).

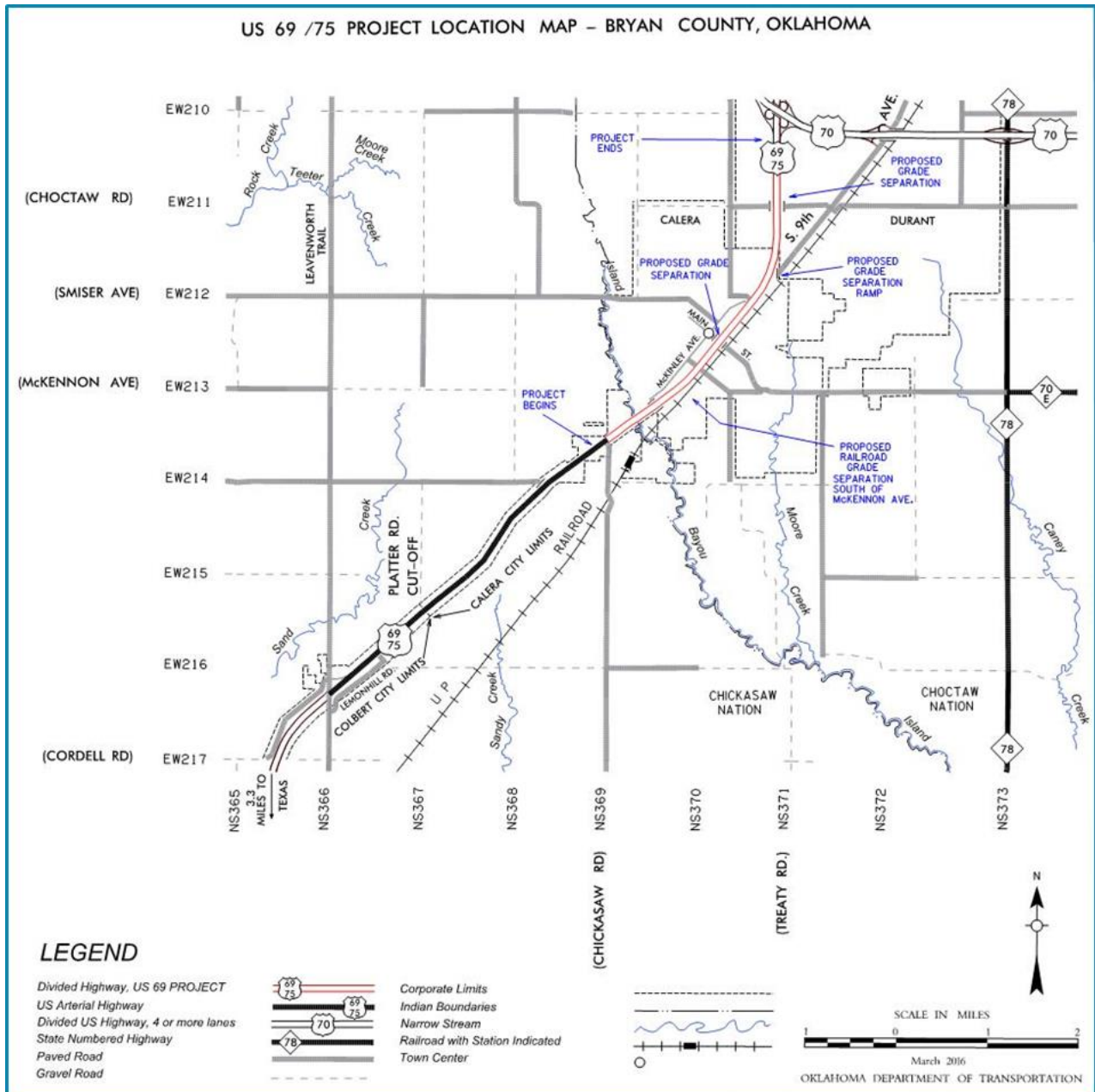
The US 69/75 grade separation project will provide the following benefits:

- Improve efficiency of high volume freight traffic along the US 69/75 corridor in southeastern Oklahoma (Bryan County) increasing allowable speeds, reducing travel time and increasing fuel cost savings through reduced delay and congestion
- Reduce the number of commercial motor vehicle (CMV) accidents, currently 19 percent of all crashes on this segment of US 69/75 involve CMVs
- Improve safety on this section of US 69/75 with an average five-year crash rate of 205 per 100 million VMT, **four and a half times** that of a similar grade separated, controlled access segment of US 69/75 in nearby Pittsburg, County
- Reduce delays on US 69/75 and improve local street access and emergency response times with the construction of a highway/rail grade separated crossing south of McKennon Avenue
- Provide an alternate route for I-35 and I-44 travelers increasing transportation options

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<sup>1</sup> Oklahoma Department of Transportation, Planning and Research Division, Oklahoma Freight Flows, September 2012.

This project eliminates the negative effects of the existing UP rail infrastructure that creates local traffic queues through the US 69/75 and Main Street intersection and is a physical barrier within the Town of Calera dividing the community and restricting timely access to employment, impeding emergency vehicles and public services, and residents' access to community services and facilities. The proposed railroad grade separation and the three proposed US 69/75 grade separations will mitigate the negative effects of this community barrier and significantly improve safety and freight movement.





The project proposed for this FASTLANE grant will be constructed primarily within the existing right-of-way, allowing ODOT to expedite the construction of this project. As shown on the map on the previous page, grade-separated ramps will be built at South 9th Avenue, and full grade-separated interchanges will be added at US 69/75 and Choctaw Road and at US 69/75 and Main Street. Full frontage roads will be constructed for the length of the facility.

The proposed project will also improve the Main Street/Union Pacific Railroad crossing by widening Main Street from two to four lanes near the crossing to increase traffic storage. Crossing arms and synchronized traffic signals will be added for enhanced safety. A new grade-separated railway crossing a few blocks south of Main Street (south of existing McKennon Avenue) is also proposed. This new railway crossing, consisting of a new bridge to carry the city street over the railroad, will allow local traffic to move freely between east and west Calera without conflicts from rail traffic. The new grade separation will also improve emergency vehicle access and will improve traffic mobility on US 69/75 as local traffic congestion decreases.

Located just 85 miles north of the Dallas-Fort Worth metroplex (see the map on the following page), this section of the US 69/75 corridor currently carries 28,500 vehicles per day in Bryan County with traffic volumes forecast to increase to 53,600 vehicles per day by 2045. The corridor is the economic lifeline for southeastern Oklahoma and the Choctaw Nation, the third largest Native American tribe in the world.<sup>2</sup> The Choctaw Nation has provided a letter of support for this project and is a partner with ODOT to pursue this grant. A copy of this letter of support can be found on the [ODOT FASTLANE project web site](#). The Choctaw Nation of Oklahoma, a non-reservation based American Indian Tribe, is federally recognized by the US Secretary of the Interior and encompasses a very rural 10.5-county territory in southeastern Oklahoma.<sup>3</sup>

**Economic Lifeline for Choctaw Nation** - As the largest employer in this part of Oklahoma with over 8,204 employees,<sup>4</sup> the Choctaw Nation is involved in 21 industries in southeastern Oklahoma including the Choctaw Resort and Entertainment Center, located near the terminus of the proposed project. The resort and entertainment center currently employs 2,483 people. Based on the Choctaw Nation's tourism research, over 50 percent of the 3.4 million annual visitors to the Choctaw Resort and Entertainment Center come from a 50-mile radius around the Dallas-Fort Worth area. These visitors and the goods required to operate these facilities and other area industries are heavily dependent on the US 69/75 corridor to reach this destination. Forty-two percent of the revenues generated by Choctaw Nation businesses come from the resort and entertainment center.<sup>5</sup>

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<sup>2</sup> Choctaw Nation, State of the Nation, 2015.

<sup>3</sup> US Census Bureau, 2010 Summary Population and Housing Characteristics.

