

# Sound Walls

**Does the community have an opportunity to give input about the sound barriers?**  
 RTD met with citizens during final design and incorporated their input concerning all aspects of design for the West Corridor to the greatest extent possible.

**What are the FTA requirements for sound barriers relating to the West Corridor?**  
 The FTA guidelines use a sliding scale that combines existing and projected sound environments. The sound in the existing environment and how much Light Rail would increase it, determines whether there would be no impact, moderate-impact, or severe-impact to the surrounding communities. According to the FTA guidelines, consideration of mitigation is required in all areas that fall into severe impact category. RTD is also recommending that some areas in the moderate-impact category should also be mitigated.

**What are you proposing about possible graffiti on the barriers?**  
 RTD has a goal of cleaning graffiti within 24 hours whenever possible. Based on experience at RTD, there won't be graffiti coating placed on the walls, but we will use paint to cover graffiti when necessary. This solution is less expensive and more effective than graffiti coating products.

**Will the West Corridor be using the same type of barriers currently used by T-Rex?**  
 Light Rail sound barriers are different than barriers designed to deflect highway noise. Light Rail sound barriers often look similar to retaining walls and can range from three to eight feet high. Specific to the West Corridor, the sound walls will six feet in height above the top of rail.

**What about sound from warning signals at street crossings?**  
 The Public Utilities Commission has final say over what type of warning devices are used at grade crossings, however, RTD has committed to asking the PUC in the application to have no audible warning devices at grade crossings in residential areas.

