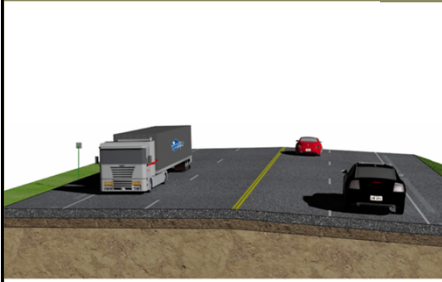


# WELCOME



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## Virtual Open House

SH-9 in Pottawatomie County  
September 25, 2020 to October 12, 2020

Welcome to the Virtual Open House for SH-9 west of Tecumseh in Pottawatomie County. This presentation will provide a review of the purpose of the Open House, purpose and need for the project and environmental impacts. We will provide the proposed design of the project and will discuss the schedule and next steps for the project. If you would like to view the design in more detail, please visit the Interactive Map section of this website.

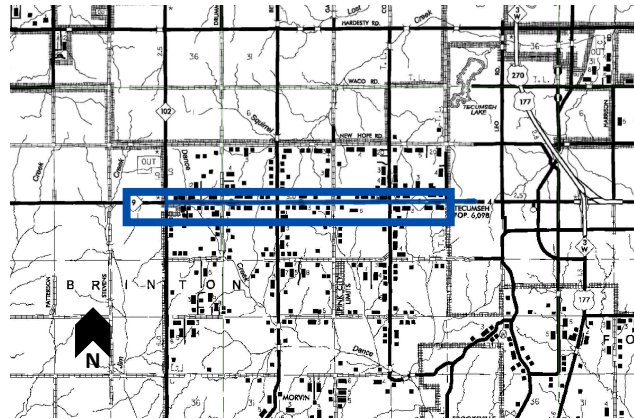
## Purpose of the Virtual Open House

To inform the public about the proposed roadway improvements to SH-9 from SH-102 east approximately 5.5 miles to end of existing concrete section at west side of Tecumseh:

1. Present Proposed Improvements
2. Describe Potential Environmental Impacts
3. Obtain Public Input
4. Outline the Schedule for the Project




Project Location



The purpose of this virtual open house is to present the proposed design on SH-9 from SH-102 east approximately 5 ½ miles to end of existing concrete section at west side of Tecumseh and obtain public input. We will present the proposed design and improvements and describe potential environmental impacts.

We will outline the next steps and schedule. We will also explain how to ask questions or make comments on the project.




## Purpose of the Project

### Accommodate Future Traffic Volumes

- **Existing Roadway**
  - Two (2)- 12 foot wide driving lanes
  - 8-foot wide paved shoulders
- **Current Traffic (2020):**
  - 6,074 Vehicles Per Day
- **Projected Traffic (2040):**
  - 8,442 Vehicles Per Day
- **Traffic include 11% Trucks**

#### What are we trying to do? (Project Purpose)

- Meet local and regional travel demands by increasing capacity.
- Upgrade the road to meet current Federal Highway Administration (FHWA) and Oklahoma Department of Transportation (ODOT) design standards.



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The purpose of the project is to accommodate future traffic volumes on SH-9. Current traffic (2020) in this segment is 6,074 vehicles per day. By 2040, traffic is expected to grow to over 8,442 vehicles per day in this segment. Trucks make up approximately 11% of the vehicles on SH-9. Depending on speed and access, a 2-lane highway can typically only handle about 10,000 vehicles per day before it becomes severely congested. These next phases of planned improvements to SH-9 are a continuation of an ODOT commitment to improve this heavily used route.

What are we trying to do? We are trying to meet local and regional travel demands by increasing capacity and upgrade the road to meet current Federal Highway Administration (FHWA) and Oklahoma Department of Transportation (ODOT) design standards.

## Proposed Improvements

### Proposed Roadway

- Four-lane roadway with 4 - 12 foot wide driving lanes with 10 foot wide paved shoulders
- Design Speed of 65 mph




The proposed improvement for this segment of SH-9 consists of widening the existing 2-lane section to a 4-lane section with four (4)-12-foot-wide driving lanes and 10-foot-wide paved shoulders. The design speed will be 65 mph.

