

### WELCOME

# NOISE STUDY INFORMATION MEETING

THE EVENT IS STRAIGHT AHEAD IN THE GYMNASIUM.

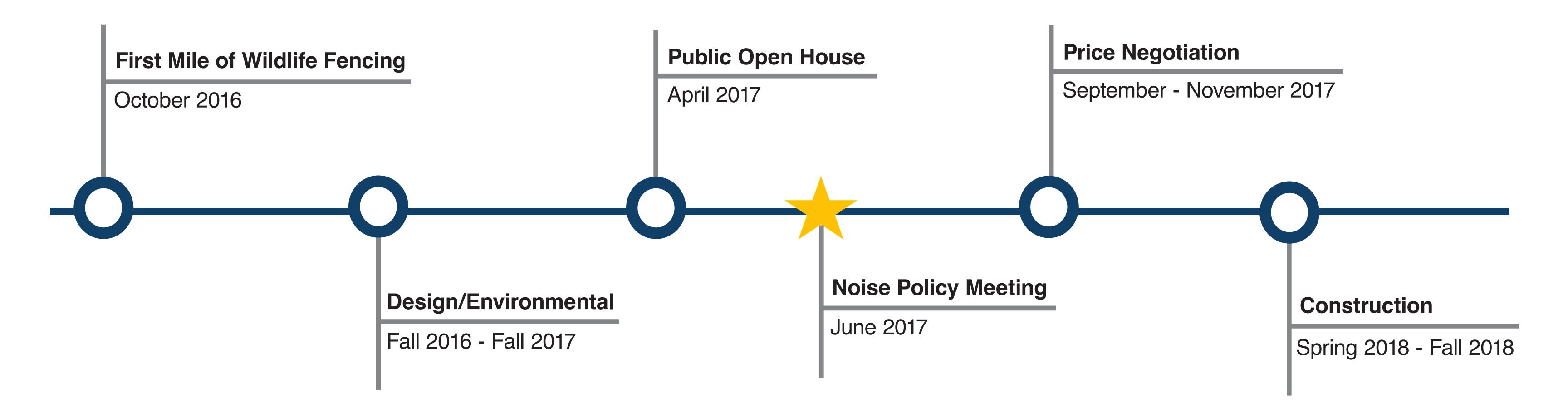


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# NOISE STUDY INFORMATION MEETING



