

FREQUENTLY ASKED QUESTIONS (FAQs) TAB

GRADE, DRAIN & SURFACE US-169: FROM EAST 66TH ST. NORTH, EXTEND NORTH 2 MILES TO 86TH ST. NORTH TULSA COUNTY J/P 34436(04)

(Updated 7/5/2024)

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

No new right-of-way will be needed for this project. All work will be done within the existing right-of-way, and no relocations or acquisitions are anticipated.

When is construction scheduled to begin?

Construction is anticipated to begin in 2025. However, this schedule is dependent on funding and subject to change.

Will my commute be impacted by construction?

ODOT tries to minimize impacts during peak travel times as much as possible through phased construction. The intent of the sequencing will be to maintain two lanes of traffic in both directions throughout construction during peak travel times. The speed limit will be reduced, shoulders will be closed, and traffic will shift along the alignment. This may increase travel times during peak traffic times. Temporary lane closures will be needed for surfacing, striping, and other miscellaneous work, but will be planned to occur at non-peak travel times, or at night, if possible.

How will the project be built?

Construction will occur in a series of phases while maintaining two 11-foot-wide driving lanes in both directions during peak travel times. Throughout the construction period, the driving lanes will be shifted to the inside and outside multiple times in order to facilitate the construction process. Concrete barriers will be used to separate the driving lanes from the construction work areas, and the inside and outside shoulders will be closed.

Will any of the intersections have new signals?

No new signal lights are currently planned.

Will drainage improvements be part of the project?

Yes, the proposed project includes drainage improvements within the existing right-of-way. A median drainage system will be constructed to convey drainage and prevent pooling and ponding on the roadway.

How does ODOT calculate the existing and future traffic volumes?

Traffic counts are taken every two years on state highways. The existing traffic numbers reflect the current condition. The future traffic numbers are projected based on a multiplier based upon the area.

Annual average daily traffic (AADT) is a measure used primarily in transportation engineering. Traditionally, it is the total volume of vehicle traffic of a highway or road for a year divided by 365 days. Therefore, there are days when there is more traffic, but this is an average. AADT is a simple, but useful, measurement of how busy the road is.

Will the road be asphalt or concrete?

The majority of the road will be asphalt. The existing roadway will be milled and overlain with asphalt. The north 1,000 feet of the project will be concrete to match the current roadway. Pavement design is based on the subgrade, traffic (including truck traffic) and design life.

Will there be access to my home, business, or property during the project?

Yes, access to homes, businesses, and properties adjacent to the project will be maintained during all phases of construction.

What about highway noise?

A traffic noise analysis was performed for this project which identified impacted residents along the corridor. A traffic noise impact occurs when future predicted exterior traffic noise levels approach by one decibel, meet or exceed any of the FHWA Noise Abatement Criteria (NAC) or, when there is a substantial noise increase where future levels exceed current levels by 15 dB or more. Mitigation in the form of a free-standing noise barrier is considered for each impacted resident. A noise barrier must meet feasibility and reasonableness standards. Feasibility refers to both engineering and acoustical factors. Engineering factors refer to the ability to build a wall given site constraints like drainage, safety, and utilities. Acoustical factors refer to the ability of a wall to produce an acceptable reduction in noise levels. Reasonableness refers to the factors determining whether mitigation is fair and affordable. Mitigation was deemed not acoustically feasible for the impacted residents because of the inability to build a wall of sufficient length to reduce noise levels by an acceptable amount due to the presence of a waterline and a USGS mapped stream with steep side slopes, which would require a lateral offset break in the sound wall.