



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

BUILD Grant 2026

Oklahoma Department of Transportation

Project Description

Table of Contents

Project Description.....	1
Scope of Work.....	2
Status of Design	2
Project Location	3
Transportation Challenges the Project will Solve.....	3

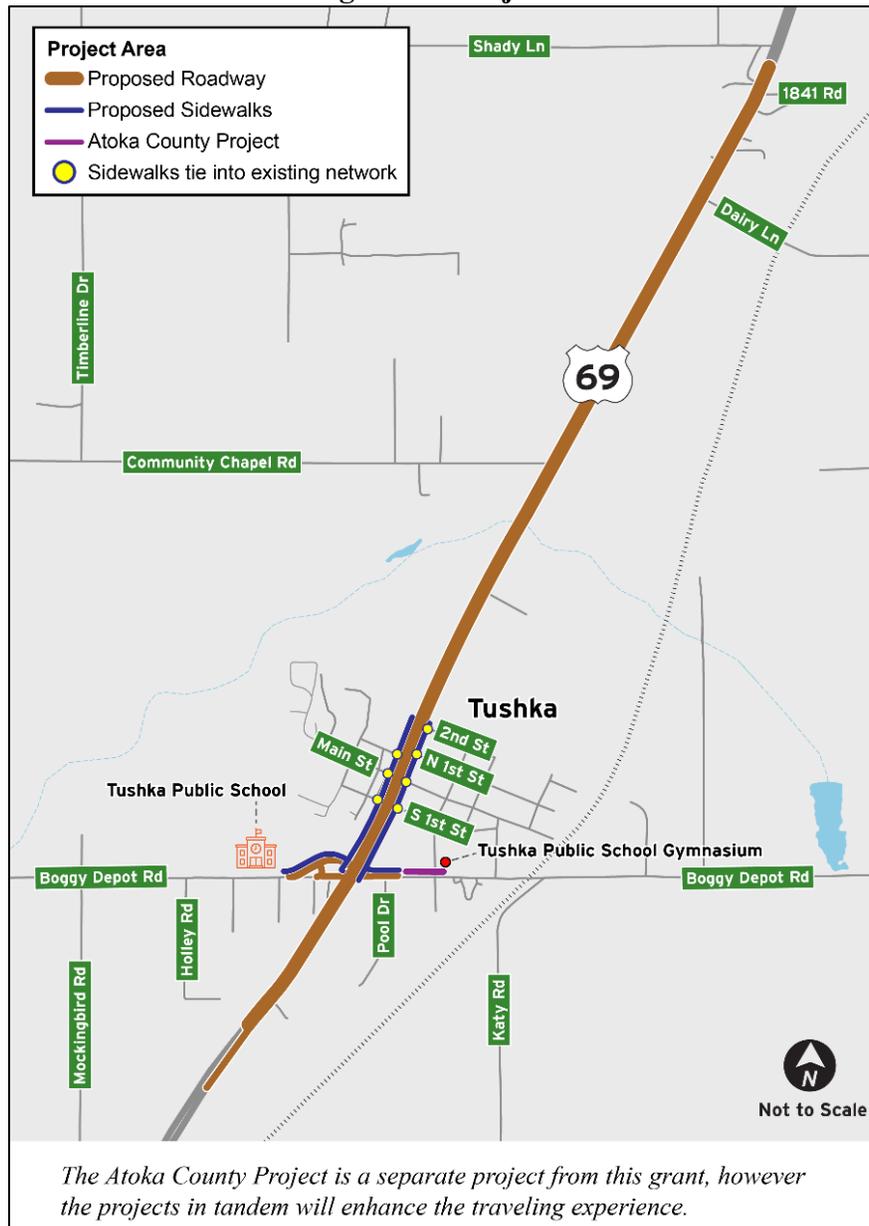
List of Figures

Figure 1: Project Area.....	1
Figure 2: Proposed Alignment at Boggy Depot Road and US-69.....	2
Figure 3: Project Location	3