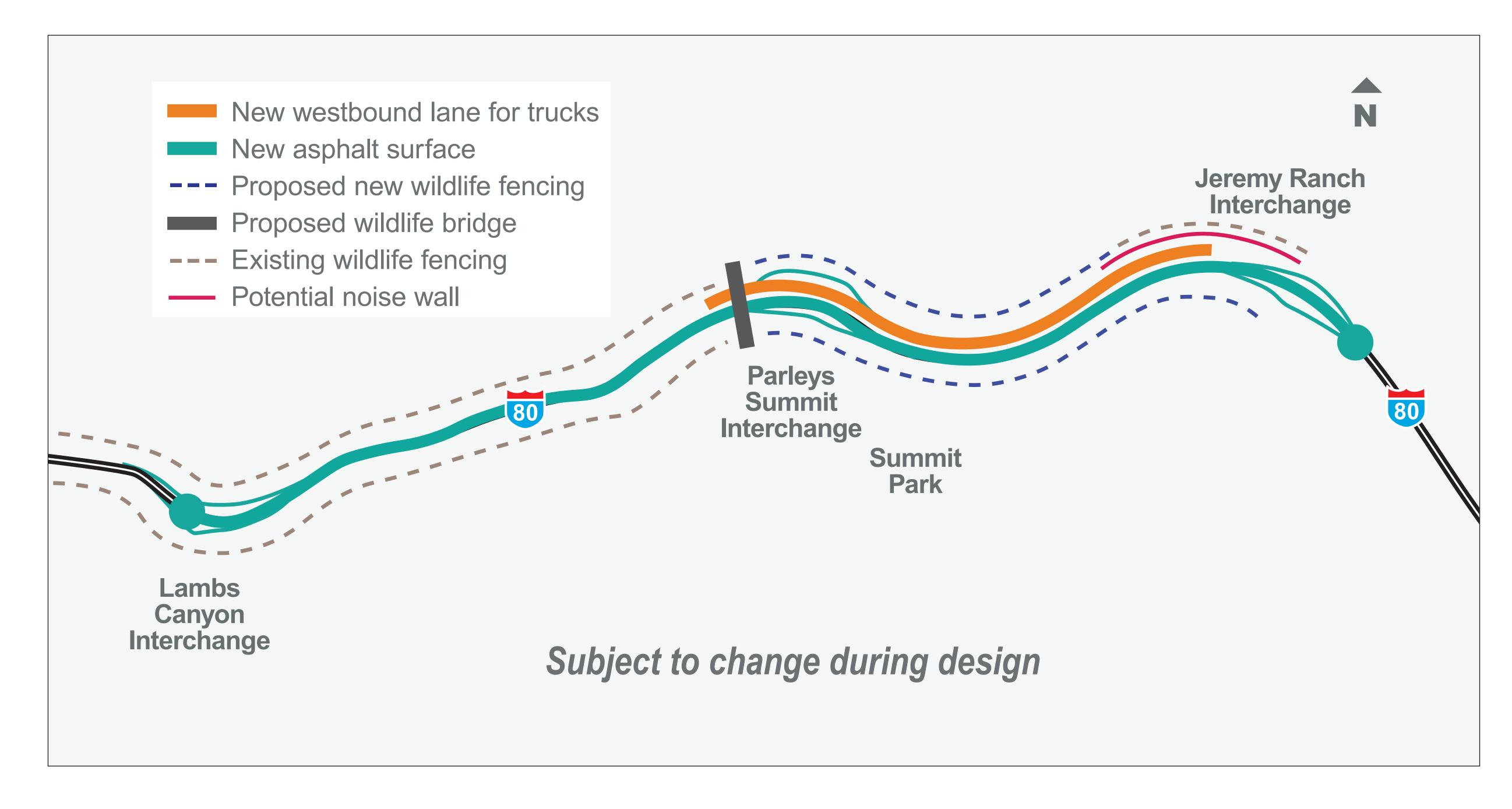
#### PROJECT SCHEDULE



Schedule is subject to change during design.



#### PROJECT MAP



Truck lane, paving and fencing: \$17M - Federally funded Wildlife bridge: \$5M - Federally funded

(funding becomes available fall 2017)



#### PURPOSE AND NEED

#### **Purpose**

The purpose of the project is to address safety issues associated with semi-truck congestion, reduce the potential for wildlife/motorist incidents, and address aging pavement conditions.

#### Need

- ➤ Semi-trucks slow down and block traffic creating unsafe driving conditions from Jeremy Ranch to Summit Park as a result of the steep grade. This creates unsafe driving conditions.
- ► This area of I-80 is a major wildlife migration corridor for large mammals such as moose, elk, and deer. These species access the interstate, creating unsafe conditions for the animals and drivers.
- ► Pavement needs maintenance from approximate MP 136.0 to 142.1.



#### ENVIRONMENTAL ANALYSIS



Threatened and Endangered Species/Wildlife

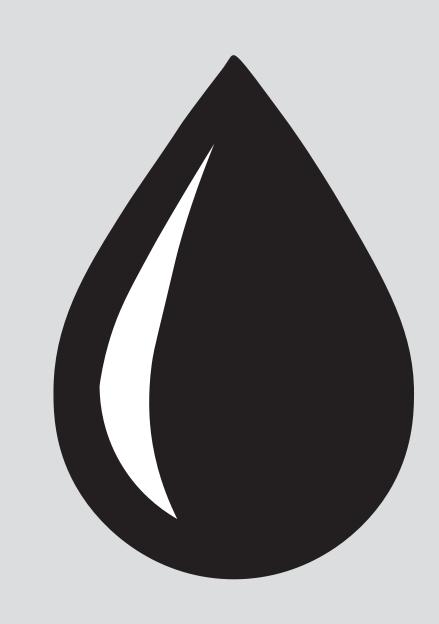
No impacts.
Fencing and
wildlife bridge
will be a benefit.



#### **Noise Impacts**

Noise will increase

as a result of the new truck lane.
One potential noise wall will be evaluated and balloted.



Waters of the U.S.

Less than 1/10
-acre of impact to wetlands.



#### Right-of-Way

No impacts associated with this project.



### **Cultural Resources**

No adverse effect to an historic rail line on top of the vertical cut slope north of I-80.