The existing SH-9 roadway will continue to provide local access to homes and businesses. Properties will have direct access to the highway like they do today. One of the main reasons this design was selected was to minimize additional right-of-way needed for the improvements.

The roadway-sized boxes (drainage structures) will be extended to clear zone.

SH-9 will remain open during construction and phased construction will be utilized to maintain traffic.






## Development of Construction Plans

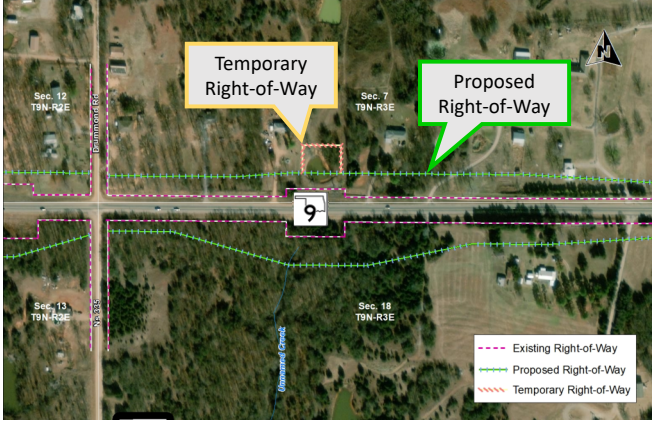
### Proposed Right-of-Way

- Design Development has Advanced to Include:
  - Highway/Local Roads
  - Drainage
  - Driveways
  - Utility Corridors
- Proposed Right-of-Way for Acquisition Has Been Laid Out According to ODOT Guidelines

[Questions About Right-of-Way Acquisition](#)



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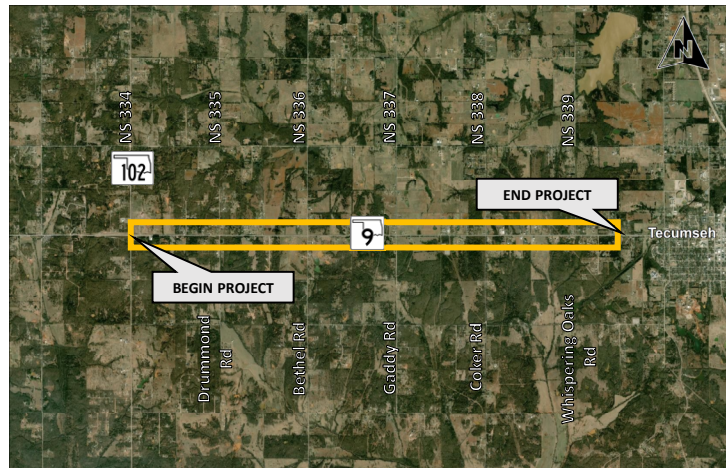
The design for the highway has advanced to the point where we can determine the proposed right-of-way. Right-of-way is property that ODOT will purchase to build the highway. The design to this point includes the layout of the highway both horizontally and vertically, crossing drainage structures and driveways with side drains. The proposed right-of-way is shown with green crossed lines in the snapshot on the screen. Temporary right-of-way is shown in yellow cross hashed lines. Existing ODOT owned right-of-way is in white and purple hashed lines.

The proposed right-of-way line on the north and south side is larger near the drainage structure to allow for room to extend or replace the structure. The public meeting website includes an Interactive Map that shows the design and proposed right-of-way for the entire project. You can use the Interactive Map to view your property and leave comments. The public meeting website also includes additional information on the Right-of-Way purchase process.

# Development of Construction Plans

## Project Overview

- Starts on SH-9 east of SH-102
- Continues east approximately 5.50 miles
- Includes Country Road intersections at
  - NS 335 (Drummond Road)
  - NS 336 (Bethel Road)
  - NS 337 (Gaddy Road)
  - NS 338 (Coker Road)
  - NS 339 (Whispering Oaks Road)
- Ends approximately 0.54 mile east of Whispering Oaks Road (Tecumseh city limits) where existing concrete section begins




The map on this slide shows the project limits. The proposed highway will start east of SH-102 and extend to the east approximately 5 ½ miles, ending at the existing concrete section at the west side of Tecumseh.