<sup>4</sup> Tribal Commerce data provided by Dara McCoy, Grants Director, Choctaw Nation of Oklahoma; Keith R. Malott, Grants Office, Choctaw Nation of Oklahoma; Sara Jane Smallwood, Choctaw Nation of Oklahoma Tribal Policy, Director of Public Policy and Promise Zone Coordinator. This information is included in the Reports and Technical Information folder on the [ODOT FASTLANE grant web page](#).

<sup>5</sup> Interviews and data provided by Choctaw Nation Grant and Policy Staff. Copies of interview notes and information from tribal staff are included in the Reports and Technical Information folder on the [ODOT FASTLANE grant web page](#).



The successful Choctaw Nation businesses generated \$570 million in 2015 and these revenues support vital tribal programs including health care and clinics, affordable housing, independent living services for seniors, education and training programs, cultural programs, and other community programs and services.<sup>6</sup> For generations, the Choctaw Nation has faced many serious challenges: lack of quality jobs, limited access to education and skills training, very high poverty rates, and infrastructure issues. According to the US Census, 19.2 percent of the population in Bryan County lives below the poverty level, and 14 percent have a disability (compared to a national average of 8.5 percent). The median household income in 2014 dollars was \$38,743 compared to a national average of \$53,482.<sup>7</sup> Additional information about the Choctaw Nation including a copy of the “State of the Nation 2015” and recent interviews and data from members of the Choctaw Nation of Oklahoma is included in the Reports and Technical Information folder on the [ODOT FASTLANE grant web page](#).

**Choctaw Nation Promise Zone** - On January 7, 2014 the Choctaw Nation was designated as a Tribal Promise Zone by President Obama. A key strategy in the Choctaw application focused on “investing in infrastructure that lays the foundation for economic growth; these infrastructure challenges have been identified as impediments to investment in an area with otherwise strong growth potential.”<sup>8</sup>

The Tribal Promise Zone brings the federal government and local leaders together to address multiple challenges facing the Choctaw Nation. Federal staff have been assigned to help navigate opportunities for federal assistance and programs that are available. Eligible applicants in Promise Zones will receive “any available preference for certain competitive federal programs” and technical assistance.<sup>9</sup> The goals of the Promise Zone and the Choctaw Nation and its partners include attracting private investment, improving infrastructure, enhancing training and educational opportunities, improving the availability of affordable housing, and diversifying the region’s economy while fostering cultural, heritage, and agricultural tourism.




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*“Your country will help you remake your community on behalf of your children; our goal is that a child’s success be determined not by the ZIP code she lives in but by the strength of her work ethic and the scope of her dreams.”*

*- President Barack Obama*

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<sup>6</sup> Choctaw Nation, State of the Nation, 2015.

<sup>7</sup> US Census Bureau, 2015 data for Bryan County, Oklahoma.

<sup>8</sup> White House Briefing Room, “President Obama’s Promise Zone Initiative,” 2014.

<sup>9</sup> Federal Register, Vol. 79, No. 184. September 23, 2014.



**Regional Freight Asset serving Metro Areas** - The US 69/75 corridor and the UP rail line that parallels it are essential to economic growth and employment expansion of freight dependent industries in Bryan County and southeast Oklahoma. Commercial Metal Company recently announced a new \$342 million



investment in a new steel micro-mill in Bryan County to serve the Dallas market and expand into Oklahoma, Missouri, Kansas, Arkansas, and Nebraska. The company will employ 220 people and forecasts more than 100 semi-trucks daily will travel into and out of this facility on the US 69/75 corridor.<sup>10</sup> Other freight-dependent companies have recently located or expanded near the US 69/75 corridor including Cardinal Glass, Big Lots Distribution Center, Eagle Hitchcock Distributing, and an expansion of the manufacturing operation at the Tile Shop.<sup>11</sup> The recently completed Texas Freight

Mobility Plan forecast a more than 36 percent increase in daily truck volumes on US 69/75 over the next 24 years.<sup>12</sup>

**Oklahoma Department of Transportation** - The State of Oklahoma, through their Department of Transportation, is requesting \$72 million in FASTLANE funding for the proposed improvements to US 69/75 in Bryan County. The total project cost for the proposed improvements is \$120,625,000 which includes \$625,500 previously incurred for project engineering and environmental studies. ODOT will provide the remaining funds to support this project, including \$24 million in future federal transportation formula funding and \$24 million to be provided by the State of Oklahoma revenues.

US 69/75 has a mix of access and partial access control in the corridor throughout Oklahoma. The four-mile section included in this proposal is not access controlled and is the most problematic segment of this corridor in Oklahoma, with numerous access points and signalized intersections. The proposed improvements will create a fully controlled access facility with grade separations and functional frontage roads. The project will be built mostly within the existing right-of-way; the only new right-of-way required will be at city street connections. The US 69/75 Project Location map on page 2 shows the project location, and additional plan details are included in the Reports and Technical Information folder on the [ODOT FASTLANE grant web site](#).

This project in the southeastern region of the state is very important to residents, businesses, and visitors Oklahoma. This is the poorest region of the state and the economic future of this region depends on efficient, reliable and safe movement of freight and people. As a small state ranked 28<sup>th</sup> in population, the annual allocation of state and federal funds for transportation is simply not enough to finance such a large project. Without FASTLANE grant funds, construction on this project cannot begin until 2026 and ODOT estimates it will take thirty years to complete, given the transportation funding available and the cost of the project. The area's cities, towns, and counties do not have the financial resources to fund a project of this

<sup>10</sup> The Durant Democrat, "Commercial Metals Company Coming to Durant." July 28, 2015.

<sup>11</sup> Communication with Tommy Kramer, Executive Director, Durant Industrial Authority and articles in The Durant Democrat.

<sup>12</sup> Texas Department of Transportation, Texas Freight Mobility Plan, TFMF Forecasting Framework, Tables 7.3. March 2016.

size. The people of southeast Oklahoma and the Choctaw Nation are investing their financial resources and leadership to sustain their communities, grow their economies, help vulnerable populations, and provide local services and infrastructure. This project is critical to their efforts to change the trajectory of poverty and create better opportunities for the next generation. In short, the I-69/75 improvements in Bryan County are vital for this region of Oklahoma, for bi-state trade and goods movements, and for all of the communities along the US 69/75 corridor that depend on the corridor to sustain them through the efficient and safe movement of goods and people.

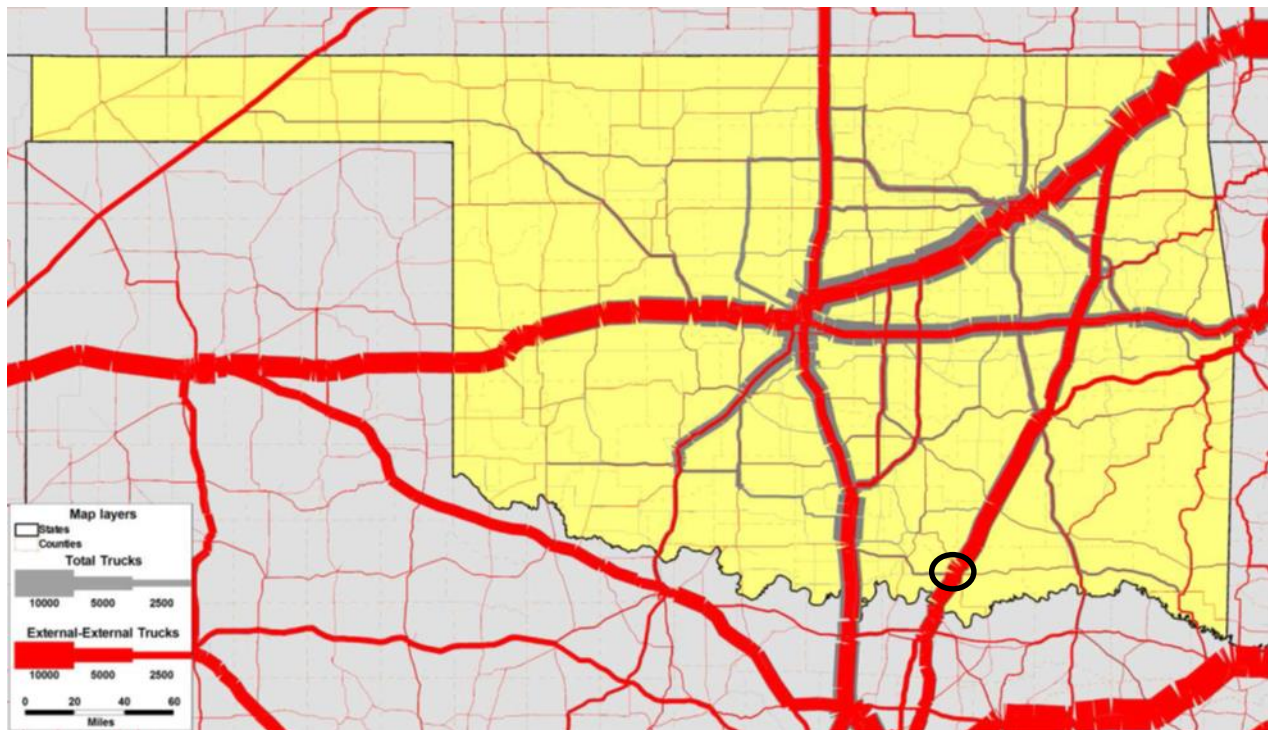
ODOT considered submitting the entire eight-mile section of US 69/75 that is not access controlled for funding under the FASTLANE program, but determined that the four-mile segment described in this application is most critical to freight and traffic flow on US 69/75 and to the economy and safety of the southeast Oklahoma region. The improvements to this four-mile segment of the corridor represent the smallest section of independent utility within the eight miles that lack access control. Improvements to the remaining four mile section of this corridor that is not access controlled will be less costly to address and ODOT will continue to develop improvements in this segment of the corridor as funds are available.

