

**FREQUENTLY ASKED QUESTIONS (FAQs)**  
**IMPROVEMENTS TO US-75A AND THE BNSF RAILROAD UNDERPASS IN BEGGS**  
**OKMULGEE COUNTY**  
**J/P 34340(04)**

**1. What are the proposed options for this project?**

There are three proposed options for US-75A to eliminate the existing S-curve as well as the railroad underpass:

Option 1: US-75 would cross over the BNSF railroad with a new bridge south of the existing underpass. The sharp highway curve would be eliminated, and US-75A would be shifted slightly to the northwest and would cross over the railroad near 13<sup>th</sup> Street and then tie back into the existing highway alignment.

Option 2: US-75 would cross over the BNSF railroad with a new bridge north of the existing underpass. The sharp highway curve would be eliminated, and US-75A would be partially realigned to the northwest. The bridge would cross over the railroad north of 15<sup>th</sup> Street, curve around the west side of the railroad, and then tie back into the existing highway alignment.

Option 3: A new east offset highway alignment would be created that would eliminate the BNSF railroad crossing. US-75A would curve around the east side of town, and a new US-75A/SH-16 junction would be created approximately 0.6-mile to the east of the current location.

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

The proposed right-of-way is undetermined at this point but will begin after design of the preferred alignment begins. ODOT will reach out to you if your property is needed.

The map included with the Project Pamphlet shows the areas where new permanent and temporary right-of-way (R/W) is proposed. The proposed R/W is preliminary and will be refined as the design for construction plans is developed. If your property will be affected, an ODOT authorized agent will contact you in the future. It is anticipated that R/W acquisition for this project will begin in 2028, although this schedule is dependent on funding and subject to change.

Click on the following link for additional information about ODOT's policy regarding property rights.

[ODOT Property Rights Brochure](#)

**3. What is the process if ODOT needs part of my property? What if ODOT needs to buy my house or business?**

Property relocations, including houses and businesses are undetermined at this time. If your property will be affected, ODOT will obtain an independent appraisal and present just compensation. Owners of affected homes or businesses will be provided with additional relocation assistance.

Click on the following links for additional information about ODOT's policies regarding property rights and relocation assistance.

[ODOT Property Rights Brochure](#)

[ODOT Relocation Brochure](#)

#### **4. 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. If your property is affected, an ODOT-authorized agent will contact you.

#### **5. What will happen to my existing fence?**

If right-of-way is required on your property and you have an existing fence, the fence will be replaced, or you will be given reimbursement to replace the fence as the property owner.

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

Right-of-way purchasing for this project is likely to start in 2028. The process will start in 2026; however, it may be 2029 before agents have contacted all property owners. The schedule relies on federal funding and could change.

#### **7. When is construction scheduled to begin?**

Construction is planned to begin in 2031. The schedule relies on federal funding and could change.

**8. Will my commute be impacted by construction?**

ODOT tries to minimize impacts during peak travel times as much as possible. The intent is to maintain two-way traffic on US-75A and on local roads during construction.

**9. Will drainage improvements be part of the project?**

Yes, all three options will include drainage improvements. New ditches will be provided on both sides of the roadway to account for all drainage needs. New cross drains and side drains will be installed where necessary.

**10. Will any of the intersections have new signals?**

This project will not include any new traffic signals.

**11. Will the road be asphalt or concrete?**

All three options are proposed to have asphalt pavement sections.

**12. Will there be access to my business, home, and property during the project?**

Yes, access to businesses, residences, and other properties adjacent to the project will be maintained during all phases of construction with temporary drives until permanent access can be restored.

**13. What happens to my driveway?**

Existing driveways may be reconstructed or repaved up to the existing right-of-way line, and approximately perpendicular to the roadway.

**14. 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.

**15. Will noise walls be included in the project?**

When the design is further along, a Traffic Noise study will be completed on the preferred alignment in accordance with ODOT and US Federal Highway Administration regulations. This study will identify any anticipated noise impacts and the feasibility and reasonableness of noise walls, if necessary.