TO BUILD OR NOT TO BUILD?

START

The process to determine where sound walls are built

Roadway projects must follow state and federal guidelines for evaluating traffic noise.

Adding a noise barrier or sound wall *f* can reduce noise impacts for receivers **noise** near the roadway.

Any proposed noise abatement proposed noise abatement proposed noise abatement proposed must be studied to determine if it meets certain criteria.

A sound wall is <u>not</u> built if the criteria are not met
A sound wall <u>can</u> be built if the criteria are met

Follow along is to understand the process.



Determine Receivers

ILLUSTRATIONS ARE NOT TO SCALE.

Are there properties affected by potential Buildings and obstructions closer to the roadway may cut down on noise levels for properies farther away

 State guildelines give primary consideration to receivers closest to the roadway





NORTH

To ensure fairness, federal and state guidelines require the same minimum cost-per-receiver

UNDER \$25K

> UNDER \$25K

> > UNDER \$25K

Sound wall

is built

UNDER \$25K

Of the 8 remaining sound walls considered on the 183N Mobility Project that meet feasibility criteria, **none** meet the criteria for reasonableness,* **so abatement is not permitted**, ending the process

Acquire **Consensus**

UNDER

\$25K

Do more than 50% of receivers in the first row of properties agree to the construction of a sound wall?

A majority vote determines whether a permitted sound wall is built. The full results of the 183N Mobility Project Noise Evaluation Study can be found online at 183north.com/2015.07.14_183NNoiseTechReport.pdf



Thank you for your interest. We hope this helps outline the steps necessary in determining when and if a sound wall is built. For the complete set of FHWA rules and regulations regarding noise abatement, please visit fhwa.dot.gov/environment/noise/noise_barriers/

