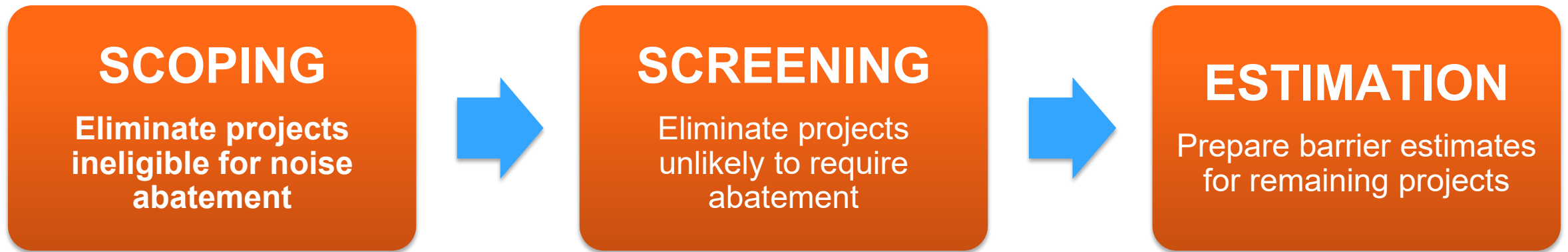


# Noise Barrier Assessment Workflow



# SCOPING What Qualifies for a Noise Study?

## 23 CFR 772 applies to:

- **Projects with federal funding or requiring federal approvals, and**
- **Meet any of the *Type I* criteria**

# SCOPING Type I Projects – Noise Study Required

- **Roadway on new alignment**
- **Substantial vertical or horizontal alignment shift**
- **Addition of a through lane –**
  - includes HOV/HOT, PTSU, TCL, Bus, Aux lanes >2,500 LF,
  - does not include turn lanes
- **Interchange lanes or ramps added/relocated to quadrant to complete an existing partial interchange**
- **Restriping to add through lane or auxiliary lane (>2,500 LF)**
- **New or substantial alteration of weigh station, rest stop, ride-share lot or toll plaza.**

# SCOPING Type III Projects – Noise Study *NOT* Required

- Sidewalk, ADA, or Pedestrian
- Stop lights
- Overhead signage
- Shoulder widening
- Guardrail installation
- Median turn closing/opening
- Lighting projects
- Transit/Bus stops
- Repaving/maintenance
- Shoulder widening
- Turn lane projects\*
- Intersection improvements\*
- Bridge deck replacement\*
- Roundabouts\*

*\*Unless there is a substantial alteration in the horizontal or vertical alignment*

# **SCOPING** Concepts to Minimize Noise Barrier Risk

- **If any portion of the project is Type I, then the entire project is Type I.**
- **Avoid bundling a Type I feature with improvements that are not Type I, e.g., a park and ride lot bundled with a turn lane project.**
- **Limit auxiliary lanes to 2,500 LF, or less where practical.**
- **Type I projects with termini near subdivisions may require a barrier for the entire community.**