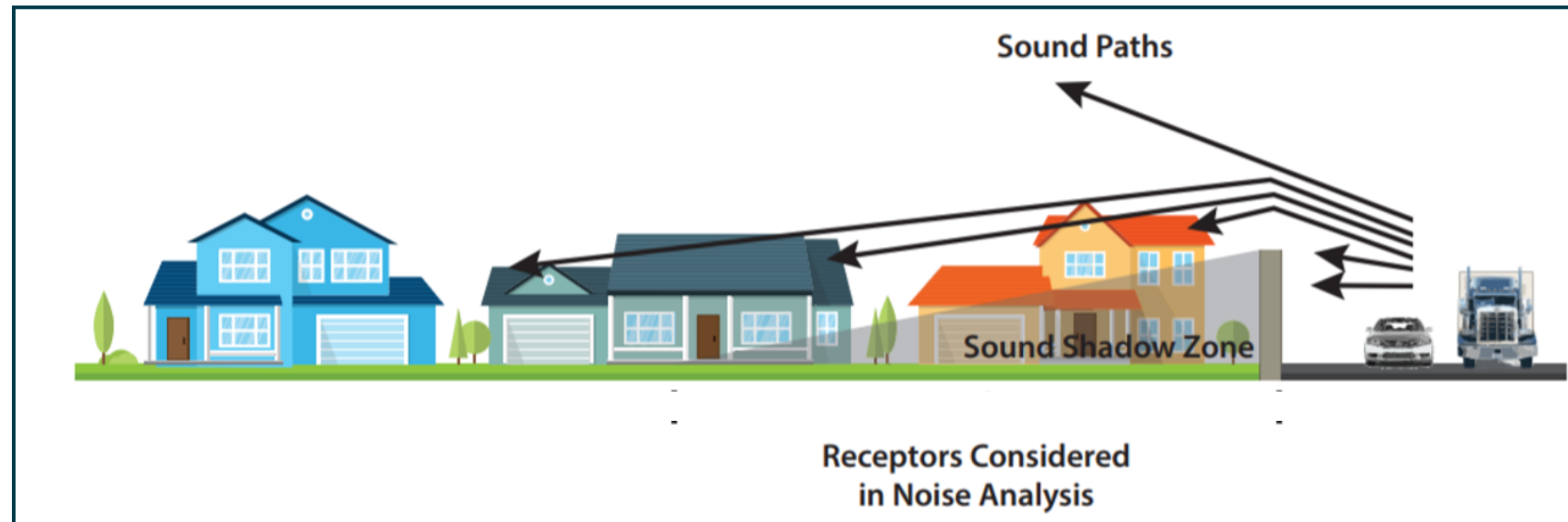


NOISE WALL LOCATION

NOISE ABATEMENT STUDY

- 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 benefitted receptor plus adjustment factors and achieve at least 8 dB(A) reduction at a benefitted receptor. In addition, viewpoints of benefitted receptors must be considered.
- Any receptor afforded a 5 dB(A) or greater traffic noise reduction is considered a benefitted 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 benefitted receptors is used to determine the cost per benefitted receptor.
- The noise study determined that noise walls are potentially feasible and economically reasonable at the location shown below. Documentation of support – or lack of support – from the residents and residential property owners benefitting from the potential noise walls were solicited through a mailed survey.

