



SH-28 East of US-69

FAQ

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

The Project Plan View map shows the areas where new permanent and temporary right-of-way is proposed, and they are shown on the Interactive Map. If your property will be affected, an ODOT-authorized agent will contact you in the future. Click on the following link for additional information about ODOT's policy regarding property rights.

[ODOT Property Rights Brochure](#)

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

Property relocations, including houses and businesses, are anticipated for this segment of SH-28. Owners of affected homes or business will be provided with additional relocation assistance. Click on the following link for additional information about ODOT's policies regarding property rights and relocation assistance.

[ODOT Property Rights Brochure](#)

[ODOT Relocation Brochure](#)

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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 will be affected, an ODOT-authorized agent will contact you.

When will ODOT start buying property?

While the process will start this year (2020), it may be next year (2021) before agents begin contacting property owners.

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When is construction scheduled to begin?

Construction is anticipated to begin in 2025.

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Will traffic on SH-28 be impacted by construction?

ODOT tries to minimize construction impacts during peak travel times as much as possible. The intent of the construction sequencing will be to maintain one lane of traffic in each direction on SH-28, and one lane of traffic in each direction on local roads during construction. Temporary lane closures may be necessary at different times during the project and will be planned to occur at non-peak travel times, or at night if possible. Traffic will crossover between old and new alignment sections during construction. During some phases, traffic may be reduced to one lane and controlled with a traffic signal.

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How will the project be built?

SH-28 will remain open during construction, and phased construction will be utilized to maintain traffic. Two lanes of traffic will be carried throughout construction.

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Will any of the intersections have new signals?

No signal lights are currently planned. ODOT can conduct a warrant traffic study in the future at these intersections as needed to determine if a traffic signal is warranted. This would occur as a separate project.

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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.

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The existing and future traffic numbers should be higher?

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.

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Will the road be asphalt or concrete?

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

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

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

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What happens to my driveway?

Existing driveways will be paved with new asphalt up to the proposed right-of-way line, and approximately perpendicular to the SH-28 roadway. Drainage culverts will be replaced under the driveway as needed.

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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.

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Why aren't noise walls included in the project?

A Traffic Noise Study was completed according to Federal Highway Administration (FHWA) and ODOT policies and procedures using FHWA Traffic Noise Model version 2.5. Results of the analysis indicated that no receivers will experience a substantial increase in future noise levels over existing levels. No noise impacts will occur, so no mitigation measures are required.

What are the Federal standards for highway traffic noise?

The Federal noise regulation at 23 CFR 772 constitutes the official Federal noise standards. The standards include the Noise Abatement Criteria along with all other requirements of 23 CFR 772, such as prediction of noise levels, abatement, information for local officials and construction noise. The entire Part 772 is the Noise Standard. FHWA has given highway agencies flexibility in implementing the 23 CFR 772 standards which done per current ODOT Noise Policy dated July 13, 2010 to be applied uniformly and consistently to all federal aid projects throughout the state.

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What is the focus of the FHWA Noise Abatement Criteria (NAC)?

The FHWA NAC focuses on levels where highway traffic noise could potentially interfere with speech communication in exterior areas. 23 CFR 772's primary focus is on determining traffic noise impacts and considering noise abatement for exterior areas of frequent human use.

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How are existing noise levels determined?

Existing noise levels are determined by using one of the following methods:

1. Perform sound level measurements at representative receptors taken during the worst noise hour;
2. Predict noise levels using the FHWA Traffic Noise Model (TNM v2.5); or,
3. Use a combination of sound level measurements and prediction with a validated Traffic Noise Model. Measurements should occur during free flow traffic conditions and do not need to occur during the worst noise hour.

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How are future noise levels determined?

As with all ODOT highway projects requiring a noise study, future noise levels are determined by using the FHWA TNM v2.5 being consistent with the methodology of TNM per 23 CFR 772.9(a).

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What is TNM v2.5?

The FHWA's TNM v2.5 is a computer software that calculates existing and future noise levels based on project design plans consisting of roadway geometry, traffic data, terrain lines, ground zones and receptor site locations. For the SH-28 project, existing and future levels were determined using TNM v2.5.

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How are noise impacts determined?

A traffic noise impact occurs when: (1) future predicted exterior $L_{EQ}(h)$ traffic noise levels approach by one decibel, meet or exceed any of the FHWA Noise Abatement Criteria; or, (2) Impacts which occur when there is a substantial noise increase defined as when future levels exceed existing levels by 15 dB or greater even though the predicted levels may not exceed the NAC. For the SH-28 project, the primary receptors of concern are the residential dwellings and cemetery in which impacts occur when noise levels equal or exceed 66 dBA $L_{EQ}(h)$.

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What is dB(A) $L_{EQ}(h)$?

The decibel (dB) is a logarithmic unit, which expresses the ratio of the measured sound pressure level to a standard reference level. Sound is composed of various frequencies, but the human ear does not respond to all frequencies. Frequencies to which the human ear does not respond are filtered out when measuring highway traffic noise levels. Sound level meters are usually equipped with weighting circuits, which filter out selected frequencies. The A-scale on a sound level meter best approximates the frequency response of the human ear. The term $L_{EQ}(h)$ refers to an equivalent of an average sound level over an hour's time period that contains the same acoustic energy as the time-varying sound level during the same period. All traffic noise levels are typically expressed in dB(A) $L_{EQ}(h)$.

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What is "feasible" highway traffic noise abatement?

Feasibility deals primarily with objective engineering considerations (e.g., can a barrier be built given the topography of the location typically within highway right-of-way; can a substantial noise reduction be achieved given certain access, drainage, safety, or maintenance requirements; are other noise sources present in the area, etc.). In addition, noise barriers must be acoustically feasible. Per ODOT Noise Policy, a noise barrier needs to achieve at least a 5 dB(A) highway traffic noise reduction to be considered feasible.

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What is "reasonable" highway traffic noise abatement?

Reasonableness refers to the many factors to be considered to determine if mitigation is fair and affordable. The following are the reasonableness criteria that are specified in the ODOT Noise Policy:

1. The property owners' and residents' desire for mitigation.
2. The ODOT noise reduction design goal of 7 dB(A) must be achieved for at least 75 percent of the benefitted receptors identified within the first row of receptors.
3. The cost not to exceed \$30,000.00 per benefitted residential receptor. A benefitted residential receptor receives at least a 5 dB(A) reduction when compared to no mitigation and includes all residential receptors (not only first row receptors). Benefit cost is based on historical unit cost of \$25 per square foot of wall height required to achieve a feasible reduction. As increased barrier height requires disproportionate increase in foundation costs (up to two times the "standard" wall), a maximum wall height considered for noise abatement is 22 feet.

Are payments allowed for noise damages?

Per FHWA, State DOTs cannot use Federal-aid funds to compensate property owners for noise damages, but can use Federal-aid funds for noise abatement consisting primarily in the form of noise barrier walls placed within the highway right-of-way. In addition, per ODOT Noise Policy, the Department will not consider insulation of residences as noise mitigation.

