



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

BUILD Grant 2025

Oklahoma Department of Transportation

Project Readiness

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## Planning and Constructability

### Inclusion in Relevant Planning Documents

#### State and Local Approvals

- [State Transportation Improvement Program](#) (STIP) (p. 31) – All project components are included in the Fiscal Year (FY) 2024-2027 STIP ([Project Number: 27108\(04\)](#)).
- [Oklahoma 8-Year Construction Work Plan](#) (p. 32) – The Oklahoma Construction Work Plan outlines all the funded projects for construction. The Project is accounted for in this document.

#### Other Planning Documents

- [Muscogee \(Creek\) Nation Strategic Transportation Safety Plan](#) (2014) – The plan was developed to address safety issues for federally recognized tribes and aid in the reduction of traffic fatalities and injuries that occur in the Muscogee (Creek) Nation. Applicable goals include general engineering improvements for better shoulders, more effective lighting and signage, intersection improvements, and flood prevention.
- Oklahoma Department of Transportation (ODOT) [State Highway Safety Plan](#) (2023) – The plan was developed to coordinate a statewide framework for reducing fatalities and serious injuries on all public roads. Muskogee was identified as a Vulnerable Road User (VRU) Safety High-Risk Area and cited actions such as identifying and upgrading at-risk roads, establishing criteria for road diets, and educating drivers on safety.
- [Oklahoma Freight Transportation Plan](#) (2023) – The plan was developed to provide a safe, reliable, and productive freight transportation system that will support the growing economy and population in the state. Applicable goals include improving the safety and efficiency of freight movement and its interaction with other vehicles, ensuring the ability of urban and rural highways to safely accommodate growth in freight traffic, meeting freight transportation needs by maintaining the Oklahoma State Highway System in a state of good repair, directing freight-related transportation investments to support the state's economy, and capitalizing on federal funding and finance programs to aid investment in the freight transportation system.
- The Project will implement the findings of the [US-69 Feasibility Study](#) (2020), based on community participation and data, to add capacity to the corridor, improving safety and operational efficiency while addressing the need for safe pedestrian connectivity, which is currently lacking in the area.

#### Property Acquisition and Right-of-Way

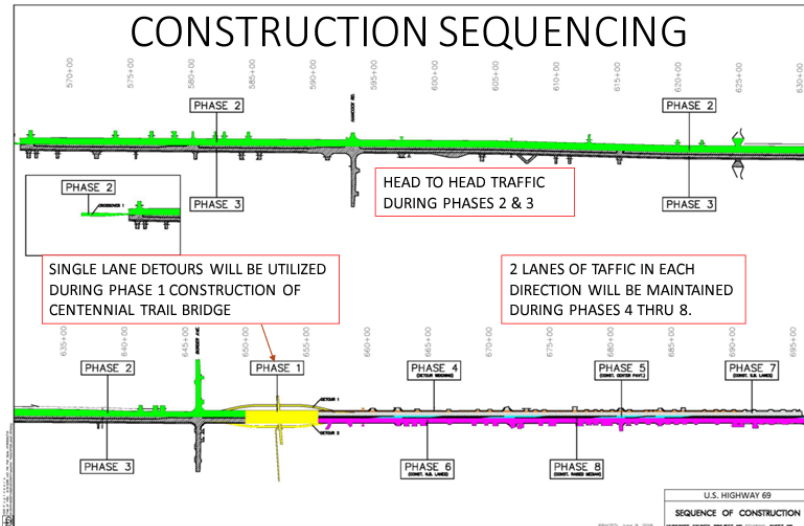
The majority of the US-69 roadway is under the jurisdiction of ODOT, and limited right-of-way (ROW) and property acquisitions have been needed thus far. 90 percent of the ROW has been acquired and it is anticipated the remaining ten percent will be acquired and complete in winter of 2025. No special ROW permits or approvals are anticipated.

Utility relocations began in February 2022 and are anticipated to be complete in November 2025. ODOT and the City of Muskogee are working together to ensure relocations are completed in a timely fashion.

## Construction Techniques and Phasing

The Project will consist of various phases to ensure residential and business access during construction is maintained. [Smart Work Zones](#) with dynamic message signs will be utilized during construction to relay information to the traveling public. The anticipated construction sequencing is shown in **Figure 1**.

**Figure 1: Construction Sequencing**



Source: ODOT

## Proposed Schedule

**Table 1** shows the schedule for all Project elements moving forward. The schedule shows an obligation agreement can be signed well before the September 2029 deadline and construction will begin in early 2026. **Component B** – pedestrian bridge – design is complete, and 90 percent design plans have been completed for **Component A** – road resurfacing – and **C** – road reconfiguration.

**Components A and C** will have final design complete in Q1 2025. If awarded Better Utilizing Investments to Leverage Development (BUILD) funds, construction is the only project development phase that will be utilizing BUILD funds.

**Table 1: Project Schedule**

Task	2024				2025				2026				2027				2028			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Grant Obligation																				
<b>Environmental</b>																				
CE Reauthorization																				
<b>Design</b>																				
Preliminary Design																				
Final Design																				
ROW																				
Utilities																				
Authorization & Funding Obligation																				
Letting																				
<b>Construction</b>																				
Engagement																				
Construction																				
Project Closeout																				



## NEPA and Permitting

The text below describes the required approvals and permits, their status and timeline for receiving the necessary documentation:

- National Environmental Policy Act (NEPA) – The Project received an Individual Categorical Exclusion (ICE) from the Federal Highway Administration (FHWA) in December of 2021. As **Component B** – pedestrian bridge – is a Section 4(f) resource, a Section 4(f) de minimis finding was completed and found the proposed bridge replacement will not adversely affect the Section 4(f) resource. NEPA documentation can be found in the [Supporting Documents](#). The ICE will need to be reauthorized prior to construction. To reauthorize, ODOT will complete a standard environmental checklist.