**National and regional significance** - The Oklahoma Freight Flows analysis prepared for ODOT in 2012 found that external-to-external truck trips on the US 69/75 corridor essentially mirrored the volumes found on the interstates within the state, as illustrated in the map that follows. The Dallas-Fort Worth area is a generator and attractor for many of the freight trips connecting to Oklahoma.<sup>13</sup> A significant number of Oklahoma through trips come from the Great Plains and Great Lakes regions to Texas, and from the Chicago area to Texas.<sup>14</sup> Daily long-distance truck flows in Oklahoma indicate that in addition to the interstate highways, US 69, US 54, and US 412 carry large truck volumes. Additional details on Oklahoma Freight Flows document in the Reports and Technical Information folder on the [ODOT FASTLANE grant web site](#). This segment of US 69/75 is an important national freight corridor. Information in the benefit-cost analysis will monetize the delay and safety impacts on these freight flows and demonstrate how this project will vastly reduce the transportation challenges facing freight movements on this corridor.

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<sup>13</sup> Oklahoma Department of Transportation, Planning and Research Division, "Oklahoma Freight Flows," September 2012, p. 32.

<sup>14</sup> ODOT, "Oklahoma Freight Flows."



External-to-External (in red) in relation to total truck trips in 2009, average daily

**Expected users** - The section of US 69/75 through Bryan County proposed for improvements in this FASTLANE application serves a wide variety of users, from national and international freight movements to local trips that meet everyday needs. International and national freight movements from the Gulf Coast and Mexico to the north central and northeastern US rely heavily on this corridor, and the highway also provides first- and last-mile connections for the rail freight transported through the corridor on the UP line. The McAlester Army Ammunitions Plant is the largest Department of Defense (DOD) facility of its kind in the U.S. providing critical materials to support military operations and bases throughout the U.S. and around the world. At the regional and local level, there are many businesses and freight-dependent industries in the Dallas Metroplex and in the southeastern Oklahoma region that use US 69/75 on a daily basis to bring in supplies and raw materials, transport finished goods, and enable employees from a large workforce catchment area to travel to and from their jobs. Within Bryan County alone, most of the 44,000 residents<sup>15</sup> depend on US 69/75 every day for their economic livelihood. Rural transit users and personal vehicle owners use the highway as well to access food markets, health care, and social services, opportunities to enhance their futures through education and training, and recreation that improves their health and well-being. In addition to the industrial and military freight moving in and through the region, over 3.4 million visitors annually travel to Bryan County, over 50 percent of those visitors originate in the Dallas metro area and travel US 69/75 to reach this destination.

**Transportation challenges addressed by the project** - The segment of US 69/75 proposed for improvement in this FASTLANE application is presently an at-grade facility, as are the local streets in

<sup>15</sup> US Census. Population estimates July 1, 2015.

Calera and the UP Railroad main line. The local street and state highway intersections and the railroad crossings in Calera are in close proximity. This contributes to multiple traffic conflicts, congestion and bottlenecks, delays, and vehicle crashes. For example, when Main Street traffic is at a standstill because of a train crossing through Calera, vehicles entering or exiting the US highway onto Main Street are forced to queue on US 69/75. This segment of US 69/75 currently carries 6,270 trucks per day and truck volumes are forecast to increase 58 percent to 10,720 by 2045 based on a recent analysis of 2015 and 2045 average annual daily traffic (AADT) prepared by ODOT Division 2 Traffic Engineering.<sup>16</sup> Twenty-two percent of the traffic on this section of the US 69/75 are trucks, further evidence of the importance of this corridor to freight movements.

A review of the crash data for 2010–2014 was used to conduct the safety analysis for this proposed project. Sixty-three percent of the crashes on this segment of US 69/75 occurred at an intersection; all of the fatalities and half of the incapacitating crashes happened at intersections. Nineteen percent of all crashes in this section of the corridor involved commercial motor vehicles including one fatality and two incapacitating crashes. Additional details are included in the Safety Outcomes section on page 13 of this application.

**Relevant project data, before and after project completion** - Before and after project analysis and data on travel time savings, safety, traffic, and truck volumes have been incorporated in the NSFHP performance criteria and national and regional benefits section of this application beginning on page 9.

## NSFHP performance criteria and national and regional benefits

### Economic Outcomes

The Dallas-Fort Worth Combined Statistical Area (CSA) is the seventh largest metro region in the country, with a 2014 population estimated at 6,954,330.<sup>17</sup> The Center for Quality Growth and Regional Development at the Georgia Institute of Technology has included Bryan County in the future Texas Triangle megaregion, as shown in the map on the following page. Bryan County is one of the fastest growing counties in Oklahoma, with average annual population growth of 2.1 percent in the past few years. The population was 42,416 in 2010 and is projected to reach 55,000 by 2045.<sup>18</sup> Truck and rail freight movements to and from this region will increase as population, business growth, and demand for consumer goods continue to increase. Population growth in the Dallas metroplex and in strategic freight destinations to the north along this corridor will drive further increases in traffic and truck movements on the US 69/75 corridor.

The improvements to the US 69/75 corridor proposed in this FASTLANE application will: address the impacts of population growth in Texas Triangle megaregion and Bryan County, facilitate the movement of international freight from Laredo and the Port of Houston into and through Oklahoma to other strategic

