



US-69 Roadway Improvements in Muskogee County

FAQ

Frequently Asked Questions

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Will this project construct a bypass of Muskogee?

No, based on public feedback, ODOT and FHWA refocused attention on updating the existing US-69 corridor and tasked a consultant to look at alternatives to improve the existing US-69 facility through Muskogee in early 2020.

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Why spend money to reconstruct the US-69 roadway?

The roadway is worn out. To maintain a drivable surface, ODOT must patch, mill and re-surface the US-69 roadway frequently through Muskogee. This is expensive and causes driver delay due to maintenance and construction. This project is needed to reduce the maintenance requirements and provide a new subgrade and roadway surface that will last 20-25 years. A new subgrade and surface will be more durable with the daily truck traffic.

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When will ODOT select a preferred alternative?

Once ODOT has received and reviewed all the comments from the virtual open house meeting a preferred alternative will be selected.

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What will the pedestrian bridge look like?

ODOT will work with the City of Muskogee to provide signage on the new pedestrian bridge. The new structure will be designed specifically for bicycle and pedestrian traffic. The new pedestrian bridge will be 12 feet wide in width and connect to the existing 10-foot-wide asphalt path. The bridge will be about 5 feet higher than the existing structure. The replacement of this structure allows for more room to

accommodate the roadway improvements on US-69 and will improve drainage on the roadway. To construct the new bridge structure, the trail will need to be closed during construction for approximately three months. You can see a graphic of it in the presentation.

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What is the difference between the six and seven lane option on crash data?

Average crash rates are 30% less with a median (based on Transportation Research Board report) versus a turning lane. The open turning lane and the existing driveway density would cause increased crash rates due to turning movements.

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

There will be little permanent new right-of-way required for any of the alternatives. Although utility and construction easements will be needed in some areas. The proposed right-of-way is preliminary and will be refined as the design and construction plans are developed. If your property will be affected, an ODOT-authorized agent will contact you in the future. It is anticipated that right-of-way acquisition for this project will begin in summer of 2022, although this schedule is dependent on funding and subject to change.

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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 property. Owners of affected homes or business will be provided with additional relocation assistance.

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

Sometimes ODOT will need temporary access or an easement to maintain the highway and 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. If your property will be affected, an ODOT-authorized agent will contact you.

When will ODOT start buying property?

Right-of-way acquisition for this project is anticipated to start in Summer of 2022. However, the schedule is dependent on funding and subject to change.

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When is construction scheduled to begin?

Construction is anticipated to begin in Summer of 2024. However, the schedule is dependent on funding and subject to change.

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How will the project be built?

US-69 will remain open during construction and phased construction will be utilized to maintain traffic. One lane of traffic in each direction will be maintained throughout construction. Although to build the new pedestrian bridge a shoo-fly detour will be required. Please visit our [Presentation page](#) to find more information on the phasing of the project.

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Will there be access to my home and property during construction?

Yes, access to homes, businesses, and property adjacent to the project will be maintained during all phases of construction. In some cases, temporary drives may be required until permanent drives can be restored.

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How does ODOT calculate 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 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 noise walls be included in the project?

When the design is further along ODOT will conduct a Traffic Noise Study according to Federal Highway Administration (FHWA) and ODOT policies and procedures using FHWA Traffic Noise Model version 2.5. This study will identify any anticipated noise impacts and the feasibility and reasonableness of noise walls, if necessary. However, due to the multiple access points along US-69, it is unlikely that noise walls would be able to be constructed and still maintain access to side streets and driveways.

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Who can I contact for more information?

This best way to leave a comment or ask a question is to submit a written comment at the [Submit a Comment page](#), or email environment@odot.org. If you would like additional information on the project, you may also call (405) 521-3050.

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