Development of Construction Plans

Project Walk Through

• Beginning of Project

➤ Begin project approximately 1,100 feet east of the junction of SH-9 and SH-102.



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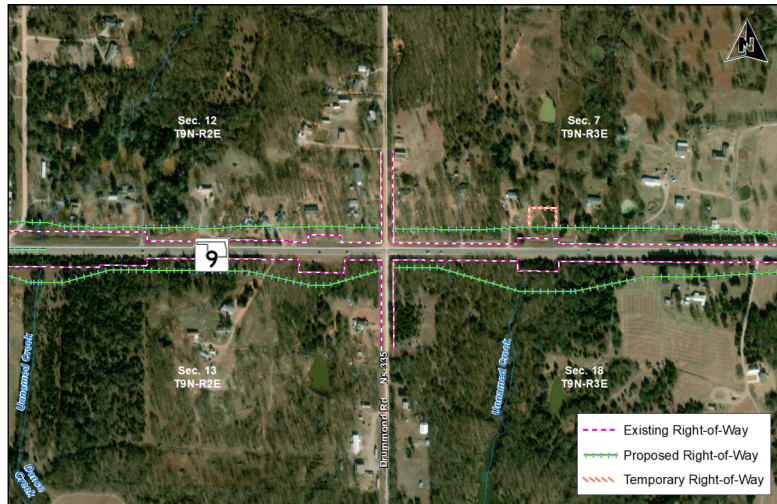
The project will begin approximately 1,100 feet east of the junction of SH-9 and SH-102.

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## Development of Construction Plans

### Project Walk Through

- SH-9 & Drummond Road Intersection
- Temporary right-of-way is needed for a pond east of Drummond Road, located on north side of road.



At SH-9 and Drummond Road Intersection. Notice that temporary right-of-way for a pond east of Drummond Road, located on north side of road is needed.