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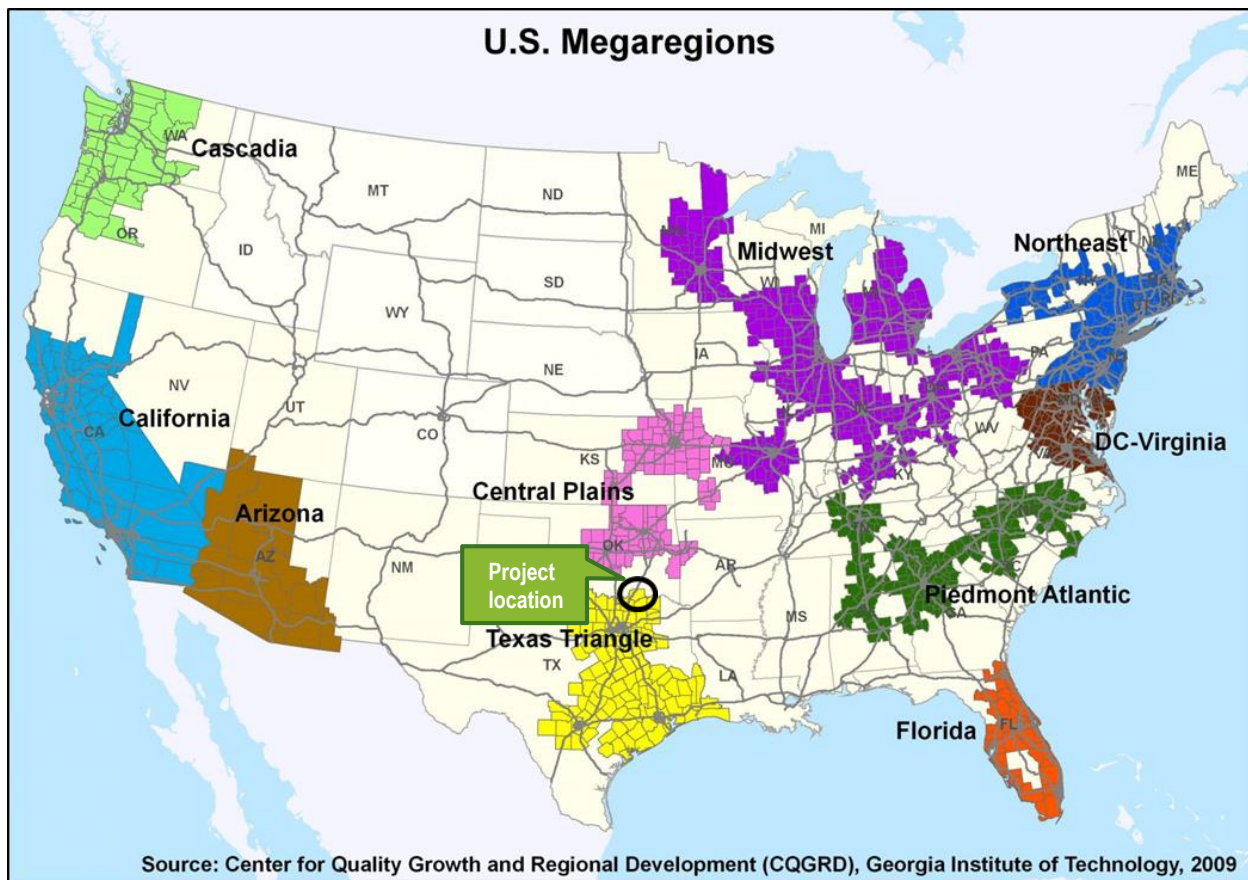
<sup>16</sup> See ODOT US 69/75 Traffic Analysis in the Reports and Technical Information folder on the [ODOT FASTLANE grant web site](#).

<sup>17</sup> U.S. Census Bureau 2014 metro population estimates

<sup>18</sup> U.S. Census Bureau, 2010 Population data and Oklahoma Department of Commerce State and County Population Projections, 2016.



destinations, provide safe and efficient freight movements for energy products, and significantly improve the transport of highway and rail freight on this NHS corridor as documented in the benefit-cost analysis included in this application. The project will also benefit freight from McAlester Army Ammunition Plant, a major DOD facility north of Bryan County on US 69/75. These proposed improvements will provide regional and national economic benefits supporting the goals of the NSFHP program and the FAST Act.



The City of Durant in Bryan County was recently named one of the top 20 micropolitan areas in the nation for economic development in 2015 by Site Selection magazine, ranking 13th.<sup>19</sup> Recent freight-dependent projects located on or near the US 69/75 corridor include:

- Big Lots – warehousing and distribution facility
- Cardinal Glass – expanding warehouse and distribution facility
- Commercial Metals Company – building a \$342 million steel micro-mill
- BrucePak – re-opening the former J.C. Potter meat packing plant
- Hitchcock Distribution – building an additional refrigerated distribution center
- The Tile Shop – expanding manufacturing facility

<sup>19</sup> Pennington, Dan, the Durant Democrat. "Durant scores high as micropolitan area," March 26, 2016.

Tourism also plays a critical role in this region's economy. Lake Texoma State Park, located 15 miles west of Durant on US 70, hosts 8 to 10 million visitors annually.<sup>20</sup> The Choctaw Nation will invest an additional \$300 million in facilities and amenities to improve the opportunities and services for tribal members, employees, and visitors at their Durant facilities. Located at the junction of US 70 and US 69/75, the entertainment complex continues to appeal to its Texas neighbors. The Dallas-Fort Worth region accounts for over 50 percent of the visitors to this flagship Choctaw Nation business.<sup>21</sup> The Choctaw Nation employs 8,204 people in their diverse business operations within their Tribal Boundary. The primary transportation connection between the Dallas-Fort Worth metro area and this region is the US 69/75 corridor.

**Choctaw Industries Support Tribal Services** - As noted previously, the Choctaw Nation is the third largest Native American tribe in the US and the region's largest employer. The Choctaw Career Development Center assisted 5,370 members with job training and employment placement in 2014. Revenues from Choctaw Nation businesses provide revenues to support not only programs that assist tribal members, including health care, education, housing, senior care, and other social services; they also enable the tribe to support scores of community programs and charities.<sup>22</sup> Currently the Choctaw Nation is constructing a new tribal headquarters and a 170,000 square foot medical center. Over 4,000 residents are expected to use the two new facilities daily, and US 69/75 will be the primary transportation corridor serving them. The medical center will offer outpatient ambulatory surgery, health care, dental, pediatrics, diabetes care, optometry, and radiology services, a pharmacy, and other specialty services.

**Supporting Military Operations** - Located 75 miles north of the proposed project area on US 69/75, the McAlester Army Ammunitions Plant in McAlester, Oklahoma is a "Tier One" Department of Defense installation. As such it is required to ship ammunitions quickly to support military operations. Specific routing and freight volume information is not available for security reasons; however, freight from the facility destined for the west coast is routed to I-40 and freight moving to east and northeast destinations is routed to Dallas. Knowledgeable base personnel acknowledge the importance of US 69/75 and the importance of this project for improving the reliability of this transportation network.

Within this FASTLANE project area, 22 percent of the 28,500 vehicles on this segment of US 69/75 today are freight trucks.<sup>23</sup> These trucks transport approximately 42,000 tons of goods for the nation along this corridor. By 2045 the truck volume is estimated to increase to 10,720 trucks, with total traffic volume increasing to 53,600 vehicles per day. The Texas Freight Mobility Plan predicts freight truck traffic on the Texas segment of US 69 will grow from 6,200 in 2014 to 12,800 by 2040. Texas anticipates twice the

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<sup>20</sup> City of Durant webpage. <http://www.durant.org/page/tourism>.

<sup>21</sup> The Dallas Morning News, "Oklahoma casino may pull Texas gamblers away from Shreveport." April 6, 2016. <http://www.dallasnews.com/lifestyles/travel/texas/20100227-Oklahoma-casino-may-pull-Texas-gamblers-5975.ece>

<sup>22</sup> Choctaw Nation website. <http://www.choctawnation.com/tribal-economy/>.

