

# Frequently Asked Questions (FAQ)

## **How will I know if ODOT plans to acquire my property?**

The Project Plan View map shows the areas where new permanent and temporary right-of-way (R/W) is proposed and they are shown on the 3D animation with the green and orange shading. No property relocations are proposed. If your property is proposed to be affected, an agent will contact you. See ODOT Property Rights Brochure for additional information about ODOT's policy regarding property rights.

## **What is the process if ODOT needs some of my property? What if ODOT needs to buy my house or business?**

ODOT will obtain an independent appraisal and present a fair market value offer for your affected property. No property relocations, including houses or businesses, are proposed. See ODOT Property Rights Brochure for additional information about ODOT's policy regarding property rights.

## **What if ODOT needs temporary access for construction or a maintenance easement?**

Sometimes ODOT will need temporary access or an easement to maintain drainage structures. Owners will be compensated for temporary right-of-way and for maintenance easements. In these cases, you will maintain ownership of the property.

## **When will ODOT start buying property?**

It will likely be mid-summer to fall of 2021 before agents begin contacting landowners.

## **Will any of the intersections have new signals?**

No new signals are proposed for the proposed roadway improvements. The interchange at SH 102 North (McLoud Road) will be modified to include three roundabouts that provide free-flow traffic movements through the intersections. (two at the intersections with the I-40 ramps and one at a proposed new I-40 frontage road).

## **Are the roundabouts going to have signage that helps inform drivers of this new intersection type?**

There will be signage and striping on the approaches to the roundabouts and within each roundabout to help drivers navigate the roundabout. Roundabouts are a common

intersection type throughout the world, and the three roundabouts are proposed to maximize safety by reducing conflict points and minimize traffic delay from traffic signals.

### **Do roundabouts have stop signs or yields, and how does the traffic flow?**

The traffic flow at the roundabouts will be continuous, meaning there are no stop signs or stop lights. There will be yield signs at every entrance to the intersection, and all motorists entering a roundabout will yield to the circular traffic, who has the right-of-way.

### **Will drainage improvements at existing ditch and stream crossings be part of the project?**

Yes, the proposed project includes drainage improvements within the existing and proposed right-of-way to facilitate the widening of I-40. The proposed drainage improvements will be designed to convey stormwater and stream flows at both existing and new culverts and bridges.

### **Why are the existing bridges over I-40 at Arena Rd (NS-331) and Blackberry Dr./Stevens Rd (NS-333) going to be permanently removed?**

The low traffic volumes at Arena Rd and Blackberry Dr/Stevens Rd support the removal of these bridges and the re-direction of traffic to the adjacent local roads. Additionally, a new frontage road is proposed between SH-102 North (McCloud Rd) to SH-102 South to help circulate local traffic.

### **When is construction scheduled to begin, and will the entire length of the project be constructed at the same time?**

Construction for the whole 7.5-mile long project is proposed to be phased as three distinct parts described as the middle project, the west project, and the east project. Construction is scheduled to begin in 2022 for the middle project (near McCloud Rd and Stevens Rd), in 2023 for the west project (near Fishmarket Rd and Arena Rd), and 2026 for the east project (near the North Canadian River and Bethel Rd).

### **Why aren't noise walls included in the project?**

A Traffic Noise Study was completed according to Federal Highway Administration (FHWA) and ODOT policies and procedures using FHWA Traffic Noise Model version 2.5. Results of the analysis indicated that noise barrier walls ranging up to the maximum of

22 feet were not feasible and/or reasonable in accordance with ODOT noise policy for noise walls. Additional details about the noise study, including frequently asked questions specific to traffic noise policy, can be found on the Traffic Noise Study page.

### **Will there be access to my property during the project?**

Yes, access to property adjacent to the project will be maintained during all phases of construction with temporary drives until permanent access can be restored.

### **Will my commute to work be impacted by construction?**

It's in the interest of the department to minimize impacts to the peak travel times as much as possible. The intent of the construction sequencing will be to maintain 2 lanes of traffic in each direction on I-40 and one lane of traffic in each direction on local roads during construction. Temporary lane closures may be necessary at different times during the project and will be planned to occur at non-peak travel times or at night if possible. Temporary closures of McLoud Road will be necessary at times for bridge removal and reconstruction. This work will be planned to occur at night to minimize impacts to traffic.

### **Why do the local roads over I-40 need to be closed to reconstruct the bridges?**

Since there is access at adjacent section line roads, the most efficient and economical way to reconstruct these bridges is to close the roads during construction and detour traffic to the adjacent section line roads. This reduces construction costs and the costs of acquiring right-of-way and relocating utilities that would be necessary to build the new bridges next to the existing bridges to maintain traffic.

### **How long will the local roads over I-40 need to be closed to reconstruct the bridges?**

Construction of this type is estimated to take approximately 6 months.

### **Will this project create a gap in recent improvements to I-40 from I-240 to Shawnee?**

No. ODOT's 8 year program also includes widening the section of I-40 through the Harrah/Newalla Road Interchange in Oklahoma County which is currently in ODOT's 8 year construction program for 2026. The Harrah/Newalla Road Interchange improvements include the addition of ramp acceleration and deceleration lanes for traffic exiting and entering I-40.