# Summary of changes to the 2011 KYTC Noise Policy

1) Though FHWA regulations now allow for a state DOT to have a policy to address federal participation in Type II projects, KYTC has elected not to develop a Type II program at this time.
2) Thresholds have been established to determine whether a noise abatement measure is reasonable for further consideration including: 1) At least 40% of all benefitted receptors must meet the Noise Reduction Design Goal of 7dB(A); and, 2) At least 50% of all impacted receptors must realize a 5 dB(A) noise reduction
3) TNM look up tables are no longer allowable. Under changes in 23 CFR 772, the look up tables were eliminated entirely because they were being used in lieu of measurement and modeling in cases where measurements and modeling should have been performed.
4) New NAC Table. Under changes in 23 CFR 772, changes were made to the activity categories, essentially adding 4 categories. The biggest change here is the addition of active sports areas, parks, etc. that are given the same NAC as residential areas. The previous policy had all types of business lumped together under "commercial". The new policy has clarified what types of businesses are to be considered in the analysis under Category E, such as restaurants, hotels, motels, etc. The new policy has also specified land uses that are not considered for noise analysis, such as industrial areas and undeveloped lands that have not yet received a building permit.
5) No abatement criteria is identified for industrial areas or undeveloped lands without a building permit. Under the previous policy, industrial areas were considered as commercial properties. As for undeveloped lands, if an area does not have building permits issued for a specific use with a prescribed NAC, noise mitigation considerations are not warranted. .
6) The use of TNM 2.5 or other FHWA approved model is required. STAMINA is no longer an option.
7) Type I projects now include any auxiliary lane, regardless of length. In the past, auxiliary lanes of less than 1 mile were considered exempt and noise studies were not required.
8) If **ANY** part of a project is considered a Type I project, the **ENTIRE** project is considered a Type I project.
9) Multi-family or multi-unit dwellings were counted as single receptors; now each unit is counted as an individual receptor.
10) Equivalent Residences. KYTC now calculates the number of equivalent residences for churches, schools, day cares and park areas. This change allows a large property with a large number of people to be considered as more than 1 receptor.
11) Elimination of the 4 categories of impact. The 2000 policy used 4 impact categories to consider the severity of traffic noise impacts. In the new policy, receptors are either impacted or they are not, with no distinction for severity.
12) The Cost Effective Factor of $250 is no longer in use. The equation used previously had been a concern for quite some time as it limited the reasonableness of barrier construction and was unlike the calculations used by all other states. It has been replaced with a straightforward cost per benefitted receptor of $35,000.00.
13) While the KYTC project team had flexibility in consideration of unusual circumstances to allow construction of a barrier when the CEF was exceeded, there was no defined approach to follow. The policy now has defined methods to allow adjustments to the cost per benefitted receptor. Under circumstances that the predicted noise readings exceed 77 dB(A), an additional $1000 per dB(A) is allowed. In cases where the difference between the predicted build and no build noise levels exceed 10 dB(A) and is above the NAC of 67 dB(A), an additional $1000 per dB(A) is allowed. The Project Team does not have the discretion to include abatement measures that do not meet the Cost per Benefitted Receptor (CBR) factor or above the adjustment factors as established by the policy.
14) Ballot system for input by the impacted receptors. The new policy uses a ballot system to better represent the views of the impacted receptors and property owners at the public meeting. The policy also gives more weight to front row receptors in the balloting process. Impacted receptors not present at the Noise Mitigation public meeting will be contacted directly to solicit input.
15) Multiple lanes of traffic must be modeled as individual lanes in the new policy.
16) Within areas with comprehensive planning and zoning, predicted noise levels will be shared with local governments for their use in making decisions regarding future development. Documentation of these analyses will be included in the environmental document