<sup>23</sup> ODOT Division of Traffic.

current truck traffic will travel to and from Oklahoma on US 69/75 by 2040. Commodities moving on this important bi-state corridor include:<sup>24</sup>

- Energy-related products that power the nation such as crude petroleum, fuel oil, gasoline, and coal
- Food and beverage products, cereal grains, and animal feed
- Mixed freight to support the growing population
- Natural products such as gravel, natural sands, and nonmetallic mineral products
- Ordnance and munitions associated with the McAlester Army Ammunition Plant<sup>25</sup>

A Union Pacific main line (that parallels the segment of US 69/75 in this FASTLANE application) transports freight through the project area from Houston's ports to Kansas City, the nation's second largest rail hub, for dispersion across the entire country. In recent discussions, UP officials noted that the UP rail line adjacent to the US 69/75 project segment carries between 20 and 25 trains per day. This equates to an estimated 44 million tons per day<sup>26</sup> passing through Bryan County. The trains run 130 to 140 cars on average, though some are slightly longer. Daytime speeds are 35-40 mph; at night the trains travel closer to the track speed limit of 60 mph. This segment of the UP rail line is essential to the overall transportation system (see National Freight Flows Map in the Maps & Graphics folder on the [ODOT FASTLANE grant web site](#)). The commodities shipped on this UP rail line include:<sup>27</sup>

- Energy sector products such as coal, crude petroleum, and fuel oil
- Food and agricultural products including food and beverage products, cereal grains, and fertilizers
- Mixed freight and metals
- Ordnance and munitions to the McAlester Army Ammunition Plant<sup>28</sup>
- Hazardous materials<sup>29</sup>

Rail freight traffic is estimated to grow 80 percent from 4,100 trains and 24.7 million tons a year to 7,400 trains and 44.39 million tons per year between 2014 and 2040 on the UP line that runs adjacent to US 69/75 through Bryan County.<sup>30</sup> As a result, local traffic in Calera will experience more frequent train delays which queue through the US 69/75 and Main Street intersection adding to congestion and delays in the area if this project is not constructed.

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<sup>24</sup> FHWA, FAF4 data for Oklahoma.

<sup>25</sup> Interview with Andrew Sherman, Base Engineer at McAlester Army Ammunition Plant on March 22, 2016.

<sup>26</sup> Texas DOT, Texas Freight Mobility Plan, Technical Memo 7.3, pg. 1-16. March 2016.

<sup>27</sup> FHWA, FAF4 data for Oklahoma.

<sup>28</sup> Interview with Andrew Sherman, Base Engineer at McAlester Army Ammunition Plant on March 22, 2016.

<sup>29</sup> Union Pacific Railroad, Form 941 STCC,

<sup>30</sup> Texas DOT, Texas Freight Mobility Plan, Technical Memoranda Task 7.3: Freight Forecasts. March 2016.

Oklahoma is an important US energy producer, ranking third in natural gas production in 2014, fifth in crude oil production, 20th in electricity generation, and 21st in coal extraction.<sup>31</sup> Oklahoma's top oil producing county, Carter County, lies just east of Bryan County. US 69/75 plays an important role in the safe and secure transport of these energy products, helping to maintain our nation's energy security. With significant energy refining south of this region at the Port of Houston, US 69/75 is a strategic corridor for US energy security. A map of the energy areas and freight transportation facilities in Oklahoma is included in the Maps & Graphics folder on the [ODOT FASTLANE grant web site](#).

### Safety Outcomes

Safety is paramount for ODOT, but unfortunately crashes occur despite best efforts. As ODOT began to prepare this FASTLANE grant application, the serious safety challenges on this segment of the US 69/75 corridor became evident. Six people were hospitalized in two separate crashes on March 12, 2016, including three who were airlifted to hospitals in Plano and Dallas due to the seriousness of their injuries. Crash statistics for the most recent five-year period (2010–2014) form the basis for the safety analysis of this US 69/75 project. The overall number of crashes increased from 2010 to 2012, then decreased in 2013 followed by a slight bump up to 68 crashes in 2014. This equates to more than 16 crashes per mile within this segment of US 69/75. An evaluation of crash data for 2010–2014 found the following:

- Of the 346 crashes, 63 percent (218 crashes) occurred at an intersection.
- Both of the fatal crashes and half (4) of the incapacitating crashes were at intersections.
- Commercial motor vehicles were involved in over 19 percent (67) of all crashes, including one fatal crash and two incapacitating crashes between 2010 and 2014.

The US 69/75 segment included in this FASTLANE proposal has an average five-year crash rate of **205.18 per 100 million vehicle miles traveled. The existing crash rate is four and a half times that of a similar grade separated, controlled access segment of US 69/75 in Pittsburg County.** The existing fatality rate on the Bryan County segment of US 69/75 proposed for improvement is 1.19 per 100 million vehicle miles traveled versus 0.80 per 100 million VMT on the controlled access segment of US 69/75 in Pittsburg County, a reduction of almost 50 percent.

Currently rear end collisions at the intersections on this segment of US 69/75 account for 52.9 percent (183 crashes) of the crashes and angle/turning movements represent another 12.4 percent (43 crashes). These two intersection-related crash types account for nearly two-thirds (65.3 percent) of all crashes on this project segment. After the US 69/75 grade separation project is completed, these types of crashes will be significantly reduced. Based on the improvements proposed in this project, an analysis was conducted using a similar controlled access segment of US 69/75 in Pittsburg County. The analysis indicates that the improvements proposed in this project will **prevent more than 100 crashes** across all crash severity types.

This grade separation project is expected to reduce the crash rates comparable to the statewide average. Using the statewide average rates in combination with the projected traffic volumes and miles traveled, the

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<sup>31</sup> U.S. Energy Information Administration website, <http://www.eia.gov/state/?sid=OK> .



estimated number of crashes can be calculated for this segment of US 69/75 after project completion. As a result of the improvements funded through this FASTLANE application, this segment of US 69/75 is estimated to have 33 fewer crashes in 2035 and 38 fewer crashes in 2045. The crash severity analysis is shown in the table below.

**US 69/75 Bryan County FASTLANE segment crash severity**

Year	Property damage only		Non-incapacitating injury		Incapacitating injury		Fatalities		Total
	Crashes	Percent	Crashes	Percent	Crashes	Percent	Crashes	Percent	
<b>2010</b>	44	83.0	8	15.1	1	1.9	0	0.0	53
<b>2011</b>	65	71.4	23	25.3	3	3.3	0	0.0	91
<b>2012</b>	67	81.7	12	14.6	3	3.7	0	0.0	82
<b>2013</b>	40	76.9	11	21.2	0	0.0	1	1.9	52
<b>2014</b>	53	77.9	13	19.1	1	1.5	1	1.5	68
<b>Total</b>	<b>269</b>	<b>77.7</b>	<b>67</b>	<b>19.4</b>	<b>8</b>	<b>2.3</b>	<b>2</b>	<b>0.6</b>	<b>346</b>
<b>5-Year Average</b>	<b>53.8</b>	<b>77.7</b>	<b>13.4</b>	<b>19.4</b>	<b>1.6</b>	<b>2.3</b>	<b>0.4</b>	<b>0.6</b>	<b>69.2</b>

Source: ODOT Traffic Engineering Division, 2016

The proposed US 69/75 project will also improve the safety of the area’s non-motorized users. Bicyclists and pedestrians will no longer face the risks associated with crossing a busy divided highway once this project is completed. Instead, they will be able to use one of the three grade separated intersections spaced throughout the project area as well as full frontage roads on both sides of US 69/75 to walk or bike in safer, less risky conditions.

The proposed US 69/75 improvements between McKennon and South McKinley avenues will provide a safe passage for all users of the roadway, not just vehicle traffic. During the 2010-2014 period there was one vehicle/train crash, and that crash resulted in injuries. The highway/rail grade separation is also extremely important because it will enable emergency services to reach the population east of the UP tracks, ensuring access and enhancing response times without the risk of rail crossing delays.

**Mobility Outcomes**

The US 69/75 corridor enhances transportation resiliency by providing an additional travel corridor between Dallas and Tulsa that is about 50 miles shorter with approximately the same travel time.<sup>32</sup> This is increasingly important as urban growth continues to stress transportation facilities in larger cities such as Dallas and Oklahoma City. US 69/75 can provide a more efficient connection for some freight movements and increase the productivity of truck drivers facing hours of service limitations.

