

This collection of information is voluntary and will be used to collectively determine whether or not to continue with the inclusion of specific pavement types in the FHWA Traffic Noise Model. Public reporting burden is estimated to average 1 hour per response, including the time for reviewing instructions searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2125-XXXX. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Highway Administration, Office of administration HAIM-40, Suite64-433, 1200 New Jersey Avenue, SE, Washington, DC 20590.

## **Possible Inclusion of Specific Pavement Types in the FHWA Traffic Noise Model: Regulatory and Procedural Changes Questionnaire**

1. What is your position regarding the possible inclusion of specific pavement types in the FHWA Traffic Noise Model?
2. If you support this initiative, explain why you support this initiative, how you think this initiative should be implemented (from both a regulatory and procedural standpoint), and at what point should this initiative should be implemented.
3. If you do not support this initiative, explain why you do not support this initiative (from both a regulatory and procedural standpoint), and what the FHWA should do regarding tire-pavement noise in the highway traffic noise analysis and abatement process.
4. Any other thoughts you have regarding this subject (e.g. specific pavements in the FHWA TNM, FHWA's involvement with tire-pavement noise and quieter pavements, pavements as a noise abatement measure, etc.)