Project Description

The Oklahoma Department of Transportation (ODOT) is seeking \$20 million in Better Utilizing Investments to Leverage Development (BUILD) Grant funding to reconstruct a two-and-a-half-mile segment of US-69 in Tushka, Oklahoma. The **US-69 Rural Safety & Economic Vitality Project in Atoka County (Project)** will improve safety, enhance system efficiency, and bring the corridor into a state of good repair. This segment of US-69 functions as a bottleneck through the center of Tushka, where deteriorated pavement, a skewed major intersection, and heavy truck volumes create recurring delays and safety risks. The corridor also lacks sidewalks and crosswalks, forcing residents and students to walk in the roadway or rely solely on vehicles.

Figure 1: Project Area



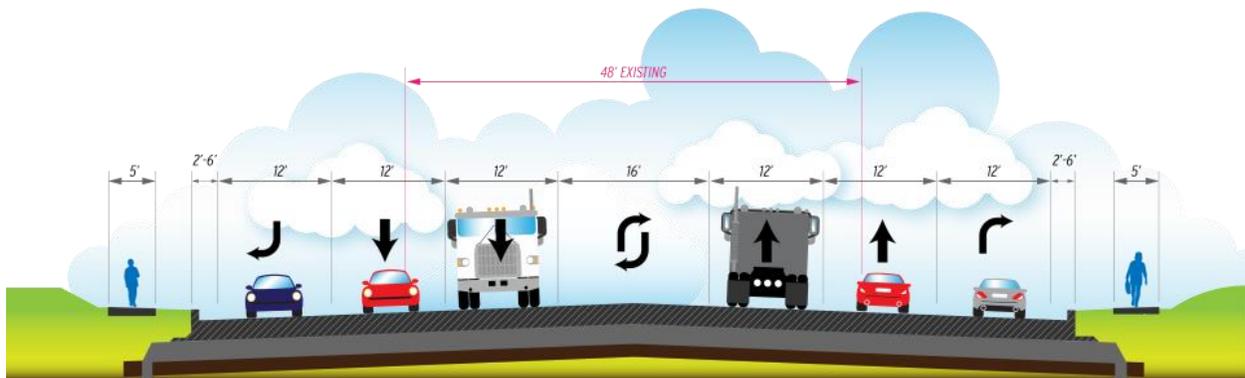
Source: ODOT

Scope of Work

The Project consists of three primary elements, described below and shown in **Figure 1**:

- **US-69 Roadway:** The existing four-lane roadway will be widened and resurfaced to create a five-lane section with two 12-foot through lanes in each direction and a 16-foot continuous two-way left-turn lane (TWLTL). Existing lanes will be milled and overlaid, and full-depth pavement reconstruction will be applied along the corridor to accommodate the widening. The limits span 2.5 miles from 0.4 miles south of Boggy Depot Road to just south of E1840 Road/Shady Lane. The improved roadway will generally follow the existing horizontal and vertical alignment to minimize right-of-way needs, reduce construction risks, and limit impacts to adjacent properties.
- **Boggy Depot Road Intersection:** The existing intersection of [US-69 and Boggy Depot Road](#) is skewed, creating safety and operational challenges. The Project will reconstruct this intersection to a 90-degree intersection to improve traffic flow, turning movements, and sight distance, and to reduce pedestrian crossing distance (see **Figure 2**). Enhancements will include ADA-accessible sidewalks, a designated school crossing, and pedestrian signal push buttons. These enhancements will tie into a planned project in Atoka County on Boggy Depot Road which includes full depth pavement reconstruction, new shoulders, and sidewalks connecting this Project from the Tushka K-12 School to the school's separate gymnasium (see **Figure 1**). These improvements will significantly enhance the safety of students and commuters who use this intersection daily to reach the Tushka K-12 school and students who must cross US-69 to get to the school's gymnasium.
- **Non-Motorized Traveler Improvements:** Currently, no non-motorized traveler facilities exist along the corridor. The Project will construct new five-foot sidewalks on both sides of US-69 between Boggy Depot Road and North Second Street, along with LED lighting along the entire length of the Project, to provide safe and accessible accommodations for non-motorized travelers.