In Bryan County, however, impediments to mobility on US 69/75 are significant at signalized and unsignalized intersections with direct access to US 69/75. The mobility on this section of the corridor will be

<sup>32</sup> Measured from Google Maps on March 28, 2016.

improved substantially by this FASTLANE project, which will eliminate the existing traffic signals and at-grade intersections. This will allow traffic speeds to remain at the statutory limit of 70 mph through Calera instead of slowing to 55 mph with frequent stops. ODOT conducted travel time runs (see the table below) over a 2.5 mile segment from south of Main Street to north of Choctaw Road. Five runs were completed in each direction during the 4:30-5:30 PM evening peak period. The average of the five runs was comparable at just over 4 minutes. However, there was more variability in the northbound direction with travel times ranging from 2 minutes 55 seconds to over 5 minutes. The southbound direction was more consistent, with travel times ranging between 3 minutes 43 seconds and 4 minutes 36 seconds. Traffic on this corridor will flow at 70 mph when the stop delays caused by the existing signalized intersections are eliminated with the completion of this project. The project will provide for more reliable travel time and significant reductions in delays on this section of US 69/75 for freight and passenger traffic.

**US 69/75 Travel Time from South of Main Street to North of Choctaw Road**

Run number	Southbound				Northbound			
	Begin	End	Duration	Avg Spd	Begin	End	Duration	Avg Spd
1	16:34:19	16:38:02	0:03:43	41.2	16:40:50	16:43:45	0:02:55	52.5
2	16:46:42	16:51:18	0:04:36	33.3	16:52:33	16:57:09	0:04:36	33.3
3	16:59:46	17:03:43	0:03:57	38.8	17:04:48	17:08:34	0:03:46	40.7
4	17:11:18	17:15:35	0:04:17	35.8	17:16:51	17:22:02	0:05:11	29.6
5	17:24:42	17:28:55	0:04:13	36.3	17:30:02	17:33:48	0:03:46	40.7
	Mean	0:04:09	-5:851	37.1	Mean	0:04:03	-5.894	39.3
	Std. dev.	0:00:20	0.081	3.024	Std. dev.	0:00:52	0.220	8.797

Source: Oklahoma Department of Transportation, 2016

Travel time reliability is a critically important factor for freight and logistics firms and drivers. Most businesses now manage their inventories using just-in-time or just-in-case inventory management systems that require tight delivery schedules. These practices result in more trucks on the road moving critical inputs and products to a range of destinations. Travel time reliability is also important for truck drivers, who must adhere to strict hours of service requirements. Avoiding congested urban areas and bottlenecks is crucial to these users, and the shorter US 69/75 route will attract additional trucks for this reason. The improvements proposed in this FASTLANE project will result in significant travel time savings, enabling traffic to flow freely at 70 mph with few, if any, delays once this project is completed.

The National Performance Management Research Data Set (NPMRDS) revealed an average travel speed through Calera of 42 mph with the existing at-grade intersections and signals. The segment of this corridor just north of Calera has an average speed of 53 mph and south of Calera average speeds are 60 mph.<sup>33</sup> The benefit-cost analysis for this project demonstrates additional examples of the costs of these reduced speeds and traffic signals on freight and passenger mobility.

<sup>33</sup> NPMRDS US 69/75 Congestion Data Report

The US 69/75 project proposed in this application significantly improves the movement of both freight and people on this vital transportation lifeline. With a grade separated highway and access roads, the interaction and conflict between local and regional traffic is eliminated. This benefits local Main Street traffic that currently backs up through US 69/75 intersections when a train crosses. The traffic signals proposed in this project for Main Street and the frontage roads will include pre-emption to minimize traffic disruption on Main Street and the frontage roads when trains pass.

This FASTLANE project will provide grade separation of the local roadway and rail lines between McKennon Avenue and McKinley Avenue. This local roadway/railroad grade separation will exponentially enhance local mobility. Traffic will move freely from one side of the UP rail line to the other regardless of train traffic, improving response times and enabling emergency service providers to protect and serve the community without experiencing delays resulting from train traffic. As the economy continues to improve and rail traffic increases, the demand for consumer goods will also increase freight shipments on the UP rail line. Without these US 69/75 improvements, mobility on this corridor will be further constrained and local mobility in Calera will be further impaired, leaving a divided city.

**Community and Environmental Outcomes**

The community and environmental effects of this US 69/75 improvement project will influence a diverse region: eliminating physical barriers in the small town of Calera, improving reliable and efficient freight movements for regional businesses and industries who depend on this corridor from Texas to Canada, and enhancing community development efforts initiated by the Choctaw Nation, the third largest Native American tribe in the world. Residents of the broader Choctaw National Tribal Boundary as well as shippers and visitors using US 69/75 will benefit from travel time savings, safer conditions, and improved freight access for local businesses and services.

American Indian tribes represent over 13 percent of Bryan County’s population, and, like other counties in southeast Oklahoma, the median household income of \$38,743 and per capita income of \$20,964 are below the state average. More than 19 percent of Bryan County’s population live below the poverty level, a significantly higher number than the national average of 14.8 percent. A number of initiatives are underway to continue to improve access to jobs, incomes, and access to health care and workforce training, including the recent award to the Choctaw Nation of a Tribal Promise Zone and continuing efforts by the Durant Industrial Authority, Oklahoma Department of Commerce, and other partners in this FASTLANE grant.

Improvements to US 69/75 in Bryan County are crucial to continued tourism, business expansions, and new company locations. The most recent Corporate Site Location study, now in its 29th year, found that access to reliable highways remains the number one site location criteria for companies. Because 42 percent of the Choctaw Nation’s revenues are generated by the Choctaw Resort and Entertainment Center near the terminus of the proposed project, and over 50 percent of the visitors to this facility originate from the Dallas-Fort Worth metro area, the US 69/75 corridor (and more specifically the improved reliability and safety of the segment of the



corridor included in this application), is crucial to the economic development and competitiveness of this region.

Community benefits from this project are discussed in previous sections; they include:

- Safety benefits
  - Increased safety for both vehicles and non-motorized users
  - Reduction in the expected number of crashes
  - Less congestion and delay as a result of fewer crashes
- Mobility and accessibility benefits
  - Separation of local and through traffic
  - Reduced travel time in the project area
  - Improved travel reliability
  - Elimination of rail delays and barriers when a train is passing
  - Improvement in emergency response times and accessibility

The existing US 69/75 corridor and the parallel UP rail line are physical barriers in the town of Calera, bisecting the community. Conditions on this segment of the corridor create serious issues for the town by limiting access to emergency services, creating delays and increasing travel times to work, and resulting in higher crash rates. As traffic and truck volumes on the US 69/75 corridor continue to increase, the physical barriers will create a geometric increase in the problems faced by area residents and especially by vulnerable populations. A map of the US 69/75 corridor and UP rail line along with key community facilities in Calera is included in the Maps & Graphics folder on the [ODOT FASTLANE grant web site](#).

The community will realize significant benefits from the elimination of stop and start traffic due to traffic signal operations. This will, in turn, result in reduced carbon dioxide emissions due to reduced truck delays and fewer trucks idling, less acceleration and deceleration noise and lower vehicle emissions.<sup>34</sup> The economic savings realized from reduced carbon dioxide emissions alone amount to a total value of nearly \$47 million during the BCA analysis period. The proposed project also offers the opportunity to enhance the area's stormwater runoff mitigation using green stormwater management strategies such as rain gardens. The proposed project will use green stormwater management practices to the extent feasible to control stormwater runoff. Opportunities to recycle and reuse materials will be seriously considered throughout the construction of the project. The proposed project will reduce short term maintenance costs, and **US 69/75 will remain in a state of good repair for many years**. ODOT will be able to extend the useful life of this facility with routine, minor maintenance efforts.

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<sup>34</sup> EPA, Emission Facts, Average Annual Emissions and Fuel Consumption for Gasoline-Fueled Passenger Cars and Light Trucks, October 2008. <https://www3.epa.gov/otaq/consumer/420f08024.pdf>



## PROJECT LOCATION

The proposed US 69/75 improvement project begins at the junction with US 70 in Bryan County, Oklahoma and extends south approximately four miles to the intersection with Chickasaw Road (NS 369).<sup>35</sup> This is a rural application and no urbanized area boundaries are applicable. See US 69/75 Project Location map in the Maps & Graphics folder on the [ODOT FASTLANE grant web site](#).

