

<b>BD 6.2</b>	<b>SOUND MITIGATION AND SOUND WALLS POLICY</b>	Resolution Number	10-251
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<b>PURPOSE</b>	This policy identifies regulations that are used by NTTA to determine the need, feasibility and reasonableness of noise abatement measures associated with new turnpike (Tollway) construction and widening projects.
<b>POLICY STATEMENT</b>	NTTA shall develop and implement mitigation strategies to meet acceptable reduced noise levels for qualified receptors in accordance with the applicable industry practice.
<b>RESPONSIBILITIES</b>	It is the responsibility of the Project Delivery and Maintenance Departments and their designated consultants to perform traffic noise studies for all new projects, those projects that add noise generators, and those projects that otherwise may impact the receptors as defined in the Texas Department of Transportation "Guidelines for Analysis and Abatement of Highway Traffic Noise" as amended in July 1997.
<b>SCOPE</b>	<p>For new construction and widening projects, NTTA will conduct a traffic noise study, as defined within the TxDOT guidelines, to identify potential noise impacts to qualified adjacent receptors and to determine possible noise abatement to reduce the potential noise impacts.</p> <p>For existing toll facilities, NTTA will not consider request for noise abatement from local municipalities, counties or other third parties.</p>

<p><b>DEFINITIONS</b></p>	<p><b>Noise Abatement</b> - A structure, land configuration, or object that attenuates or is intended to attenuate traffic noise. Generally considered to be a barrier or wall, abatement could also be in the form of earth berms, landscaping, or any combination of the aforementioned.</p> <p><b>Receptor</b> - A point used in a traffic noise study for which the traffic-generated noise <i>level</i> is determined. A receptor is generally placed in an area of <i>active and frequent</i> outdoor human use, assumed to be at a point <i>five feet above</i> the ground at the first <i>floor-level</i>. Normally, the areas of <i>active and frequent</i> outdoor human use include areas such as, patios, swimming pools, porches, balconies, etc. Sites considered include homes, condominiums, apartments, permanent mobile home communities and parks. The associated type of outdoor human <i>activity</i> and the sensitivity to traffic noise will define which parks are considered receptors.</p> <p><b>Noise Generators</b> - Noise is generated from vehicles traveling on the roadway. Noise is usually generated at the tire/pavement interface, from vehicle / truck engines, and from heavy truck exhaust systems.</p> <p><b>Traffic Noise Study</b> -A study of traffic-generated noise determines the existing traffic noise level conditions at receptors representative of normal frequent outside human activity at the first-floor-level of receptors; potential future traffic noise levels; an assessment of traffic noise impacts; and consideration of potential, feasible and effective economically reasonable traffic noise abatement.</p> <p>The study is conducted by following the TxDOT “Guidelines for Analysis and Abatement of Highway Traffic Noise” as amended in July 1997. The TxDOT manual refers to the use of the FHWA Traffic Noise Model (TNM® 2.5 or the most recent version), and is consistent with 23 CFR 772 which explains processes to be followed in noise analyses and studies.</p>
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