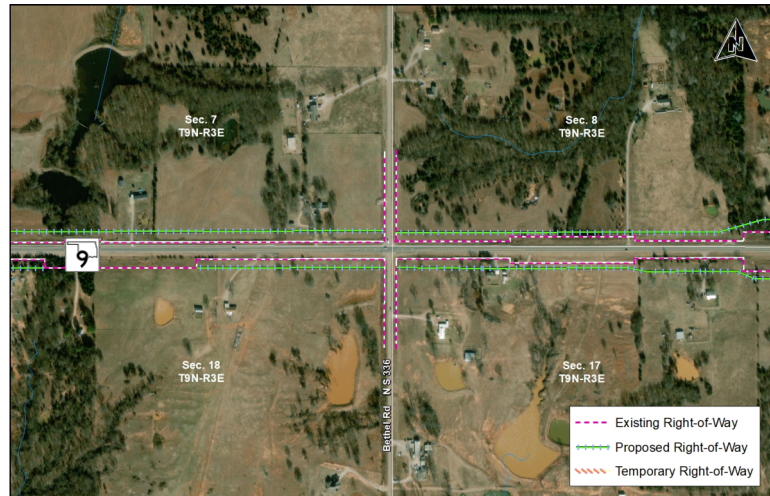


## Development of Construction Plans

### Project Walk Through

- SH-9 & Bethel Road Intersection

- Additional safety features will be considered at this intersection

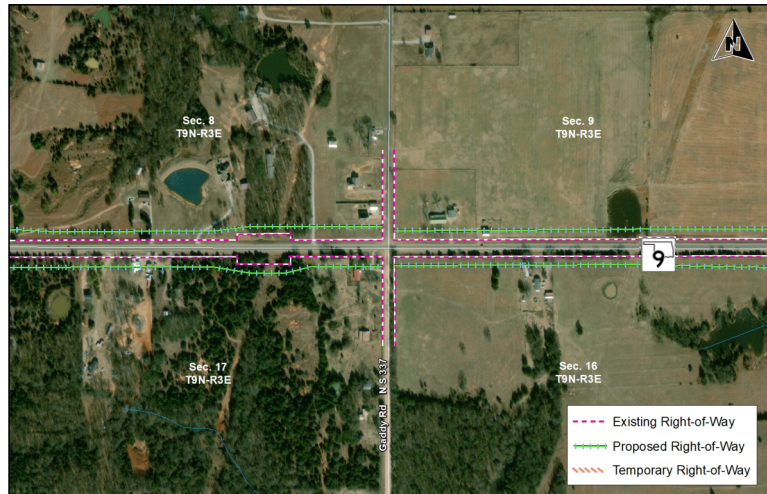


At the SH-9 and Bethel Road intersection additional safety features will be considered, such as turning lanes, striping and extra signage.

# Development of Construction Plans

## Project Walk Through

- SH-9 & Gaddy Road Intersection



SH-9 and Gaddy Road Intersection

## Development of Construction Plans

### Project Walk Through

- SH-9 & Coker Road Intersection
- Increased right-of-way needed at Unnamed Creek



SH-9 and Coker Road intersection. Notice that increased right-of-way needed at Unnamed Creek.



Development of Construction Plans

Project Walk Through

- SH-9 & Whispering Oaks Road Intersection
- Existing right-of-way larger at Unnamed Creek

SH-9 and Whispering Oaks Road intersection. Notice that existing right-of-way is larger at Unnamed Creek.

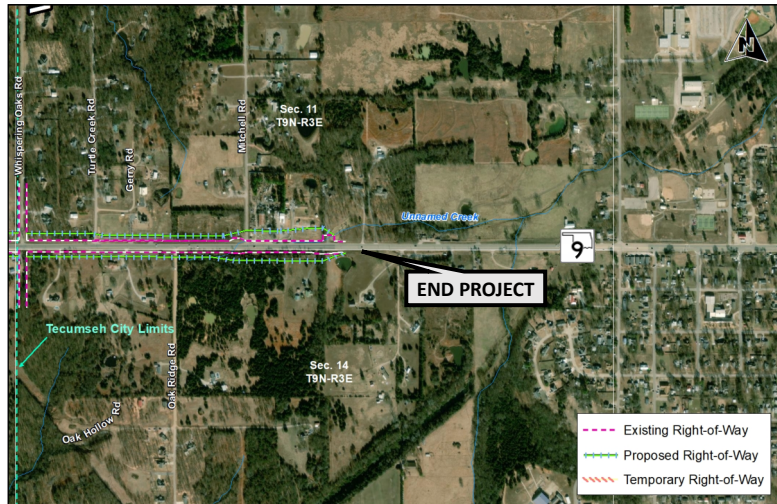
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## Development of Construction Plans


### Project Walk Through

#### • End of Project

- Connect to existing concrete section in Tecumseh, approximately 0.54 mile east of Whispering Oaks Road (Tecumseh city limits) where existing concrete section begins.




The project will connect to the existing concrete section in Tecumseh, approximately 0.54 mile east of Whispering Oaks Road, which is also the Tecumseh city limits, where existing concrete section begins.




## Environmental Studies

### Detailed Environmental Studies Have Been Completed


- ODOT Completed Studies of:
  - Cultural Resources (Historic and Archeological)
  - Waters and Wetlands
  - Threatened and Endangered Species
  - Hazardous Materials Assessment
  - Traffic Noise
  - Floodplains Assessment
- Commitments to avoid and/or minimize impacts to the environment will be included in the project in accordance with the National Environmental Policy Act (NEPA).





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ODOT has completed detailed environmental studies of the proposed improvement and have consulted with the appropriate agencies for approval. Studies of cultural resources, waters and wetlands, threatened and endangered species, hazardous materials, floodplains assessment and traffic noise were completed. As a result of these studies, additional commitments to avoid and/or minimize impacts to the environment will be added to the project. In order to authorize construction of the project, ODOT will complete a Documented Categorical Exclusion for Federal Highway Administration approval.