#### NOISE ABATEMENT PROCESS

As part of this project, UDOT evaluated noise impacts along I-80 in the project limits. The department determined that noise abatement measures are warranted based on noise impacts. Benefitted receptors\* will have the opportunity to vote on their preference for a wall.

#### How does balloting work?

- ► UDOT considers viewpoints of Property Owners and Residents Property owners and residents (non-owners) are balloted to determine the desire for noise walls.
- Ballots are sent to:
  - ► All benefited receptors\*.
  - ➤ Receptors that border or that are directly adjacent to the end of a proposed noise wall that are not, by definition, benefited by the wall are balloted.
- > 75 percent of ballots mailed must be returned.
- Walls will only be recommended if 75 percent of votes returned are in favor.

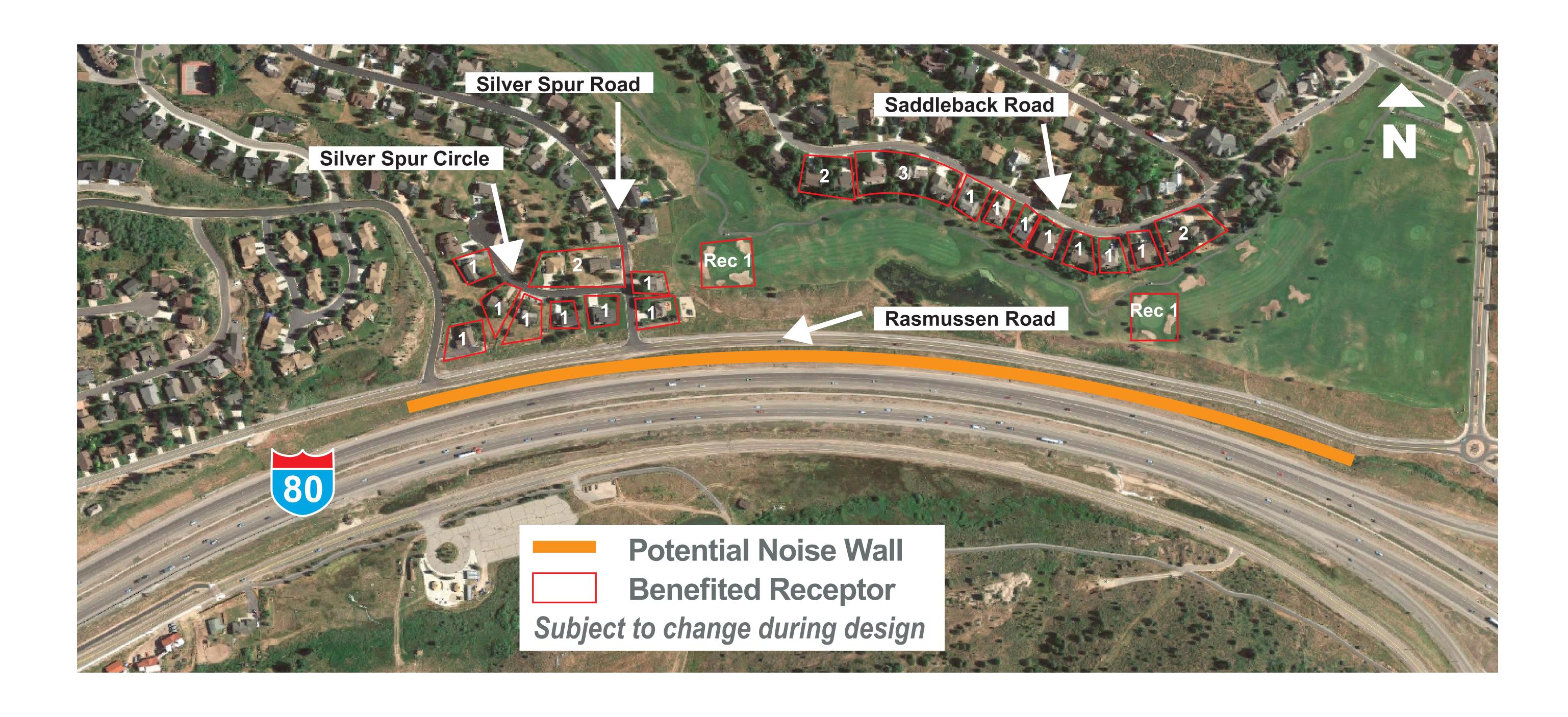
Noise balloting is scheduled to begin in late June.

