NOISE STUDY INFORMATION MEETING
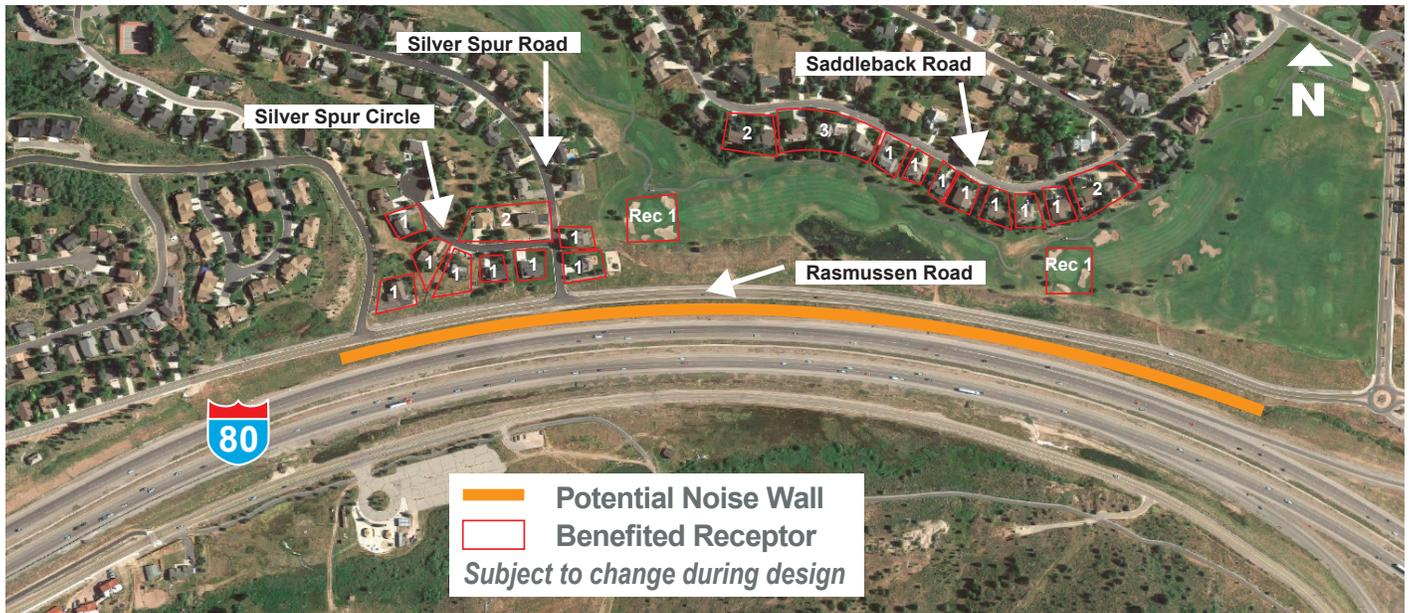
NOISE ABATEMENT PROCESS

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 proposednoise 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 wall balloting will begin as early as 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.

Potential Noise Wall
Benefited Receptor
Subject to change during design

Contact that project team with any questions at **888-528-9675** or **renovatei80@utah.gov.**

UDOT
Keeping Utah Moving

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)

NO →
NOISE ANALYSIS AND EVALUATION OF NOISE ABATEMENT NOT REQUIRED

YES

CONDUCT NOISE ANALYSIS

1 IDENTIFY AREAS SENSITIVE TO TRAFFIC NOISE
e.g. Residences, parks, churches, schools.

2 DETERMINE EXISTING AND FUTURE NOISE LEVELS
- **FACTORS INCLUDED IN NOISE MODELS**

BUILD TRAFFIC NOISE MODELS

EXISTING
Calibrate existing model with field measurements

FUTURE

- **TOPOGRAPHY** Safety barrier, buildings
- **EXISTING BARRIERS** Safety barrier, buildings
- **TRAFFIC VOLUMES** Amount of traffic on road
- **ROADWAY** Alignment, number of lanes, elevation
- **TRAFFIC CONTROL** Stop signs, signals
- **RECEPTOR LOCATIONS** Residences, parks, churches, schools
- **VEHICLE TYPES** Cars, trucks
- **SPEED LIMITS**

3 DETERMINE TRAFFIC NOISE IMPACTS

TRAFFIC NOISE IMPACTS ARE PRESENT WHEN:
- Noise levels are high enough to interfere with normal conversation

OR

- Future noise levels substantially exceed existing noise levels

IMPACT?

YES

NO → **NO NOISE ABATEMENT**

4 EVALUATE NOISE ABATEMENT MEASURES

Using traffic noise model
- **NOISE BARRIERS** (most common)
- Truck restrictions
- Reduce speed limits
- Noise insulation of public buildings
- ...

5 DETERMINE IF NOISE ABATEMENT MEASURES ARE Ⓐ FEASIBLE AND Ⓑ REASONABLE

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