**Invitees:**

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| Name | Unit / Firm | Email Address |
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The purpose of this meeting is to review the traffic noise abatement findings of the draft Design Noise Report for STIP Project X-XXXX. The noise analysis firm, the reviewing firm, and TNAQ should be included in the meeting. Every noise study area (NSA) where impacts occur will be reviewed for the purposes of proactively identifying unique situations that may require further discussion and/or evaluation.

**Meeting Agenda**

1. Team Introductions (NCDOT TNAQ, Consultant, Reviewers, etc.)
2. Brief Project Overview

*Below is a list of topics that should be covered for each NSA where non-isolated traffic noise impacts are predicted to occur. This list is not exhaustive, as there will often be situations that are unique to each project which should be added below.*

1. If traffic noise abatement is not being recommended,
   1. Was noise abatement considered likely in the TNR. If yes, discuss what change(s) caused it to not be recommended in the DNR.
   2. Discuss why noise abatement is not feasible (where applicable)
   3. Discuss why feasible noise abatement is not reasonable (where applicable), including specific considerations for:
      1. Communities adjacent to, or across from, locations where noise abatement is being recommended
      2. Whether the NRDG was sufficiently evaluated for ALL predicted traffic noise impacts (e.g., preliminary barrier alignment was long enough and evaluated up to a height of 28’ in TNM for ground mounted barriers and 10’ for bridge mounted barriers)
      3. Whether the noise abatement was evaluated in sufficient detail to demonstrate that no reasonable design is possible (i.e., smaller/shorter versions that may not benefit all impacted receptors)
      4. Whether the outer limit of benefits was defined
      5. Any locations where the noise abatement reasonableness outcome may change with a few additional benefits. Are there noise sensitive receptors within 1 dB(A) of the impact and/or benefit threshold where minor modeling changes could alter the reasonableness outcome (shifting receptor placement, additional terrain lines, etc.)?
      6. Any locations where noise abatement is close to warranting an incremental increase to the allowable base quantity per benefit listed in Table 9.1 of the 2022 Traffic Noise Manual (or Table 11.1 of the 2016 Traffic Noise Manual)
      7. Post Date of Public Knowledge (DPK) noise sensitive receptors and how they were or were not considered in the abatement evaluation
      8. Non-traffic noise sources affecting the performance of noise abatement measures (if applicable)
      9. Should absorptive treatment be considered for a recommended noise wall on the opposite side of the roadway?
2. If traffic noise abatement is being recommended,
   1. Was noise abatement considered likely in the TNR? If not, discuss what change(s) caused it to be recommended in the DNR.
   2. Does the recommended noise abatement achieve the NRDG for all predicted traffic noise impacts? If not, discuss why.
      1. Is the recommended noise abatement overdesigned (i.e., is the predicted NLR notably higher than the NRDG for all predicted traffic noise impacts)?
   3. Was the recommended noise abatement lengthened, or the height increased, solely for the benefit of noise sensitive receptors that are not predicted to be impacted by traffic noise?
   4. Are the recommended noise wall termini in logical locations (i.e., at both ends of a specific neighborhood or group of noise sensitive receptors)? If not, discuss why. Discuss whether further assessment is necessary.
   5. Post DPK noise sensitive receptors and how they were or were not considered in the abatement evaluation
   6. Non-traffic noise sources affecting the performance of noise abatement measures (if applicable)
   7. Discuss parallel barrier analysis results and whether absorptive treatment should be considered
   8. Discuss whether absorptive treatment should be considered for a noise barrier that has predicted traffic noise impacts located on the opposite side of the roadway where no noise barrier is recommended