# WHO IS A BENEFITED RECEPTOR?

\* A benefited receptor is one that would receive a reduction of 5 dB(A) or more as a result of noise abatement.

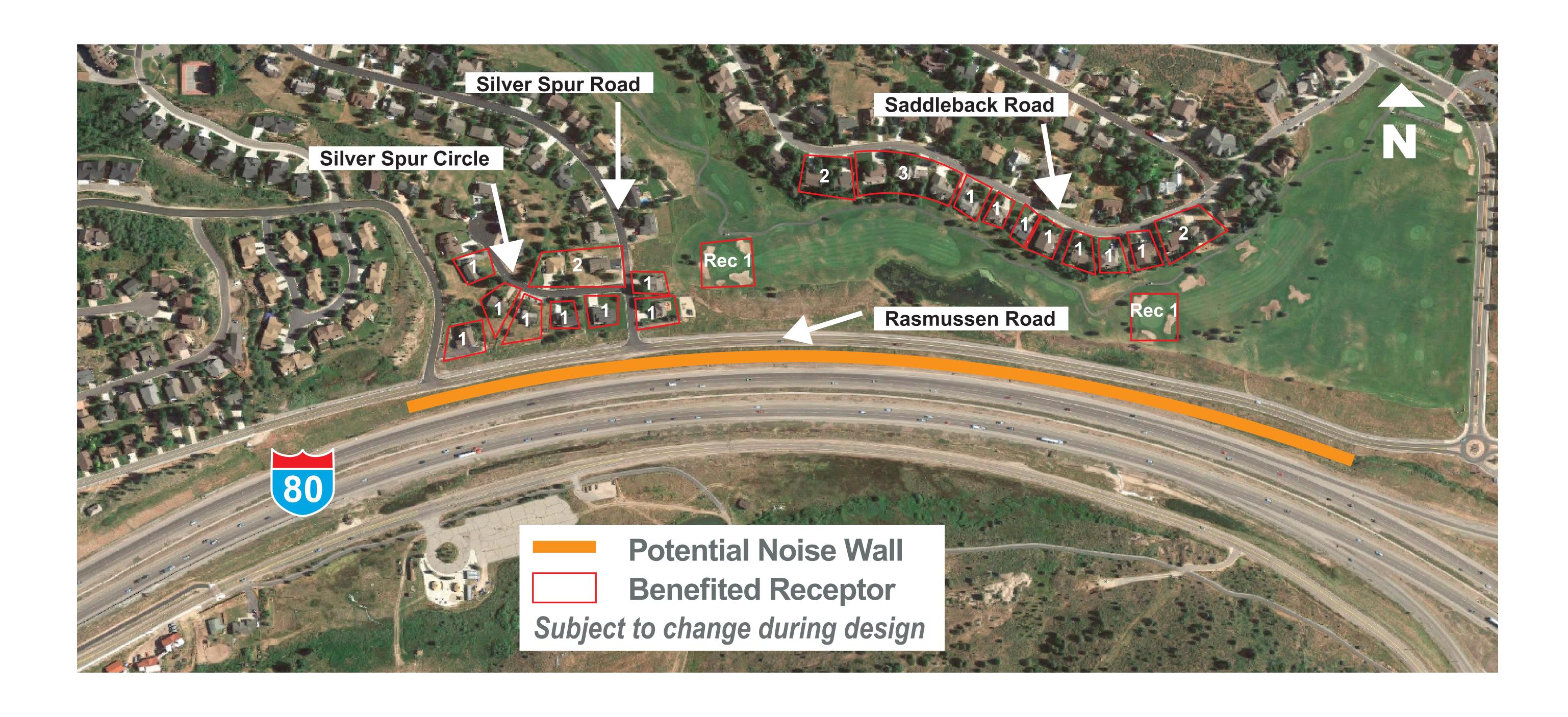


#### NOISE ABATEMENT MAP





#### NOISE ABATEMENT MAP





#### UNDERSTANDING TRAFFIC NOISE

The Utah Department of Transportation (UDOT) will install noise abatement measures according to the guidelines and requirements in the UDOT noise abatement policy. The noise analysis process is summarized below. For more information, review the full policy at www.udot.utah.gov/go/noisepolicy

#### IS THIS PROJECT LIKELY TO **INCREASE SOUND LEVELS?**

(e.g. New road, adding travel lanes, substantially modifying a roadway)

**NOISE ANALYSIS AND EVALUATION OF NOISE ABATEMENT NOT REQUIRED** 

YES ===

CONDUCT NOISE **ANALYSIS** 

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IDENTIFY **AREAS SENSITIVE TO** TRAFFIC NOISE

e.g. Residences, parks, churches, schools.