## Environmental Studies

### Study Results

#### Cultural Resources (Section 106)

- No effect on Historic Properties.
- Seven (7) previously recorded archaeological sites were revisited, and no new sites were identified.
- Five building complexes were documented and are not eligible for inclusion in the National Register of Historic Places.
- The study and report was provided to the State Historic Preservation Office and the State Archaeologist.
  - Both agencies agreed with the results that there is no effect of cultural resources.
- The following Tribes were consulted: Absentee Shawnee Tribe, Citizen Potawatomi Nation, Kickapoo Tribe of Oklahoma, Osage Nation, Sac & Fox Nation, and Wichita & Affiliated Tribes.



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For cultural resources, field studies and reporting to the State Historic Preservation Office (SHPO) and the State Archaeologist (OAS) were completed that resulted in concurrence from both agencies. There is no effect on historic properties for this segment. Seven (7) previously recorded sites were revisited, and no new archaeological sites were identified. Five (5) building complexes were documented and are not eligible for inclusion in the National Register of Historic Places.

ODOT consulted with the following Tribes regarding any areas that may affect burials, cemeteries, or properties of religious and cultural significance to each Tribe: Absentee Shawnee Tribe, Citizen Potawatomi Nation, Kickapoo Tribe of Oklahoma, Osage Nation, Sac and Fox Nation, and Wichita and Affiliated Tribes.

An avoidance memo is included for off-project facilities so the contractor will avoid these areas. Off-project facilities are areas such as: plant sites, borrow pits, waste areas, haul roads, storage sites, parking areas, and similar areas associated with the acquisition, production, and delivery of borrow material and related road building materials.

Environmental Studies


Study Results

Threatened and Endangered Species


Measures to avoid or minimize impacts to the American Burying Beetle will be taken.

Measures to protect Migratory Birds

Construction restrictions to avoid impacts to migratory birds during their nesting season will be taken