Figure 2: Proposed Alignment at Boggy Depot Road and US-69



Source: ODOT

Status of Design

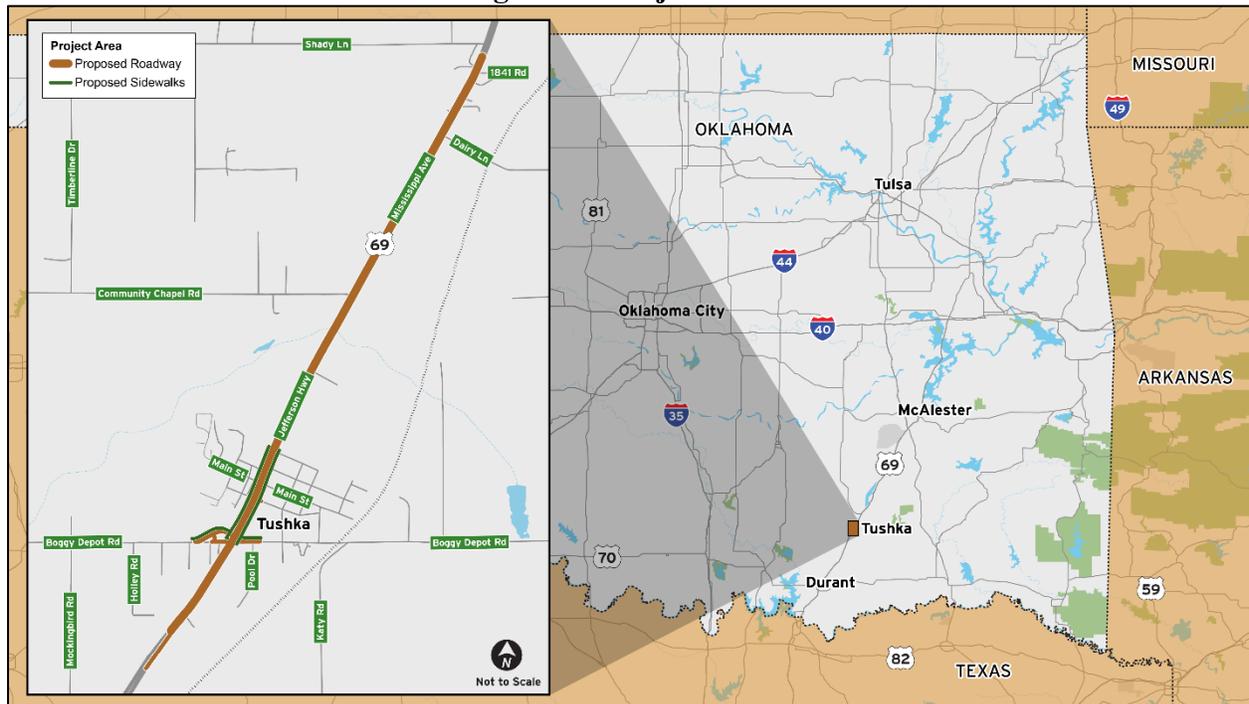
Design efforts are approximately 90 percent complete, and the Project is advancing through the final design stage. Design files are included in the [Supporting Documents](#).

Project Location

US-69 runs north-south through Tushka, Oklahoma, within Atoka County, a rural area in southeast Oklahoma. The Project coordinates are [34.3283, -96.1626](#). The north-south limits span US-69 from 0.4 miles south of Boggy Depot Road to just south of E1840 Road/Shady Lane. The Project Area covers two Census Tracts (5877 and 5878). Census Tract 5877 is a [Qualified Opportunity Zone](#) and designated as an [Area of Persistent Poverty](#).