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#### **DETERMINE TRAFFIC NOISE IMPACTS**



 Future noise levels substantially exceed existing noise levels

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**IMPACT?** 

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**NO NOISE ABATEMENT** 

- RECEPTOR

**LOCATIONS** 

#### **EVALUATE NOISE ABATEMENT MEASURES** Using traffic noise model NOISE BARRIERS

- (most common)
- Truck restrictions
- Reduce speed limitsNoise insulation of public buildings

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- A FEASIBLE:
  - Can it be constructed? (Engineering considerations) YES

  - Does it provide a perceptible change in noise levels? YES
- **REASONABLE:** 
  - Does it meet the noise abatement design goal? YES
    Is it cost effective? YES

  - Do property owners/residents want a noise abatement measure? YES

If any of the above are "NO", noise abatement will not be installed

**INSTALL** NOISE ABATEMENT **MEASURE** 



**DETERMINE EXISTING AND FUTURE** 

— TRAFFIC VOLUMES

**ROADWAY** 

**FUTURE** 

Amount of traffic on

Alignment, number

of lanes, elevation

SPEED LIMITS

- VEHICLE TYPES

Cars, trucks

• FACTORS INCLUDED IN NOISE MODELS

**BUILD TRAFFIC** 

**NOISE MODELS** 

- Calibrate existing model with field

**NOISE LEVELS** 

**EXISTING BARRIERS** 

Safety barrier

**TOPOGRAPHY** 

buildings

**EXISTING** 

measurements

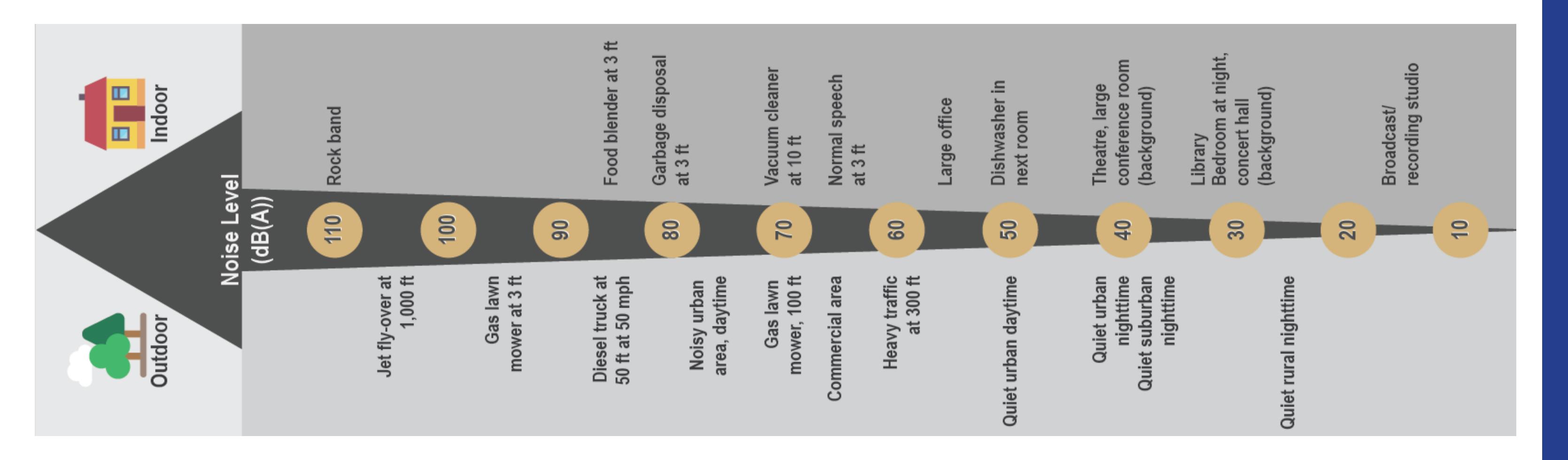
TRAFFIC CONTROL

Stop signs, signals

Residences, parks,

churches, schools







#### CONTACT INFORMATION



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