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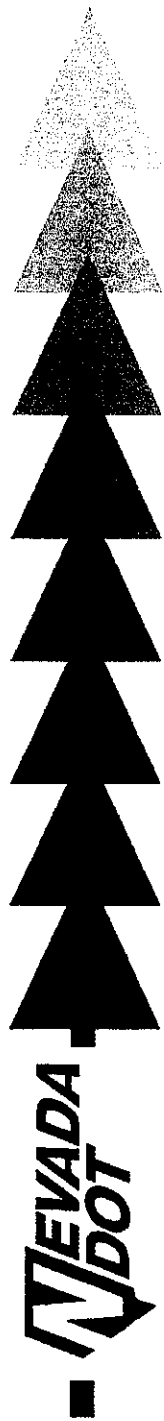
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NDOT
Traffic Noise Study
Procedures, Sound Wall Policy
& I-515 Report

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PURPOSE

of traffic noise study

**Find solutions to mitigate traffic
noise impacts associated with
transportation projects.**



NEED for a traffic noise study

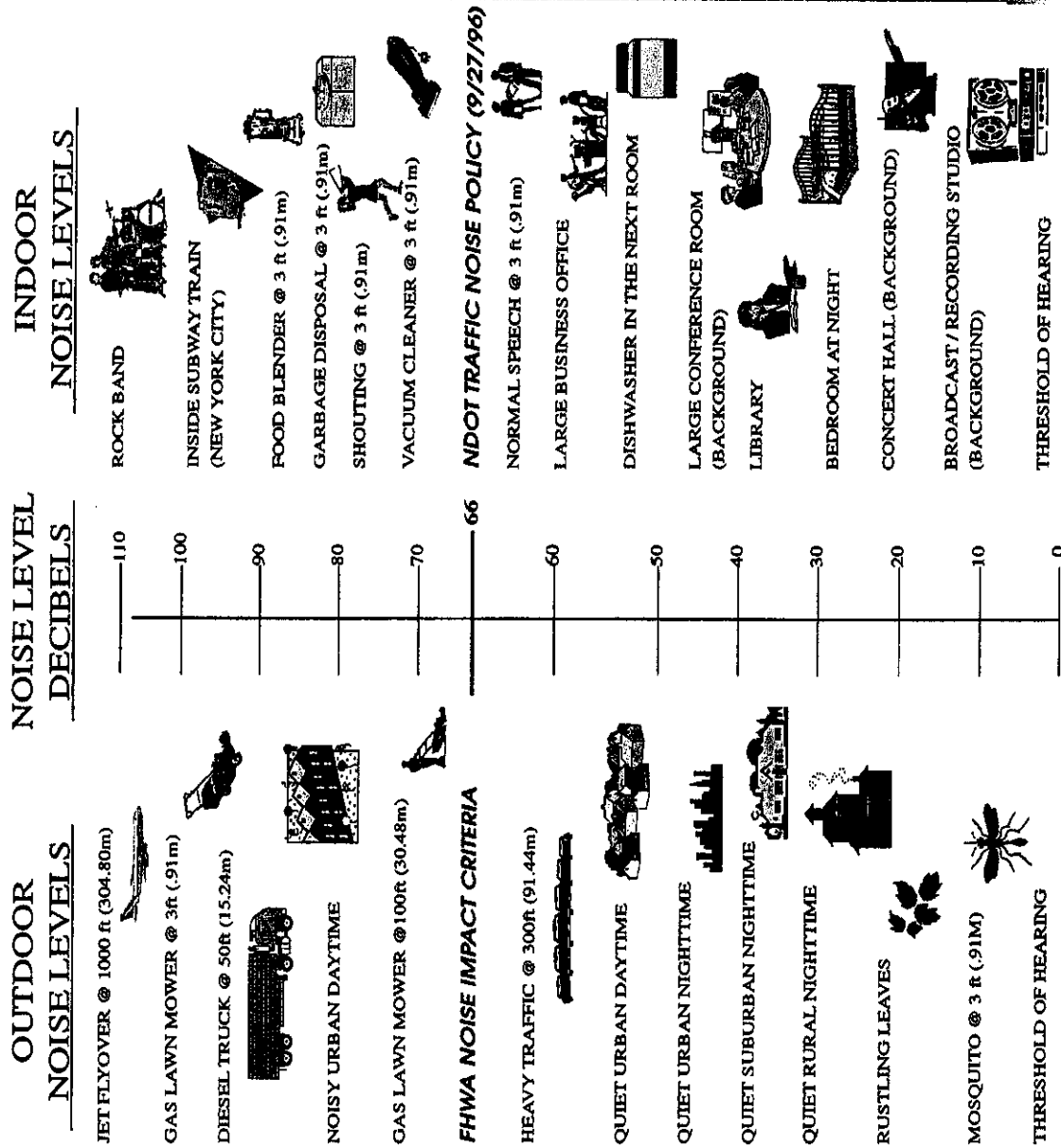
- A new highway on a new location
- A new Interchange
- Added through travel-lanes
- A substantial geometric change to an existing highway



Noise PRINCIPLES

- Effects of traffic volume
- Effects of traffic speed
- Effects of heavy trucks
- Effects of vegetation
- Shadow Zone of barrier

TYPICAL SOUNDS AND THEIR CORRESPONDING NOISE LEVELS





Determine IMPACTS

Are the predicted traffic noise levels:

- 66 dBA or higher
- 15 dBA or higher than the existing sound levels



Consider

MITIGATION

- Feasible? (constructible)
 - Is the noise reduction at least 5 dBA?
- Reasonable? (cost effective)
 - Is the cost less than \$12,000 per person?
- Public meeting
 - Aesthetics
 - Public comment
 - Sound wall photos



Freeway Noise Mitigation Retrofit Policy

- Be along an NDOT-controlled access freeway.
- Attenuate noise to a residential area, school, hospital, or residential rest home.
- Noise levels exceed 65 decibels (dBA) at peak hour based on a standard measuring guide.
- Provide at least a 3 dBA reduction in noise.
- Cost to NDOT of no more than \$15,000 per occupied residential unit protected.
- No roadway capacity improvements are planned within five years that will include sound walls.



Freeway Noise Mitigation Retrofit Policy

- Must meet minimum design and safety standards and must not compromise roadway drainage, traffic safety, or other essential features.
- No right of way costs to NDOT
- Sound walls are limited to no more than 14 feet in height.
- Matching funds (at least 50% of the project cost) must be provided by local governments or property owners.
- Local governments must have enacted or agree to adopt ordinances directing developers to install sound walls adjacent to existing or proposed highways when constructing new homes.



Solutions and Plan

Long Term

- I-515 Corridor Study
- Future capacity improvements
(Including Walls)

Short Term

- Retrofit match program \$4 Million per year
- Complete mitigation in 3-4 years