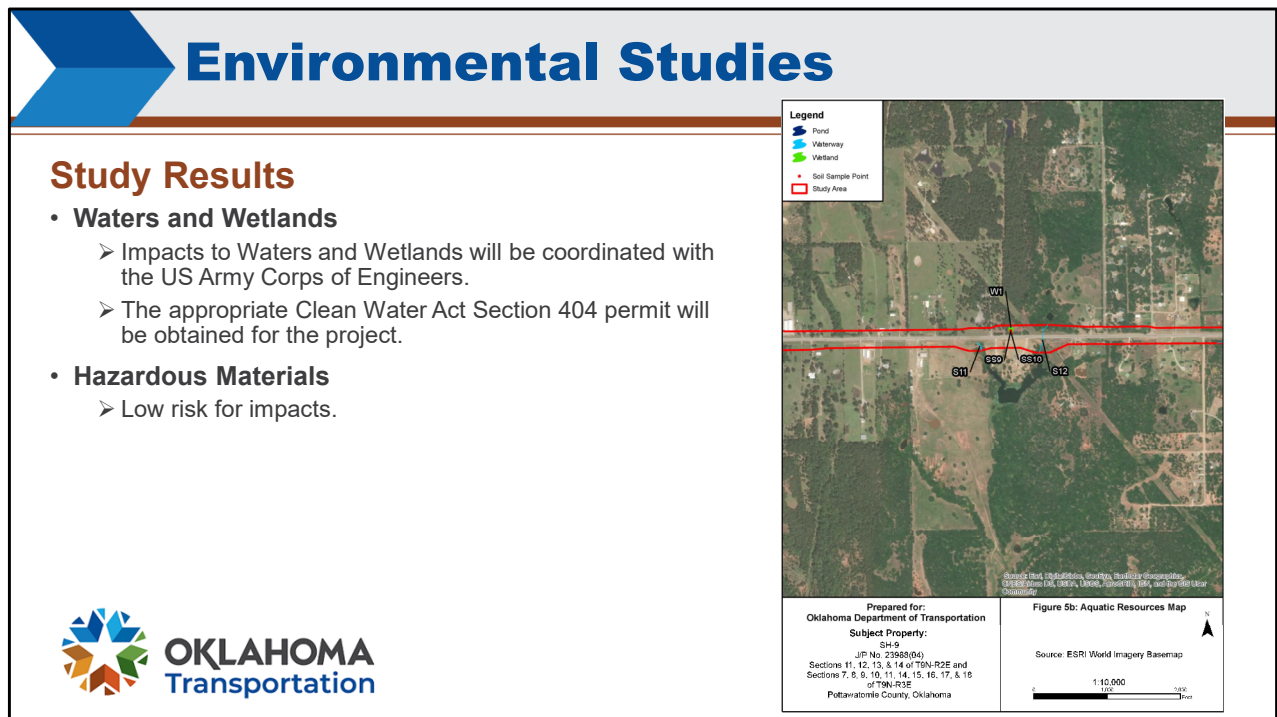
American Burying Beetle



Threatened and Endangered Species for Pottawatomie County include: Interior Least Tern, Whooping Crane, American Burying Beetle, Piping Plover, and Red Knot. A no effect determination in consult with the U.S. Fish and Wildlife Services was provided for Interior Least Tern, Whooping Crane, Piping Plover, and Red Knot.

Measures to avoid or minimize impacts to American Burying Beetle will be added to the project plans.


Migratory birds are protected by the federal Migratory Bird Treaty Act. Migratory birds were found to be nesting on transportation structures and notes will be added to the plans to address minimizing impacts to the nesting birds.



Impacts to waters and wetlands will occur at several streams and drainages within this segment. Any impacts will be coordinated with the U.S. Army Corps of Engineers and ODOT will obtain a Clean Water Act Section 404 permit for the project. There are no jurisdictional wetlands or ponds identified in the project area. All impacts to streams look to be below 0.10 acre, even the parallel streams.

ODOT completed an Initial Site Assessment for hazardous materials and found there is low risk for impacts. The Initial Site Assessment tries to identify the presence of hazardous waste or soil / groundwater pollution within or adjoining to the proposed project area to avoid or minimize project delays and escalated construction costs.







## Environmental Studies

### Study Results

- A Noise Study was Completed According to FHWA Regulations and ODOT Noise Policy**
  - Noise modeling was performed to predict potential noise impacts associated with future traffic, terrain and receptor site locations.
  - The model was based on the existing 2-lane roadway and proposed future 4-lane roadway.
  - 81 residential noise receivers were evaluated.






ODOT completed a traffic noise study according to Federal Highway Administration (FHWA) and ODOT Noise Policy. The study utilized FHWA Traffic Noise Model to predict future noise levels, factoring in future traffic volumes, terrain and receptor site locations. Model validation was performed by measuring existing noise levels and counting existing traffic volumes at several locations in the corridor. The model was based on the existing and proposed future roadway including the future 4-lanes on SH-9. Three locations were modeled, representing 81 homes.

The NAC B green dots represent homes or in “noise language” – receptors.







# Environmental Studies

## Noise Study Results

- Noise Impacts Occur When:
  - Exterior future noise levels are 66 dB(A) or above; or
  - Exterior future noise levels are 15 dB(A) or more above existing levels
- Traffic Noise Results
  - Fourteen (14) residences will approach or exceed the 67dB(A).
  - No substantial increases (15 dB) in noise levels, with the highest increase in future noise levels being 3.4 dB.
- All affected noise receptors in the project area have direct driveway access to SH-9, requiring gaps in the wall that would make noise abatement measures ineffective. Therefore, noise walls will not be constructed.






\* d = decibels

Noise Impacts occur when future noise levels are at least 66 decibels (d); or future noise levels are 15 dB(A) or more above existing levels. Based on the proposed project and future traffic volumes, fourteen (14) residences will approach or exceed the 67 dB(A) Leq(h) for NAC Category B.

No substantial increases (15 dB) in noise levels are anticipated, with the highest increase in future noise levels being 3.4 dB.