Needed resource agency permits have been identified and include the following:

- Oklahoma Department of Environmental Quality – Notice of Intent for Stormwater Discharges Associate with Construction Activity under the OPDES Construction General Permit OKR10.
- Oklahoma Department of Transportation – Section 404 Permit Application Form for State Projects.
- Federal Aviation Administration (FAA) – Due to the location of the Project and its proximity to the Muskogee-Davis Regional Airport, the FAA will need to be notified prior to construction via FAA Form 7460-I.
- Railroad Certification – Coordination with railroads is required prior to construction on Federal-aid projects. Union Pacific and BNSF railroads run through Muskogee; however, they do not cross the Project Area.

These permits are considered routine and administrative in nature. No complication is anticipated.

## Coordination with DOT

Throughout reauthorization of the ICE, ODOT will continue to coordinate with Oklahoma FHWA.

## Project Support

### Public and Agency Involvement Process

Public engagement for the Project was completed in January of 2021. Due to COVID-19 restrictions, a [virtual stakeholder meeting](#) was held on November 2<sup>nd</sup>, 2020, and a [virtual open house](#) was held from December 18<sup>th</sup>, 2020 to January 18<sup>th</sup>, 2021. As there were no changes from the selected 2021 alternative, no other public engagement will be completed prior to construction. During construction of the Project, ODOT will provide the public updates on construction efforts.

## Public and Agency Involvement Results

Notice of the stakeholder meeting was sent via mail and email to the ODOT Transportation Commissioner, state senators, state representatives, Muskogee County Commissioners, Muskogee (Creek) Nation Principal Chief Floyd, Mayor of Muskogee, Muskogee City Council, and Muskogee city staff including the City Manager, Assistant City Manager, and Public Works Director. While no written comments were received, there were a handful of questions during the presentation. Most of the discussion was around the difference between the six and seven lane options related to crashes and there was interest in conducting an economic study comparing the options. Overall, the stakeholders were supportive of the Project.

## Risks and Mitigation

The following are potential risks, including the likelihood of occurring and details that support the rating:

- Design Delays: **Low Risk**. 90 percent designs are completed and final design for all components are scheduled to be complete by Q1 2025. This is well in advanced of the proposed funding obligation request.
- Cost Overruns: **Low Risk**. The Project cost is based on the results of the 90 percent preliminary design and the latest estimate completed in November 2023. Furthermore, the project cost estimate includes contingencies, as listed in Form SF42C.
- Environmental Uncertainties: **Low Risk**. The NEPA ICE was completed in 2021. To reauthorize prior to construction, ODOT will complete a standard environmental checklist.
- Real Estate Acquisition: **Low Risk**. As discussed in **Property Acquisition and ROW**, ROW has been acquired for 90 percent of the Project corridor and the remaining ten percent will be acquired in Winter 2025. Utility relocations are anticipated to be complete in November 2025.
- Uncommitted Matching Funds: **Low Risk**. See **Project Budget** for details on where funds are allocated. At the time of this application, state matching funds are committed, and any cost overruns will be paid utilizing the [Rebuilding Oklahoma Access and Driver Safety initiative](#) (ROADS) funds. A funding commitment letter has been provided by ODOT.
- Construction Delays: **Low Risk**. The Project is anticipated to begin well before the statutory deadlines for construction and is already in the 8-year construction work plan. The necessary utility relocations and ROW has been identified and will be acquired prior to construction. The proposed construction type is widely used by ODOT, which reduces the risk of construction delays.
- Public Support: **Low Risk**. As discussed in the **Inclusion in Relevant Planning Documents**, the project is consistent with statewide and local planning documents. Letters of support can be found [here](#).

## Technical Capacity Assessment

### Federal Funding

ODOT has the technical capacity and competency to successfully deliver the *Centennial Pathways: Enhancing Community Connectivity on US-69 in Muskogee* Project. ODOT has a close partnership with the FHWA Oklahoma Division through which it receives its federal aid allocation and discretionary grant funding. ODOT has been awarded several discretionary grants from various programs and is familiar with developing grant agreements, administering the funding, and providing the necessary reporting such as the US-69 and US-75 Bryan County Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant in 2016. ODOT has the technical expertise and resources dedicated to the Project to provide quality control over all aspects of design and construction, ensure the Project meets all federal requirements, and keep the public informed of the Project's progress.

### Federal Regulations

ODOT has the capacity to successfully deliver the Project and has a history of complying with applicable Federal requirements including, but not limited to, compliance with Title VI/Civil Rights requirements to ensure that no person is excluded from participation, denied benefits, or otherwise subjected to discrimination under any program or activity, on the basis of race, color, national origin, sex, age, or disability. ODOT has a thorough understanding of federal contracting and procurement requirements including Buy America provisions, Americans with Disabilities Act, Uniform Relocation Assistance and Real Property Acquisition Act, and the Davis Bacon Act.

### Project Planning

The Project is already incorporated into the long-range planning efforts such as the 8-year Construction work Plan and the STIP. ODOT frequently incorporates projects to the STIP through the metropolitan planning organization (MPO) planning process.

### Project Delivery

In addition to having experience implementing federally funded projects, ODOT also has experience delivering projects of similar size, scope, and complexity to the Project. One example is the US-69 and US-75 Project in Bryan County, which received a FASTLANE grant in 2016. The Bryan County project had a larger scope than the US-69 Muskogee Project and was completed on time and within budget.