

FREQUENTLY ASKED QUESTIONS (FAQs)

**GRADE, DRAIN, BRIDGE & SURFACE SH-9: FROM 1.0 MILE EAST OF THE SH-2 JUNCTION, EAST
4.0 MILES
HASKELL COUNTY
J/P 33801(04)**

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

The project maps show the areas where new permanent and temporary right-of-way is proposed. If your property is affected, an ODOT-authorized agent will contact you in the future. Additional information about ODOT's policy regarding property rights is available at www.odot.org/publicmeetings.

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

Effort is made to minimize right-of-way impact to all homes and businesses. However, properties located along the highway's right-of-way may require partial or full acquisition depending upon the location. At this time, no relocations are anticipated, however. Owners of affected homes or businesses will be provided with additional relocation assistance. Additional information about ODOT's policies regarding property rights and relocation assistance are available at www.odot.org/publicmeetings.

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.

When will ODOT start buying property?

The process will start in 2026. However, it may be 2028 before agents have contacted all property owners.

When is construction scheduled to begin?

Construction is anticipated to begin in 2030.

Will my commute be impacted by construction?

ODOT tries to minimize impacts during peak travel times as much as possible. The intent of the construction sequencing will be to maintain two-way traffic on SH-9 and on local roads during construction. One-way traffic with temporary signals could be necessary in locations where vertical curves are being corrected. Temporary lane closures are not anticipated, but should they be required, they will be planned to occur at non-peak travel times, or at night if possible.

How will the project be built?

SH-9 will remain open during construction, with two-way travel being maintained to the extent possible. It will be phased such that half the highway is constructed at a time. Temporary pavement will be added throughout most of the corridor in order to maintain two-way travel. The length of each phase will be kept to a minimum and will take into account access to county roads and driveways.

Will any of the intersections have new signals?

No new signal lights are currently planned.

Will drainage improvements at existing ditches 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 highway widening. The proposed drainage improvements will be designed to convey stormwater and stream flows at existing and new culverts and bridges.

Will the project consider an increase in traffic volume over time?

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) determines the average vehicles per day over a year period. It is the total volume of vehicle traffic on a highway or road for a year divided by 365 days. AADT is a simple, but useful, measurement of how busy the road is.

To accommodate existing and future traffic demand, passing lanes will be constructed.

Where will the passing lanes be located and in what direction of travel?

The passing lanes will be located between county road NS 4390 (New Rd) and NS 4410 (VFW Rd). There will be a one mile passing lane in the eastbound direction and a one mile passing lane in the westbound direction.

Will the road be asphalt or concrete?

The pavement will be asphalt. Pavement design is based on the subgrade, traffic (including truck traffic) and design life.

Will there be access to my home and property during the project?

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

What happens to my driveway?

Existing driveways will be paved with new asphalt up to the proposed right-of-way line, and will be oriented approximately perpendicular to the SH-9 roadway. Drainage culverts will be replaced under the driveway as needed.

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.

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 direct driveway access to the roadway.