## PROJECT PARTIES

The Oklahoma Department of Transportation (ODOT) is the project sponsor. Several entities in the region are working in partnership with ODOT on this project and have provided letters of support, which can be found on the [ODOT FASTLANE project web site](#). These partners include:

- Bryan County
- The Choctaw Nation of Oklahoma
- Choctaw Nation Tribal Transit
- The City of Durant
- Durant Area Chamber of Commerce
- Durant Industrial Authority
- District Attorney for the 19th District of Oklahoma
- First United Bank
- Imagine Durant
- McAlester Defense Support Association
- Oklahoma Trucking Association
- Rural Enterprises of Oklahoma, Inc.
- Southeastern Oklahoma State University
- Southern Oklahoma Development Association
- Southern Oklahoma Rural Transit System
- Town of Calera
- Union Pacific Railroad
- USDA Rural Development, Office of the State Director
- USDA Rural Development, Community Programs Director, Muskogee office

These agencies and organizations are working together – through this grant application, the Choctaw Nation Promise Zone, and other valuable efforts – to enhance the region’s economy and improve access to health care, affordable housing, education and workforce training, support for elderly and other vulnerable

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<sup>35</sup> See US 69/75 Project Location map in the Maps & Graphics folder on the [ODOT FASTLANE grant web site](#).

populations, and other services essential to the residents of this hard-working and highly deserving community.

### PROJECT FUNDING

Sources of Funds							
<i>All funds shown in thousands of 2016 \$</i>	Federal Funds Previously Incurred	Federal Funds Future Fed. \$	State Funds Previously Incurred	State Funds Future State Fed. \$	Federal FAST LANE Funds	Future Eligible Costs	TOTAL Project Cost
<b>Use of Funds</b>							
Engineering & Environmental Studies	500.4		125.1				625.5
		4,596.0		1,149.0		5,745.0	5,745.0
ROW & Utilities		4,004.0		1,001.0		5,005.0	5,005.0
Construction		15,000.0		21,450.0	70,800.0	107,250.0	107,250.0
Contingency & Other		400.0		400.0	1,200.0	2,000.0	2,000.0
<b>TOTAL</b>	<b>\$500.4</b>	<b>\$24,000.0</b>	<b>\$125.1</b>	<b>\$24,000.0</b>	<b>\$72,000.0</b>	<b>\$120,000.0</b>	<b>\$120,625.50</b>

See point 2 of the Certification Statement, in the Certifications and Assurances folder on the [ODOT FASTLANE grant web site](#), regarding availability and commitment of funds.

### COST EFFECTIVENESS

The Oklahoma Department of Transportation proposes to improve the safety and efficiency of high volume freight traffic along the US 69/75 corridor in southern Oklahoma (Bryan County) by upgrading an existing 4.2 mile arterial highway with numerous access points and signalized intersections to a fully controlled access facility with grade separations and functional frontage roads. The US 69/75 freight corridor project will significantly reduce freight delay and congestion, improve travel time reliability, enhance safety, improve economic vitality, and promote environmental sustainability. The benefit-cost ratio produced from this analysis is 11.58, demonstrating that the monetized benefits generated from this project far exceed the project cost.

The benefit-cost analysis (BCA) developed for this US 69/75 FASTLANE proposal was evaluated in terms of the following characteristics:

- **State of Good Repair:** Avoided maintenance costs of the existing US 69/75 corridor, planned maintenance of improved facility

- **Economic Competitiveness:** Travel time and fuel cost savings through reduced delay and congestion from removal of three traffic signals along US 69/75, elimination of traffic backups on US 69/75 at two locations resulting from at-grade railroad/local street crossing conflicts, and speed limit increase on US 69/75 once the project is completed
- **Sustainability:** Reduced carbon dioxide emissions due to reduced vehicle delay on US 69/75
- **Safety:** Crashes and injuries avoided through safety improvements including traffic signal removal, grade separation, and frontage roads along US 69/75
- **Quality of Life Improvements:** Improved accessibility for local traffic and diversion off of US 69/75 due to the construction of grade separations and frontage roads
- **Costs:** Pre-construction costs, construction costs, annual maintenance costs, and vehicle delay during construction

The table below presents the results of the BCA, expressed in terms of net present value (NPV) and benefit-cost ratio (BCR), using a discount rate of 7 percent. The table on the following page presents an executive summary of the benefit-cost analysis. The full BCA narrative and spreadsheet model can be found in the Reports and Technical Information folder on the [ODOT FASTLANE grant web site](#).

### BCA Results

<b>Benefits with 7% Discount Rate</b>	\$1,233,397,000
<b>Costs with 7% Discount Rate</b>	\$106,514,000
<b>NPV</b>	\$1,126,883,000
<b>BCR</b>	11.58

Source: CDM Smith

Current Status/Baseline & Problem to be Addressed	Change to Baseline/Alternatives	Type of Impacts	Affected Population	Economic Benefits	Summary of Results and Page References in BCA Narrative
<p>US 69/75 in southern Oklahoma (Bryan County) is a high volume freight corridor that connects Texas, the Great Plains region, and the Great Lakes region. The corridor plays a critical role in the regional economy by supporting:</p> <ul style="list-style-type: none"> <li>• Businesses such as Wal-Mart, Cardinal Glass, and Big Lots' distribution center</li> <li>• The Choctaw Nation of Oklahoma, one of the largest employers in the region, which operates restaurants, an events center, hotel/resort, and gaming center at the junction of US 69/75, US 70 and Choctaw Drive</li> <li>• Military facilities, including the McAlester Army Ammunition Plant in McAlester, OK and the Oklahoma National Guard armory adjacent to Eaker Field Airport in Durant, OK.</li> </ul> <p>This existing 4.2-mile arterial highway is bordered on the north by a fully controlled access facility (US 70) and on the south by an additional four miles of US 69/75 arterial highway. The corridor has numerous access points and three signalized intersections, which result in significant traffic delays and a high rate of motor vehicle accidents. In addition, US 69/75 runs parallel to the Union Pacific Railroad through the Town of Calera. These two infrastructure elements, separated by a 200-foot buffer, conflict when blockages at railroad crossings cause traffic backups onto US 69/75, exacerbating congestion and delay.</p>	<p>Conversion of the 4.2-mile section of the US 69/75 arterial highway into a fully controlled access facility through the following improvements:</p> <ul style="list-style-type: none"> <li>• Construction of local road grade separations at the intersections of US 69/75 and Main Street and US 69/75 and Choctaw Road</li> <li>• Construction of a highway and railroad grade separation between South McKinley Avenue and McKennon Road</li> <li>• Construction of frontage roads to accommodate local traffic</li> <li>• Removal of the traffic signals at the intersections of US 69/75 and Main Street, US 69/75 and North McKinley Avenue, and US 69/75 and Choctaw Road</li> </ul> <p>In addition, the speed limit will be increased from 55 miles per hour to 70 miles per hour once the project is complete.</p>	<ul style="list-style-type: none"> <li>• Reduction in passenger vehicle and truck delay due to the removal of three traffic signals, elimination of at-grade railroad/local road crossing conflicts, and an increase in the speed limit;</li> <li>• Reduction in annual highway maintenance costs due to avoided pavement rehabilitation and reconstruction costs associated with the existing highway</li> <li>• Reduction in carbon dioxide emissions from passenger vehicles and trucks due to elimination of idling while delayed by traffic signals and railroad crossing blockages</li> <li>• Reduction in fuel consumption costs due to elimination of vehicle idling while delayed by traffic signals and railroad crossing blockages</li> <li>• Safety benefits resulting from traffic signal removal, grade separations, and frontage roads</li> <li>• Improved access between the east and west sides of the Town of Calera for local traffic, including residents, school buses, emergency services, and law enforcement</li> </ul>	<ul style="list-style-type: none"> <li>• Businesses</li> <li>• Freight shippers</li> <li>• Commuters</li> <li>• Schools</li> <li>• Law enforcement</li> <li>• Emergency services</li> <li>• Residents of Bryan County, 13.5 percent of whom are Native American</li> </ul>	<ul style="list-style-type: none"> <li>• Travel time savings and reduced fuel consumption for trucks and passenger vehicles traveling on US 69/75</li> <li>• Reduced carbon dioxide emissions from trucks and passenger vehicles traveling on US 69/75</li> <li>• Reduced motor vehicle accidents</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Total Project Benefit:</b> \$3.93 billion (\$1.23 billion using 7% discount rate); see pg. 13 of BCA Narrative.</li> <li>• <b>State of Good Repair:</b> Avoided maintenance costs = \$14.13 million total benefit (\$4.62 million total benefit using 7% discount rate); see pg. 2 of BCA Narrative.</li> <li>• <b>Economic Competitiveness:</b> Time savings and reduced fuel consumption = \$3.38 billion total benefit (\$1.06 billion using 7% discount rate); see pgs. 2-9 of BCA Narrative.</li> <li>• <b>Sustainability:</b> Reduced carbon dioxide emissions due to reduction in vehicle idling = \$38.40 million total benefit (pre-discounted at 3%); see pg. 9 of BCA Narrative.</li> <li>• <b>Safety:</b> Cost of fatalities, injuries, and other incidents avoided through traffic signal removal, grade separations, and frontage roads = \$491.83 million total benefit (\$133.87 million using 7% discount rate); see pgs. 10-11 of BCA Narrative.</li> <li>• <b>Quality of Life Improvements:</b> Improved access between the east and west sides of the Town of Calera for local traffic, including residents, school buses, EMS, and law enforcement. Qualitative benefits, therefore no monetized value. See pgs. 11-12 of BCA Narrative.</li> <li>• <b>Total Project Cost:</b> Pre-construction, construction, vehicle delay during construction, and annual maintenance costs = \$152.51 million total costs (\$106.51 million using 7% discount rate); see pgs. 12-13 of the BCA Narrative.</li> </ul>



