

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

The interactive map will show you what property ODOT anticipates needing for the project. If your property is affected, an agent will contact you.

What is the process if ODOT needs some of my property? What if ODOT has 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.

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

Sometimes ODOT will need temporary access to construct a driveway connection, 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?

While authorization to start the process is anticipated in Fall of 2020, it will likely be spring of 2021 before agents begin contacting landowners.

Will any of the intersections have signals?

No, roundabouts have been used instead of signals for the two intersections that would have warranted signals along SH-82 (Grand Avenue and SH-51 Spur).

Will the existing SH-82 pavement remain in place?

Existing SH-82 pavement will remain between Wheeler St. and W. 710 Rd. The existing highway through these extents will be overlaid with asphalt and turned over to the county for future maintenance.

Why aren't noise walls included in the project?

The noise study was performed according to Federal Highway Administration (FHWA) regulations and ODOT Noise Policy. While six homes are anticipated to experience a significant noise increase in the future (greater than 15 decibel increase), noise walls did not prove to be feasible or reasonable according to FHWA criteria. Feasible means the wall can be built without major constraints such as topography, drainage, driveways, etc. Feasibility also refers to achieving at least a 5 decibel reduction at impacted receptors.

Reasonableness considers three required criteria:

- Cost per benefited receptor
- Meeting the noise reduction design goal (for ODOT the goal is at least a 7 decibel reduction for at least 75% of the benefited receptors within the first row adjacent to the proposed highway)
- The viewpoints of benefited owners and residents

Noise walls of various heights and lengths were modeled near the six impacted homes. With wall height ranging up to the maximum allowed of 22 feet, the walls did not meet the feasible and/or reasonable criteria.

When would the portion of the roadway north of the SH-51 Spur be expanded to 4 lanes?

The timing of the additional lanes depends on traffic demand and funding. The traffic analysis performed for the project shows it would be needed by the year 2035. ODOT will continue to monitor the need and program the additional lanes as funding allows.

Why will the highway be limited access?

Traffic on a limited access roadway can travel more quickly with fewer stops. The portion of SH-82 between the Bertha Parker Bypass and the SH-51 Spur will complete the 4-lane loop around Tahlequah, which is intended to carry through-traffic making longer-distance trips.