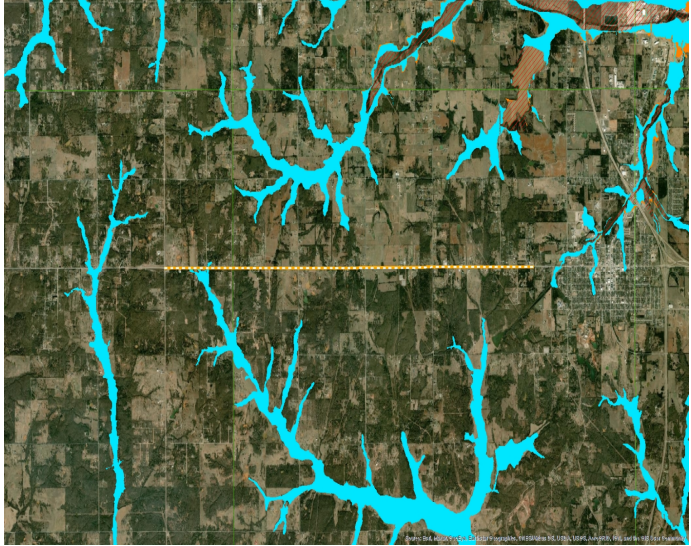
The fourteen (14) residential receptors that are projected to be impacted have direct driveway access onto SH-9. Without access control, the gap that would be required for driveway connections would make noise abatement measures ineffective and, therefore, noise mitigation would not prove feasible.




## Environmental Studies

### Study Results


- Floodplains
  - The project is not located within a regulatory floodway.





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The project is not located within a regulatory floodway.



## Environmental Studies

### Environmental Justice Profile

- Median Income**
  - None of the census geographies show a median income below the DHHS poverty level of \$25,750 for 2019.
- Minority Population**
  - Three (3) of the 17 census blocks had a ratio of minority populations greater than the 2010 county average (25.6%) with populations of 44.4%, 33.3%, 32%, respectively.
- Limited English Proficiency (LEP)**
  - Two (2) census block groups showed the presence of persons who speak English “less than very well”.
  - The 2016 ACS data showed that 2.8% of the households and 0.78% of the households included persons with LEP, while the average for the State of Oklahoma is 2% and the average for Pottawatomie County is 0.8%.




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None of the census geographies show a median income below the DHHS poverty level of \$25,750 for 2019. The lowest median income for the impacted community was \$29,492, located along the north side of the east end of the proposed project area.

Seventeen (17) of the twenty-one (21) populated census blocks adjacent to the project area showed some minority population (other than Non-Hispanic White Alone). Three (3) of those seventeen (17) census blocks had a ratio of minority populations greater than the 2010 county average (25.6%) with populations of 44.4%, 33.3%, 32%, respectively. The 2016 average percentage of minority population in the State of Oklahoma is 33% and the average for Pottawatomie County is 26.7%.

Two (2) census block groups showed the presence of persons who speak English “less than very well,” also referred to as persons with Limited English Proficiency (LEP). The 2016 ACS data showed that 2.8% of the households and 0.78% of the households included persons with LEP, while the average for the State of Oklahoma is 2% and the average for Pottawatomie County is 0.8%.



## Estimated Relocations


**To Accommodate Highway Widening, Additional Right-of-Way will be Required**

**Estimated Relocations Include:**

- **Residential Impacts**
  - 7 Single Family Residences
- **Commercial Impacts**
  - 5 Personnel Property moves
  - 1 Active Business (Storage Office)

**We encourage you to view the [ODOT Relocation Brochure and Property Rights Brochure](#)**

**View the [Interactive Map](#) to find your property**



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Residential and Commercial Relocations and Personal Property moves that would be affected by the proposed grade, drain, and surface were determined to be present. No community facilities (schools, places of worship, health care facilities, recreation centers, social services, libraries, etc.) were identified within or immediately surrounding the proposed project area. It is estimated that 7 single family residences, 5 Personnel Property moves, and one active business (Storage Office) will be impacted by the project.

