 **Noise Abatement Decision Checklist** ITD 1056 (Rev. 05-11)

Idaho Transportation Department itd.idaho.gov

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| --- | --- |
| District or Sponsor Decision regarding the following receptor(s) |  |

|  |  |  |
| --- | --- | --- |
|  | **Yes** | **No** |
| A traffic noise impact has been identified [23 CFR 772.15(a)(1)]  Relative  Absolute |  |  |
| The noise abatement measures will effectively reduce the traffic noise impact [23 CFR 772.15(a)(2)] |  |  |
| The impacts for which the mitigation is proposed actually result from the Administration action [23 CFR 771.105(d)(1)] |  |  |
| The proposed mitigation represents a reasonable public expenditure after considering the impacts of the action and the benefits of the proposed mitigation measures [23 CFR 771.105(d)(2)] and [23 CFR 772.13(d)(2) |  |  |

If the answer to any of the above is No, go to Section 2.

**Section 1 - Intention to Install Noise Abatement Measures**

Based on the studies so far, the state/local jurisdiction intends to install noise abatement with the following preliminary design. If these conditions substantially change during final design, the abatement measures may not be provided. A final decision on abatement measure(s) will be made upon completion of the project design and the public involvement process.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Type of Noise Abatement | Location | Cost | Noise Level Reduction | Number of Residents Benefitted |
|  |  | $ | dBA |  |

**Section 2 - Noise Abatement Measures Not Intended to be Installed**

Based on the studies so far, the state/local jurisdiction does not intend to install noise abatement measures because

An effective barrier is not feasible

or

For the following reason(s)

**Required Reasonableness Considerations**

The measures are determined to be unreasonable because of the following reason(s).

|  |  |
| --- | --- |
|  | Cost per benefitted receptor is excessive |
|  | Abatement measures do not meet the design goal |
|  | Abatement measures are not desired |

**Optional Reasonableness Considerations**

No single optional factor can be used to determine reasonableness. The assessment results of the factors below are used to increase the cost per benefitted receptor.

|  |  |  |
| --- | --- | --- |
|  | Abatement measures conflict with the purpose of the project (re.: non-barrier measures) | |
|  | Traffic noise impacts are a result of development occurring after the highway was constructed | |
|  | Traffic noise impacts resulted from development occurring after the 1976 NAC became effective | |
|  | Receptors are considered noise tolerant (i.e., commercial, highway business, industrial, etc.) | |
|  | Exposure to higher absolute traffic noise levels is not a noticeable change (<3dBA) | |
|  | There is a positive change in noise levels between design year build and no-build alternatives | |
|  | Local ordinances allow development along the highways without consideration for noise abatement | |
|  | Project traffic noise is not the dominate noise source | |
|  | Other (explain) |  |

**Prepared By**

|  |  |  |
| --- | --- | --- |
| District/Sponsor Environmental Planner/Engineer's Printed Name | District/Sponsor Environmental Planner/Engineer's Signature | Date |
|  |  |  |