## PROJECT READINESS

**Technical Feasibility** – Oklahoma Department of Transportation has extensive experience designing and constructing projects similar in complexity and scale to the US 69/75 project proposed in this application. The project will primarily be constructed within existing right-of-way requiring limited right-of-way acquisition at local street intersections. The technical feasibility of this project is evidenced by the conceptual preliminary design plans that are 30% complete as of March 24, 2016. The project preliminary plans were designed in accordance with FHWA and AASHTO standards. The cost estimates for this project were developed by the project engineer based on estimated quantities and similar projects constructed in the State of Oklahoma during FY 2015 – 2016. A pre-construction and construction schedule (CPM), preliminary project plans, and detailed cost estimate can be found in the Reports and Technical Information folder on the [ODOT FASTLANE grant web site](#).

**Project Schedule** – A detailed project schedule including all major milestones is on the following page. A summary of the schedule includes:

- State and local planning approvals: The project is consistent with the 2015- 2040 Oklahoma Long Range Transportation Plan (LRTP); the State Transportation Improvement Program is a financially constrained document and will be amended when funding is made available.
- Environmental studies and NEPA documentation and other environmental reviews and approvals including permitting will begin in April 2016 and be completed by March 2017
- Project design will be completed by August 2018
- Right of way acquisition will be completed by March 2018
- Approval of plans, specifications and estimate (PS&E) will be completed by October 2018
- Procurement and obligations of FAST LANE funds will be completed by December 2018
- State and local approvals will be completed by October 2018
- Project partnership and implementation agreements including agreements with railroads will be completed by October 2018
- Construction will begin by March 2019 and be completed by March 2023

The project schedule that follows shows obligation of the FAST LANE grant funds by December, 2018 well in advance of the statutory deadline. Construction on the project will begin by March 2019 and will be completed by March, 2023 in advance of FAST LANE requirements. All property and right-of-way acquisition will be completed in accordance with 49 CFR part 24 and other applicable federal regulations and will be concluded by March, 2018.

### Required Approvals

Environmental Permits and Reviews for US 69/75 – The environmental studies research includes topics such as biology, wetlands, air quality, noise, cultural resources, historic properties, etc. As a part of this process, ODOT's Environmental Programs Division will coordinate with other applicable state and federal agencies and conduct community outreach and meetings as required. Public meetings are expected to be scheduled in the Fall of 2016. The proposed project is expected to involve reviews or approval actions by agencies such as Federal Highway Administration, US Fish & Wildlife Service, and the State Historic Preservation Office. A Documented Categorical Exclusion (DCE) is the anticipated environmental action.

To date, ODOT has met with the Cities of Calera and Durant, Bryan County, and the Choctaw Nation. The project is supported by these entities and consistent with local plans and economic development efforts. Additional stakeholder and public input will be solicited as the project progresses. ODOT staff has coordinated with Texas DOT and will continue to keep abreast of the TEX-21 and Texas Freight Mobility Plan activities.

The 2015 – 2040 Oklahoma Long Range Transportation Plan, adopted in August 2015 is a policy document. The project to improve US 69/75 to a full access controlled facility with frontage roads addresses three policies in the LRTP: Highway Bridge Policy #3 – Reduce fatalities and serious injuries on Oklahoma highways through appropriate engineering solutions; Highway Bridge Policy #5 – Provide for a safe, efficient and effective National Highway System to improve commercial motor vehicle mobility and connectivity; and Freight Rail Policy #2 – Improve rail conditions, operations, and safety.

Operational analysis of the proposed US 69/75 project shows that collisions can be reduced and safety can be increased through implementation of this project. The project will allow for improved through freight and passenger vehicle traffic, and at the same time enhance the community environment and provide safe and reliable travel options for local residents and businesses. By constructing the grade separations, the highway and the rail freight traffic reap the benefits of improved operating conditions.

### Additional Public Engagement

ODOT will continue to meet with regional partners and stakeholders throughout the design and construction process for this project. In addition to establishing a project advisory committee, ODOT will coordinate with emergency services and public works staff in Calera, Durant, and Bryan County and work with area businesses and the Chambers of Commerce and Industrial Authority to ensure businesses as well as residents are kept informed about project progress and safe routes around construction.

### Assessment of Project Risks and Mitigation Strategies

ODOT staff have discussed the project concept with Oklahoma Division of FHWA and continued communication and coordination will continue. To date, no risks have been identified by FHWA staff. The ODOT staff has carefully assess the potential project risks and mitigation strategies, risks considered are as follows:

- 1) Unknown condition discovered during the NEPA process could delay completion of MEPA beyond mandatory deadline to obligation funds. Such conditions might include cultural resource impacts (not likely when acquiring ROW in previously disturbed or improved areas) or wetlands, streams, or threatened or endangered species impacts which are also not likely when acquiring ROW in previously disturbed or improved areas. Mitigation would include early reconnaissance and providing significant information and opportunity for discussions with local residents and officials familiar with the local area.
- 2) Inability to secure a small ROW section by the deadline of 9/30/19. This might include Tribal property conflicts, residential relocation, commercial impacts, etc. however given the location of the necessary ROW acquisition and the limited acquisition required, ODOT does not anticipate such conflicts. Mitigation would include early communication with property owners, adequate information made available to property owners early in the process, and opportunities for discussions with affected property owners and officials familiar with the local area and the project.
- 3) Weather related construction delays as possible and difficult to mitigate. Mitigation would include detailed project scheduling and clear communications and documentation regarding rain days, careful management of project schedule, and early and frequent communication with project contractor before schedule concerns become a problem.

Project Schedule and Milestones

ACTIVITY	2015	2016	2017	2018	2019	2020	2021
Survey, Engineering, Environmental	█	█	█	█			
Right-of-way, Utilities	█	█	█	█	█	█	█
FASTLANE funds obligation				★			
Construct NB frontage road				█	█	█	█
Construct SB frontage road (S. McKinley to Chickasaw Rd.)						█	
Construct SB frontage road (north of Choctaw Rd.)						█	
Construct S. 9th Ave. flyover ramp - grade separation						█	
Construct local road - grade separation						█	
Construct US 69/75 main line (NB and SB)							█
Construct Main St. interchange - grade separation							█
Construct Choctaw Rd. interchange - grade separation							█
Construct SB frontage road (S. McKinley to Choctaw Rd.)							█
PROJECT COMPLETION							★