



# Centennial Pathways: Enhancing Community Connectivity on US-69 in Muskogee

BUILD Grant 2025

Oklahoma Department of Transportation

Budget Narrative

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## Project Budget, Sources, and Uses of Funding

The total Project cost is **\$46,116,000**. The Oklahoma Department of Transportation (ODOT) is requesting \$20,000,000 in Better Utilizing Investments to Leverage Development (BUILD) Grant funds (**43.4 percent**). The total cost includes construction-related activities and a **20 percent contingency**. Project cost estimates are based on the completion of 90 percent design.

The cost estimate was completed in November 2023 by ODOT. As the USDOT recommends applicants present all cost and benefit values in 2023 dollars, no inflation factor was additionally utilized. ODOT has reviewed the November 2023 cost estimate in December of 2024 and have deemed them valid and up to date.

Details about cost splits and funding sources are outlined below. The amounts described in the cost tables only account for future funds that will be incurred after grant obligation. Costs associated with ongoing right-of-way (ROW) acquisition and utility relocation (see **Project Readiness**) are considered costs that will be incurred prior to a signed grant agreement and not included in the costs below.

ODOT is providing **\$17 million** in matching contribution, which constitutes **36.9 percent** of the overall Project cost. The funding source comes from the Federal [Surface Transportation Block Grant](#) (STBG) program. Additionally, the US-69 Project has been approved for \$4,000,000 of Rural Economic Reliability and Optimization (RETRO) funds in 2025 and is a candidate for funds in later years ([State Fiscal Year 2024 RETRO Projects](#), p. 10). Additionally, the Project is included in the ODOT 2024 – 2027 Federal Fiscal Year Statewide Transportation Improvement Program (STIP) and the 2025 – 2032 ODOT Construction Work Plan ([Project Number: 27108\(04\)](#)). See the funding commitment letters from ODOT in the [submittal files](#).

A **20 percent** contingency has been accounted for in the cost estimate. In the unlikely event that there are cost overruns, ODOT will use [Rebuilding Oklahoma Access and Driver Safety initiative](#) (ROADS) funds to cover the costs.

Without BUILD funding, the Project would be funded using STBG funds, but would require other projects to be underfunded, delayed, or cancelled.

**Tables 1 through 3** describe the funding sources and splits as well as the urban/rural split and cost associated to each Census Tract designated as an Area of Persistent Poverty (APP). Note that all Census Tracts within the Project Area are identified as rural and an APP.

**Table 1: Funding Sources and Uses**

Funding Source	Construction	Contingency	Total	
<b>BUILD</b>	\$16,000,000	\$4,000,000	<b>\$20,000,000</b>	<b>43.4%</b>
<b>Other Federal: STBG</b>	\$7,292,800	\$1,823,200	<b>\$9,116,000</b>	<b>19.8%</b>
<b>Non-Federal</b>	\$13,600,000	\$3,400,000	<b>\$17,000,000</b>	<b>36.9%</b>
<b>Total</b>	<b>\$38,796,000</b>	<b>\$7,320,000</b>	<b>\$46,116,000</b>	<b>100%</b>

Note: Dollar amounts and percentages rounded to the nearest whole

**Table 2: Cost per APP Census Tract**

2020 Census Tract	Cost per Tract	
<b>1</b>	\$18,907,560	41%
<b>10</b>	\$27,208,440	59%

Note: The cost estimate does not include the cost per Census Tract, therefore costs were broken down as follows. All roadway, signal, signing and striping, staking, and construction costs were split proportional to the length of the Project within each Tract (60/40). The estimated bridge construction cost was added solely to Tract 1.

**Table 3: Urban versus Rural Costs**

2020 Census Tract	Cost per Tract	
<b>Urban – 2020 Census Data</b>	\$0	0%
<b>Rural – 2020 Census Data</b>	\$46,116,000	100%