



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

BUILD Grant 2026

Oklahoma Department of Transportation

Project Readiness

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Planning and Constructability

The Centennial Pathways: Enhancing Community Connectivity on US-69 in Muskogee (Project) is fully integrated into state, regional, and local transportation planning frameworks and is consistent with long-range goals for safety, mobility, and freight efficiency.

Transportation Improvement Programs: These listings demonstrate regional and statewide support and confirm that the Project is programmed for funding and implementation.

- [Statewide Transportation Improvement Program](#) (STIP) – All Project components are included in the Draft Fiscal Year (FY) 2026-2029 STIP (Project Number: 27108(04) (p. 21).
- [Oklahoma 8-Year Construction Work Plan](#) – The Project is included in the FY 2026-2033 ODOT 8-Year Construction Work Plan as Job Piece 2710804 (p. 12).

Consistency with Other Plans: The Project is also included in, or consistent with, local and regional planning documents:

- 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 non-motorized connectivity.
- [Muscogee Creek Nation Safe Street for All](#) (SS4A) (2026) – The plan outlines a data-driven strategy to reduce roadway fatalities and serious injuries using the Safe System Approach to address crash factors. The plan is relevant to the Project as it provides evidence-based strategies and recommendations that support improvements such as enhanced shoulders, signage, and lighting and targeted safety interventions. The Project directly implements the plan by targeting the same issue areas with engineering improvements designed to reduce crash severity, including enhancements to roadway geometry, signage, and lighting.
- [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
- Oklahoma Department of Transportation (ODOT) [Strategic 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.

Freight Plans: The Project advances the [Oklahoma State Freight Plan’s](#) vision for a safe, reliable, and efficient freight transportation system. The Oklahoma State Freight Plan identifies statewide freight goals in areas such as safety, mobility, economic vitality, and infrastructure preservation.

US-69 is designated as a [Critical Rural Freight Corridor](#) (CRFC) (p. 6-45). The CRFC designation in Oklahoma is limited to 160 rural miles and is reserved for those corridors that receive high volumes of freight traffic, connect interstates and ports, or have access to energy and agricultural production areas. US-69 meets these criteria as it carries high volumes of truck freight, with an

NEPA and Permitting

NEPA Class of Action: The Project received an [Individual Categorical Exclusion \(ICE\)](#) from the Federal Highway Administration (FHWA) in December 2021.

NEPA Status and Milestones: The ICE will need to be reauthorized prior to construction. To reauthorize, ODOT will complete a standard environmental checklist. ODOT has been in coordination with FHWA and since there have been no substantial changes to the Project or within the Project Area, it is expected the reauthorization will be granted in August 2026, well before construction begins.

Link to NEPA Documentation: National Environmental Policy Act (NEPA) documentation can be found in the [Supporting Documents](#).

Reevaluation and Post-Approval Changes: Reauthorization will be required as it has been over five years since the ICE designation. This will be completed and acquired by ODOT August 2026.

Permits and Approvals: 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.

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

Coordination with DOT: ODOT has been in coordination with Oklahoma FHWA throughout the Project lifecycle and will continue to do so as the Project seeks environmental reauthorization (low risk) and additional federal funding through BUILD.

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, 2020, and a [virtual open house](#) was held from December 18th, 2020 to January 18th, 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 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 Work Director. While no written comments were received, there were a handful of questions during the presentation. Most of the discussion was about the difference between the six and seven lane options related to crashes. Overall, the stakeholders were supportive of the Project. Letters of support have been provided by various stakeholders, see **Letters of Support** file as part of the grant submittal.

Risk and Mitigation

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

- **Design Delays: Low Risk.** [100 percent designs](#) are completed. This is well in advance of the proposed funding obligation request.
- **Cost Overruns: Low Risk.** The Project cost is based on the results of the 100 percent design and the latest estimate completed in January 2026. Furthermore, the Project [cost estimate](#) includes a 10 percent contingency.
- **Environmental Uncertainties: Low Risk.** The NEPA ICE was completed in 2021. To reauthorize prior to construction, ODOT will begin a standard environmental checklist by June 1.
- **Real Estate Acquisition: Low Risk.** As discussed in **Property Acquisition and ROW**, ROW has been acquired for 100 percent of the Project corridor. Utility relocations were completed in January 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 and is available as part of the grant submittal.
- **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 have 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 **Consistency with Other Plans** section, the Project is consistent with statewide and local planning documents. See **Letters of Support** file as part of the grant submittal.

Applicant Capacity Review

Roles and Responsibilities: ODOT will oversee all phases of Project implementation including design completion, procurement, construction, and compliance, ensuring adherence to all applicable federal requirements. ODOT staff with expertise in grant administration, engineering, and project management will provide ongoing oversight and coordination throughout the delivery of the Project.

Federal Funding: ODOT has the technical capacity and competency to successfully deliver the 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 measures. In September 2025, ODOT was awarded a [Defense Community Infrastructure Program](#) (DCIP) Grant for the reconstruction of a segment of US-69 and replacement of the Peaceable Creek Bridge, which supports the McAlester Army Ammunition Plant. Another example is the [Hochatown Community Access and Pedestrian Safety Project](#) that received \$20 million in BUILD Grant funds in 2025 for

the reconstruction of approximately 6.25 miles of US-259 in Hochatown, Oklahoma. ODOT has the technical expertise and resources dedicated to the Project to provide quality control over all aspects of design and construction and ensure the Project meets all federal requirements.

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 Buy America provisions, Americans with Disabilities Act regulations, the Uniform Relocation Assistance and Real Property Acquisition Act, and Davis-Bacon Act labor standards. ODOT will comply with all applicable contracting and procurement regulations including ODOT’s established procedures, trained staff, and internal compliance oversight ensure that all contracting, construction, and reporting obligations are met in accordance with federal standards.

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 into 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. For example, the pavement reconstruction project on US-69 in McIntosh County received the national [Asphalt Pavement Alliance’s 2024 Perpetual Pavement Award by Design](#) for the successful delivery of a nearly \$32 million project. The US-69 Project is of similar size and scope, demonstrating ODOT’s capacity to successfully deliver outstanding design, exceptional quality and construction.