

GOUGAR

ROAD STUDY

Public Information Meeting

June 1, 2021

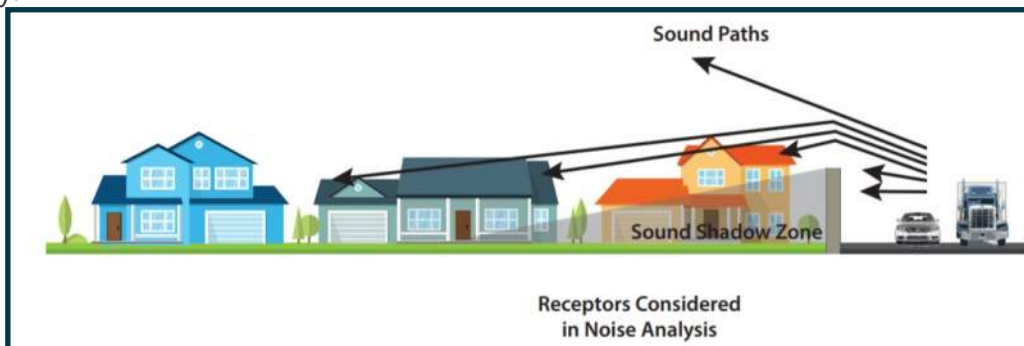
NOISE ABATEMENT

- Current and future projected sound levels are determined through a simulated traffic computer noise model that factors in roadway traffic, terrain, noise-sensitive land-uses, and any other feature that could influence noise. Potential noise sensitive land uses include residential properties, schools, parks/recreation areas, etc.
- The noise abatement evaluation is triggered by the determination of traffic noise impacts. The evaluation is to determine if abatement will meet IDOT's Feasibility and Reasonableness Policy.

Feasibility - Noise abatement must achieve at least a 5 dB(A) traffic noise reduction at an impacted Receptor and be feasible to construct.

Reasonableness - Noise abatement must be less than the \$30,000 base value per benefited receptor plus adjustment factors, and achieve at least 8 dB(A) reduction at a benefited receptor. In addition, viewpoints of benefited receptors must be considered.

- Any receptor afforded a 5 dB(A) or greater traffic noise reduction is considered a benefited receptor. This may include receptors with direct line of sight to the roadway and receptors shielded from the roadway by other buildings. The total number of benefited receptors is used to determine the cost per benefited receptor.
- If a noise study determines that noise walls are potentially feasible and economically reasonable at determined locations along the project corridor, documentation of support – or lack of support – from the residents and residential property owners benefitting from the potential noise walls will be solicited through a mailed survey.



QUESTIONS, COMMENTS, AND INFORMATION

Your comments are valuable to us. To submit a comment, fill out the comment form at GougarRoadStudy.com, or pick up a printed copy from the Will County Department of Transportation office and send or email to:

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Visit the project website
for more information:

GougarRoadStudy.com
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