



US-69 Rural Safety & Economic Vitality Project in Atoka County

BUILD Grant 2026

Oklahoma Department of Transportation

Project Readiness

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Planning and Constructability

The US-69 Rural Safety & Economic Vitality Project in Atoka County (the 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

The Project's listing in state documents demonstrates regional and statewide support and confirms that the Project is programmed for funding and implementation.

- [Statewide Transportation Improvement Program](#) (STIP) – The Project is included in the FY 2026-2029 Oklahoma Department of Transportation (ODOT) STIP as job piece 3041004 (p. 29).

Consistency with Other Plans

The Project is also consistent with other statewide planning documents:

- [8-Year Construction Work Plan](#) – The Project is included in the FY 2026-2033 ODOT 8-Year Construction Work Plan as job piece 3041004 (p. 23).
- [ODOT Long Range Transportation Plan](#) (LRTP) – The LRTP is a policy document that provides a strategic direction for the development of the Oklahoma multimodal transportation system. The Project aligns with ODOT's long-range strategic direction, including prioritizing safety, infrastructure preservation, operations and management, and resiliency and reliability.

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). 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, connects rail hubs, diverts freight traffic outside of the major metropolitan areas, and connects to several important industrial and agricultural hubs. The Project will enhance mobility throughout the corridor for freight and travelers by updating deteriorating infrastructure, making travel in the corridor safer, and improving efficiency in the region.

Property Acquisition/ROW

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. Seventy-five percent of the ROW has been acquired, and it is anticipated the remaining will be acquired and completed by the end of February 2026. No special ROW permits or approvals are expected. Eighty percent of utility relocations have been completed and will be completed prior to Project letting. ODOT and the town of Tushka are working together to ensure relocations are completed in a timely fashion.

FHWA Oklahoma Division and anticipates completing the CE class of action immediately after notice of funding award.

NEPA Status and Milestones

ODOT's state-level review evaluated all major NEPA resource areas, including wetlands, threatened and endangered species, cultural resources, hazardous materials, noise, air quality, and community impacts. This [document](#) has been approved. Because most of the roadway will be reconstructed on existing alignment and environmental conditions have been previously assessed, impacts are expected to be minimal and consistent with CE-eligible actions. No significant challenges are anticipated, and the Project is positioned for a timely CE approval.

The NEPA timeline for the Project will be significantly accelerated through the existing [Programmatic Agreement](#) between ODOT and FHWA for CEs, which streamlines documentation, review, and approval for CE-eligible actions. Because the Project aligns with the types of activities covered under this agreement, FHWA can complete environmental review more efficiently, allowing CE approval to be advanced on an expedited schedule.

Link to NEPA documentation

ODOT's completed state-level environmental review is available [online](#). Formal federal NEPA documentation will be expedited as described above upon notice of federal award.

Re-evaluation and Post-Approval Changes

Formal federal NEPA documentation will be expedited as described upon notice of federal award.

Permits and Approvals

Based on the Project's scope and ODOT's preliminary environmental assessment, the following permits and approvals are anticipated:

- Clean Water Act Section [404 Permit](#) for stormwater has been acquired by ODOT.
- Oklahoma Department of Environmental Quality – Notice of Intent for Stormwater Discharges Associate with Construction Activity under the OPDES Construction General Permit OKR10.

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

Coordination with DOT

ODOT maintains regular coordination with the FHWA Oklahoma Division Office and will continue throughout CE preparation and approval under the Programmatic Agreement framework.

Project Support

Public and Agency Involvement Process

From early Project development, ODOT has proactively engaged with local businesses and property owners located along the existing corridor to understand potential concerns and ensure the Project reflects community needs. As the Project remains on its current alignment, anticipated impacts to the surrounding community are limited, and discussions with directly affected businesses have reinforced that the improvements are both needed and broadly supported, as

shown in letters of support for the Project, which can be found in the [Supporting Documents](#). As the Project advances toward construction, ODOT will initiate broader public engagement to ensure the wider community has clear, timely communication before work begins.

Public and Agency Involvement Results

The Project represents an opportunity for partnership at the federal, state, local, and private levels. Besides the primary Project parties, there are businesses, elected officials, and community organizations that have expressed their [support](#) for the Project, including:

- Town of Tushka
- City of Atoka
- Southeastern Regional Transportation Planning Organization (SERTPO)
- Southern Oklahoma Development Association (SODA)
- Tushka Public Schools
- U.S. Congressmen

Through engagement with the local businesses and community, the Project design was refined to minimize impacts to property owners along the corridor.

Risk and Mitigation

ODOT has cleared many Project milestones and are ready for the Project to advance to the construction phase by August 2027. The following are potential risks, including the likelihood of occurring and details that support the rating:

- **Design Delays: Low Risk.** The Project is currently at [90 percent design](#), and final design is scheduled to be completed by March 2027.
- **Cost Overruns: Low Risk.** A 10 percent contingency has been accounted for as part of the construction cost. 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.
- **Environmental Uncertainties: Medium Risk.** An environmental review was completed by ODOT in 2023, which is similar, but not the same as a formal NEPA review. If the Project is awarded federal funding, the NEPA process will be initiated. The Project is expected to be a CE. ODOT maintains a good working relationship with the FHWA Oklahoma office and is confident that a class of action will be achieved for a timely CE approval because of an established programmatic agreement that accelerates the process.
- **Real Estate Acquisition: Low Risk.** As discussed in **Property Acquisition and ROW**, 75 percent of the required ROW has been acquired and the remaining 25 percent will be acquired by the end of February 2026. Utility relocations are anticipated to be completed prior to letting.
- **Commitment of Matching Funds: Low Risk.** See **Project Budget** for details on where funds are allocated. ODOT is requesting \$20 million in BUILD funds (68.9 percent of total Project cost) and providing \$9,029,000 in matching funds (31.1 percent of total Project cost). \$5,805,800 will come from the ROADS fund and \$3,223,200 will come from ODOT's federal apportionment which includes portions of National Highway Performance Program (NHPP) and State Transportation Block Grant (STBG) funds. ODOT is eligible for a 100 percent cost split as the Project Area is within Census Tracts designated as rural, an [Area of Persistent Poverty](#) (CT 5877), and/or a [Qualified Opportunity Zone](#) (CT 5877) (see **Project Description**). At the time of this application, state matching funds are committed, and any cost overruns will be paid utilizing the 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 in August 2027 and end by September 2028, well before the statutory deadlines for construction, providing schedule flexibility to mitigate unforeseen delays.
- **Public Support: Low Risk.** Letters of support can be found in the grant submittal.

Applicant Capacity Review

Roles and Responsibilities

ODOT will oversee all phases of Project implementation including design completion, procurement, and construction, 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 discretionary grants from various programs and is familiar with developing grant agreements, administering funding, and providing necessary reporting, such as the [BUILD grant](#) awarded in early 2025 for the Hochatown Community Access and Pedestrian Safety Project. ODOT has the technical expertise and resources dedicated 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 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 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 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 Tushka Project and was completed on time and within budget, exemplifying ODOT's capacity to successfully deliver federally funded projects.