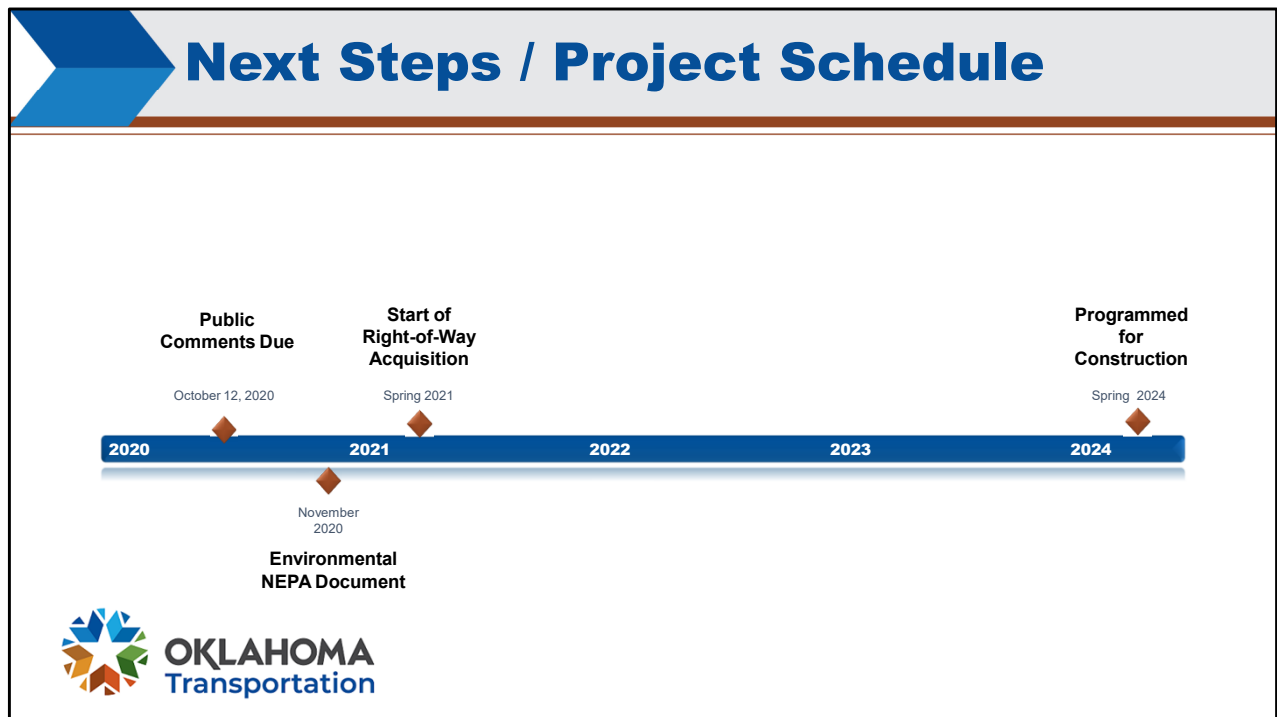
We encourage you to view the ODOT Relocation Brochure and Property Rights Brochure Tabs in this web-site and view the Interactive Map to find your property.

## Construction


- Construction is currently in the ODOT 8-year plan to begin in Fiscal Year 2024.
- The project will be constructed in phases.
- Two-way traffic will be maintained throughout construction.
- Access will be maintained to all residences and businesses during construction.



Construction is currently in the ODOT 8-year plan to begin in Fiscal Year 2024. The project will be constructed in phases. Two-way traffic will be maintained throughout construction. Access will be maintained to all residences and businesses during construction.



This slide shows the next steps for the project. We ask that you submit your comments by October 12, 2020 so that we may incorporate your feedback and finalize the design plans. If your property is affected by the project, you can expect to hear from ODOT right-of-way agents beginning in Spring of 2021. Currently construction of the project is programmed to begin in Spring of 2024. Construction is anticipated to last approximately 2 to 2-1/2 years.




# Thank You!

## Thank You for Participating in our Virtual Open House!

Please visit the other areas of the website for more information

- [Interactive Map](#) – view the design on an aerial photograph, zoom in and out, find your property, etc.
- [Right-of-Way Acquisition](#) – information for right-of-way acquisition and relocations
- [Frequently Asked Questions](#) – for common questions and answers about the project
- [Submit a Comment](#) – submit your comments or questions on this page or send by email or US mail



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The 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](mailto:environment@odot.org).

For more information on this project call (405) 325-3269.

Thank you for participating! Please visit the other areas of this website for more information. This concludes the meeting presentation.