4. NOISE SCREENING PROCEDURE

The noise screening procedure is designed to identify locations where a project has little possibility of noise impact. If no noise-sensitive land uses are present within a defined area of project noise influence, then no further noise assessment is necessary. This approach allows the focusing of further noise analysis on locations where impacts are likely. The screening procedure takes account of the noise impact criteria, the type of project and noise-sensitive land uses. For screening purposes, all noise-sensitive land uses are considered to be in a single category.

4.1 SCREENING DISTANCES

The distances given in Table 4-1 delineate a project's noise study area. The areas defined by the screening distances are sufficiently large to encompass all potentially impacted locations. They were determined using scenarios that were conservative in terms of operating characteristics and source levels. This was done by estimating noise characteristics during maximum operations of a given project type and using the lowest threshold of impact from Chapter 3.

The noise screening procedure is applicable to all types of transit projects. The types of projects listed in Table 4-1 cover nearly all of the kinds of projects expected to undergo environmental assessment. Clarification can be obtained from FTA on any special cases that are not represented in the table.

4.2 STEPS IN SCREENING PROCEDURE

The screening method works as follows:

1. Determine the type of project and locate on Table 4-1.

2. Determine the appropriate column under Screening Distance in Table 4-1. If buildings occur in the sound paths, then use the distances under Intervening Buildings. Otherwise use the distances under "Unobstructed."

3. Note the distance in feet for that project in Table 4-1. Apply this distance from the guideway centerline or nearest right-of-way line on both sides of a highway or access road. In the case of a fixed facility, apply the distance from the center of noise-generating activity for the project site.

4. Within the distance noted above, locate any of the noise-sensitive land uses listed in Table 3-2.

5. If it is determined that none of the listed land uses are within the distances noted in Table 4-1, then no further noise analysis is needed. On the other hand, if one or more of the noise-sensitive land uses are within the screening distances noted in Table 4-1 then further analysis is needed and the procedure described in Chapter 5 is followed.

Table 4-1 Screening Distances for Noise Assessments			
Type of Project		**Screening Distance* (ft)**	
		Unobstructed	**Intervening Buildings**
Fixed Guideway Systems:			
Commuter Rail Mainline		750	375
Commuter Rail Station		450	225
Rail Transit Guideway		700	350
Rail Transit Station		200	100
Access Roads		100	50
Low- and Intermediate-Capacity Transit	Steel Wheel	200	100
	Rubber Tire	125	75
	Monorail	300	150
Yards and Shops		2000	1000
Parking Facilities		150	75
Access Roads		100	50
Ancillary Facilities			
Ventilation Shafts		200	100
Power Substations		250	125
Bus Systems:			
Busway		500	250
Bus Facilities	Access Roads	100	50
	Transit Mall	250	125
	Transit Center	300	150
	Storage & Maintenance	1000	500
	Park & Ride Lots	300	150

* Measured from centerline of guideway/roadway for mobile sources; from center of noise-generating activity for stationary sources.