

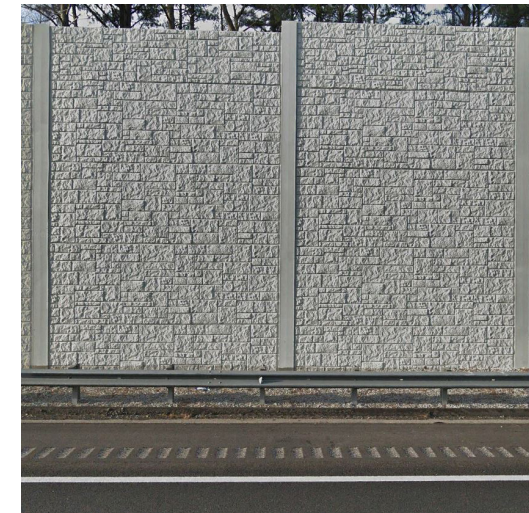
Questions

For additional questions relating to noise walls call the GDOT Office of Environmental Services at 404-631-1100 and ask to speak to someone in the Noise section.

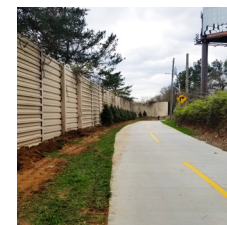
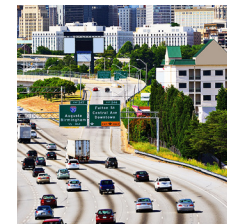
Noise Scale: Common Sound Levels



SOURCE:
Draft EIS/EIR LAX Proposed Master
Plan Improvements, Los Angeles, CA
U.S. Dept. of Transportation, FAA
January 2001



Sound Bite: A Glance at Noise



Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308

Noise Facts at a Glance

- Noise studies are completed on qualifying federally funded projects such as: new through lanes or projects that significantly alter the horizontal or vertical alignment of the roadway or existing terrain.
- The doubling of traffic on an existing roadway results in approximately a three decibel increase in noise levels. (A three-decibel increase is considered barely perceptible.)
- Vegetation must be high enough, wide enough, and dense enough that it cannot be seen through to reduce noise. Therefore, vegetation is not considered a noise abatement/reduction option by the Federal Highway Administration.
- The removal of trees along the interstate is considered maintenance and is not subject to a noise study or noise abatement/reduction consideration.
- There are no state laws governing traffic noise.



Noise Frequently Asked Questions

Question: How are sound levels determined?

Answer: Sound levels are determined through a noise model. Features of the existing area such as roads, terrain/ground features, noise sensitive areas such as homes, parks, etc., and/or any other fixed feature that could influence noise is input into a computer model. To determine that the model is working, noise readings are taken at various locations along the project corridor. If the model and field readings are similar, the existing roadway is replaced in the model with the proposed future roadway and traffic volumes.

Question: Do you consider the number of people that will be utilizing the corridor in the future when determining noise impacts?

Answer: Yes.

Question: Are noise sources other than traffic noise considered?

Answer: No, only traffic noise sources are considered.

Question: What is considered a noise impact?

Answer: At a residential home, a sound level of 66 decibels is an impact. For outdoor areas at a business, such as a hotel pool, a sound level of 71 decibels is considered an impact. An impact also occurs if the proposed project increases existing sound levels by 15 or more decibels.

Question: How far from the road do you study sound levels/how are the limits of the noise study determined?

Answer: There is no set distance. Homes and other noise sensitive areas are studied until the noise model is no longer identifying noise impacts. Once all potential noise impacts (as a result of the proposed project) are identified, no further modeling or studies occur.

Question: Why am I impacted but not behind a proposed noise wall?

Answer: Every situation is different. Some common reasons why a wall is not proposed are due to physical limitations with constructing and/or maintaining a wall, the wall is not able to reduce sound for those impacted, or a wall does not meet GDOT's reasonability requirements for sound reduction and/or cost.

Question: Why is my proposed noise wall likely but not guaranteed?

Answer: In some cases, as final design and utility information is obtained, it is discovered that there are design and/or utility conflicts that result in GDOT not being able to physically construct a noise wall. In addition, once a wall is determined feasible to construct during final design, a vote of those benefiting from the construction of the wall occurs to determine if benefited residents want the wall. A wall will not be constructed if a majority of those that would benefit from the wall do not desire it.

Question: When will the voting on noise walls take place?

Answer: Voting will take place as soon as design confirms that a noise wall can physically be constructed.

Question: If I rent rather than own, do I get to participate in the voting for noise abatement?

Answer: Yes. All individuals, owners and renters that would benefit from a proposed noise wall get to participate in the voting.