

# Memorandum

To:	Kirk Densmore, BC Ministry of Transportation & Infrastructure	March 25, 2024
From:	Trevor Cheng, P.Eng.	Page 1 of 1
cc:	Greg Jones, Binnie	File: 0489-19A-2R1
<b>Re:</b>	<b>Clarification for Traffic Noise Assessment Report in Chase, BC</b>	

This memo is to provide clarification to our *Highway 1 – Chase West to Jade Mountain Traffic Noise Impact Assessment* report (NIA Report) issued to the BC Ministry of Transportation and Infrastructure (the Ministry) on February 11, 2020.

## Project Title

We understand that since the submission date, the project is now formally called **Chase West to Chase Creek Bridge**. While the NIA Report referenced a previous iteration of the project name, the extents of the study area and design assessed in the NIA Report is the same as the current project. Figures 5-1 and 5-2 in the NIA Report shows the extent of the study area. The project name change does not affect the results and conclusions of our NIA Report.

## Clarification of Mitigation Cost Guideline

Traffic noise assessments for highways within BC are performed according to the Ministry’s *Policy for Assessing and Mitigating Noise Impacts from New and Upgraded Numbered Highways* (the Policy).

To develop noise mitigation for a project, we understand that an integral part of the Policy is for the Ministry Project Manager to weigh the costs and acoustic benefits for noise mitigation based on site specific conditions and considerations that may include non-acoustical factors. For example, within the scope of the Policy, it states:

*The Project Manager is responsible for the final determination of the assessment process and resulting mitigation requirements. Mitigation will be considered justifiable if it effectively reduces noise exposure with a reasonable expenditure of public funds and resources, and with acceptable impacts on the community and the environment. The Project Manager will document any final decisions.*

One variable that is part of this decision making includes consideration of the mitigation cost guidelines as defined in the Policy. The relevant section referring to the mitigation cost guidelines is reproduced below.

*The costs and benefits of mitigation measures must be weighed by [the Ministry] Project Managers based on the particular conditions and considerations of each project. Benchmark mitigation cost guidelines have been established on a per-benefiting household basis. These are \$25,000 per directly-benefiting residential unit in Moderate noise impact situations, and \$40,000 per directly-benefiting residential unit in Severe noise impact situations.*

The NIA Report made numerous references to a “mitigation allowance” or “mitigation cost allowance” particularly in Section 9.1 and in the Executive Summary. The phrases should be clarified to mean the “benchmark mitigation cost guidelines” as detailed above.