

## **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 beltow. 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 ==

**ANALYSIS** 

**IDENTIFY AREAS SENSITIVE TO** TRAFFIC NOISE

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





### TRAFFIC NOISE IMPACTS ARE PRESENT WHEN:

- Noise levels are greater than or equal to the appropriate UDOT noise abatement criteria threshold OR
- Future noise levels substantially exceed existing noise levels (10 dBA or more)

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**NO NOISE ABATEMENT** 

# **IMPACT?**

### **DETERMINE IF NOISE ABATEMENT MEASURES** ARE (a) FEASIBLE AND (3) REASONABLE

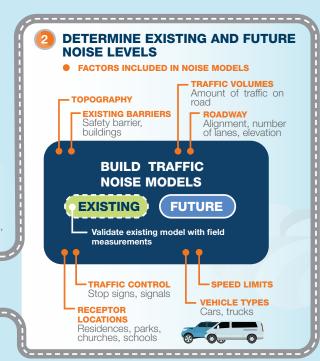
- - Can it be constructed? (Engineering considerations) YES
  - Is it safe? YES
  - Does it provide a perceptible change in noise levels? YES

- 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











Using traffic noise model NOISE BARRIERS

- ( most common) Truck restrictions
- Reduce speed limits
- Noise insulation of public buildinas