

FREQUENTLY ASKED QUESTIONS (FAQ)

Bryan and Marshall Counties JP 33873(04)

Why are you studying so many alternatives?

Because the Roosevelt Bridge is a historic property, it is subject to protection under Section 4(f) of the Department of Transportation Act. Section 4(f) requires ODOT to study alternatives that preserve the historic integrity of the existing bridge. ODOT is also studying alternatives to replace the existing bridge in the event it is not practical to preserve it. All of the alternatives have been presented here.

When will an alternative be selected?

After the public meeting, ODOT will compile all of the public comments on all of the alternatives. A Section 4(f) Evaluation document will be prepared that describes the Section 4(f) alternatives and their costs and impacts, including input from the public and agencies like the State Historic Preservation Office. The Federal Highway Administration will then determine if any of the Section 4(f) alternatives are prudent and feasible. This decision is anticipated to be made by late 2023 or early 2024. At that point ODOT will select the preferred alternative for the project.

When will ODOT start acquiring the needed right-of-way?

Right-of-way acquisition for this project is anticipated to start in 2025. However, the schedule is dependent on funding and subject to change.

When is construction scheduled to begin?

Construction is currently programmed in ODOT's 8-Year Construction Work Plan in 2029. However, the project is not fully funded. ODOT will need to identify additional funds in order to build the project. When these funds are identified construction may begin sooner.

Why are you designing for a four-lane roadway?

An analysis of the existing and anticipated future traffic was completed. Given the development that is occurring in the area, future traffic volumes are anticipated to increase substantially. By 2050 up to 27,000 vehicles per day are expected to use the bridge. A four-lane roadway (and bridge) is necessary to accommodate this traffic and reduce congestion and delays.

How will the project be built?

Construction will depend on the alternative selected. Some of the Section 4(f) alternatives that rehabilitate the existing bridge will require a 39-mile detour during construction. Others allow traffic to remain on the existing bridge while a new bridge is constructed.

Will there be access to adjacent properties 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.

What other projects are planned in the area?

ODOT is studying a realignment of US-70 near Madill that is programmed for construction in 2027. There are also improvements planned on SH-199 east of Madill and SH-32 west of Kingston that are programmed for 2029 or later. For more detail on ODOT's 8-Year Construction Work Plan, go to [Current 8-Year Work Plan \(2023-2030\) | ODOT Spotlight \(arcgis.com\)](#).