

Frequently Asked Questions

SH-9 from 2 to 5 lanes: from east end of Pecan Creek bridge, east 5.55 miles to SH-102

Cleveland County / JP 23288(08)

How does ODOT calculate its traffic numbers?

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 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.

Why are you designing for a five-lane roadway and not a four-lane roadway?

A five-lane roadway is proposed to address the number of existing commercial and residential driveways.

Will any of the intersections have signals?

No signal lights are currently planned for the project from the Pecan Creek Bridge to SH-102. ODOT can conduct a warrant traffic study in the future at these intersections, as needed to determine if a traffic signal is warranted. This can occur as a separate project.

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.

Will I have access to my home or business during construction?

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.

What happens to my driveway?

Existing driveways will be provided a new asphalt driveway from the SH-9 roadway to the right-of-way line. 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.

How will the project be built?

SH-9 will remain open during construction and phased construction will be utilized to maintain traffic. Two lanes of traffic, one lane in each direction, will be carried throughout construction.

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

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

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 acquisition process is anticipated in spring of 2021, it may be summer or fall of 2021 before agents begin contacting landowners.

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.

For residential dwellings, exterior noise impacts occur when noise levels are expected to reach 66 decibels (dB) or greater. Noise impacts also occur when future noise levels are expected to be 15 dB or higher over existing noise levels even if the future level is below 66 dB. It is noted that a noise level at 66 dB is known to interfere with communication between people 3-6 feet apart.

Fifty (50) residential dwellings were evaluated along with two places of worship, an event center and cemetery in the FHWA noise model. Based on the proposed project and future traffic volumes, six (6) residences meet or exceed 66 dB. However, no substantial increases (15 dB) in future noise levels or existing conditions are anticipated, with the highest increase in future noise levels being 6.1 dB.

Noise mitigation must meet two requirements to be recommended for design and construction: one is "feasibility" and the other is "reasonableness." "Feasibility" refers to the combination of acoustical and engineering factors considered in the evaluation of a noise abatement measure. The engineering considerations include whether it is possible to build an abatement measure given site constraints (drainage, safety, utilities) and acoustical considerations include whether the abatement measure provides an acceptable reduction in noise levels. "Reasonableness" refers to the many factors to be considered to determine if mitigation is fair and affordable and considered only after all feasibility criteria have been met.

The six (6) residential receptors that are projected to be impacted are listed in the ODOT Relocation Plan and will likely be displaced as a result of the project. Further, all six (6) receptors either have direct driveway access onto SH-9 or they are located near a cross street intersection. Without access control, the gap, that would be required for driveway and street connections, would make noise abatement measures ineffective and, therefore, noise mitigation would not prove feasible.