US-69 is a nationally significant corridor part of the [Strategic Highway Network](#) (STRAHNET), an Oklahoma [Critical Rural Freight Corridor](#) (CRFC), and is identified as a top five percent rural freight bottleneck location in Oklahoma, making it a key component of the local and regional economy. The US-69 corridor spans almost entirely across the United States north to south, from southern Texas to Minnesota. The highway connects to many Interstates in the United States including I-10, I-20, I-30, I-40, I-44, I-35, I-70, I-29, and I-80. This segment has an [average annual daily traffic](#) (AADT) of 23,000 with 56 percent truck traffic. While speeds along US-69 vary throughout the state, the speed limit within the Project Area will be 45 miles per hour (mph).

Figure 3: Project Location



Source: ODOT

Transportation Challenges the Project will Solve

The Project addresses multiple transportation challenges along the US-69 corridor and delivers benefits across key merit criteria:

- **Safety:** The Project addresses documented safety challenges along US-69, where 111 crashes occurred over the last available five-year span, where nearly 50 percent were rear end collisions. The realignment of the skewed Boggy Depot Road intersection will reduce traffic conflict points, and the addition of a TWLTL will reduce rear end collisions. New sidewalks,

lighting, and a protected school crossing will eliminate hazardous conditions for students and families who regularly cross US-69 to reach the school located immediately west of the roadway.

- **Environmental Sustainability:** Deteriorated culverts and inadequate drainage cause frequent ponding and pavement deterioration along US-69. The Project modernizes the stormwater system, adding new inlets and upgrading drainage infrastructure to reduce flooding, improve pavement longevity, and enhance resilience during severe weather events common in Southeast Oklahoma.
- **Quality of Life:** US-69 currently lacks sidewalks, safe crossings, and adequate street lighting, limiting safe travel for families, schoolchildren, and other non-motorized travelers. By adding continuous sidewalks through the town of Tushka, a pedestrian-activated school crossing, and modern lighting, the Project enhances daily mobility, comfort, and safety for residents accessing the Tushka K-12 School, businesses, and community facilities.
- **Mobility and Community Connectivity:** The existing corridor acts as a barrier that forces residents to use a vehicle or cross US-69 in unsafe locations. New sidewalks, ADA-complaint crossings, and a realigned intersection create a safe connection to the Tushka K-12 School and other community destinations and improve roadway flow by reducing delays caused by left turning vehicles.
- **Economic Competitiveness and Opportunity:** US-69 is a [Critical Rural Freight Corridor](#) which annual carryings 56 percent truck traffic, making reliability essential for local businesses and regional freight movement. Currently, the 2.5-mile Project Area acts as a bottleneck for local and regional commerce. By improving pavement conditions, drainage, and intersection performance, the Project reduces delays and enhances freight efficiency, supporting economic growth for Tushka and the region.
- **State of Good Repair:** Pavement along the corridor is rated in “fair” to “poor” condition with 18 inches of accumulated asphalt overlays, indicating the roadway has exceeded its useful life. The Project reconstructs failing segments and replaces deteriorated culverts, restoring asset integrity and reducing long-term maintenance needs.
- **Partnership and Collaboration:** The Project is a positive reflection of collaboration between ODOT, Atoka County, the town of Tushka, local businesses, and residents. Engagement will continue as the project moves toward and through construction.
- **Innovation:** The Project benefits from the Programmatic Agreement between FHWA and ODOT, which streamlines CE-level environmental approvals and supports more predictable, efficient project delivery. Staged construction will maintain traffic and freight operations throughout the corridor, minimizing disruptions for the community and nearby schools. The Project also incorporates modern, practical innovations, including non-motorized traveler facilities and lighting, that enhance safety, efficiency, and long-term corridor resilience.

“Our school campus is divided by US-69, which makes transportation of students, to and from school, extremely unsafe on a daily basis. We feel this project will be paramount for student and community safety.”

Matt Simpson, Superintendent of Tushka Public Schools