



HIGHWAY TRAFFIC NOISE IMPACT ANALYSIS

Guidance Manual Update

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Guidance Manual Updates

1. Define Project Area

- **The area within 500 feet from the proposed edge of pavement of the roadway improvements as defined by the construction limits**
 - Avoids the evaluation of noise mitigation in project areas where no roadway improvements are planned

2. Evaluation Criteria

- **Clarifies that noise abatement is typically evaluated for noise impacts cause primarily by the proposed roadway improvements**
 - Avoids the evaluation of noise mitigation caused by or on nearby roads where no roadway improvements are planned

Guidance Manual Updates, continued

3. Golf Courses

- **Restricts evaluation to only tee boxes and greens**
 - Focuses evaluation on areas of “frequent human use” consistent with noise regulation
 - VDOT currently evaluates fairways too
 - Anticipated to reduce noise barrier eligibility

4. Eliminate demolition costs from reasonableness calculations

- **Typically applies when existing barriers need to be replaced/relocated due to roadway widening**
 - Has causes confusion but provided no practical benefit

Guidance Manual Updates, continued

Numerous clarifications of current practice

- Park and ride lots are independent utility projects
- Reinserts a brief description of a detailed noise analysis
- Affirms the need to account for anticipated traffic from nearby projects in the region's transportation plan
- A noise monitoring plan must be prepared prior to field work
- Primarily mitigate for only roadway noise
- Proof of all barrier voting shall be included in the study
- Desirable to block the line-of-sight during barrier optimization
- Absorptive noise barriers are typically recommended
- Streamlined the NEPA reevaluation and 4(f) sections