**TRAFFIC NOISE Factor Sheet**

06-11-2019Wisconsin Department of Transportation

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| --- | --- | --- |
| **Alternative:** | **Preferred:  Yes  No  None identified** | **Project ID:** |

## 1. Need for Noise Analysis:

Is the proposed action considered a Type I project? (A Type I project is defined in FDM 23-10-1.1).

No, complete the Construction Stage Sound Quality Impact Evaluation Factor Sheet.

Yes, complete the Construction Stage Sound Quality Impact Evaluation Factor Sheet and the rest of this sheet.

### 2. Traffic Data:

Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on The ER and EA Template in Question 18:

No

Yes – Indicate volumes and explain why they were used:

Automobiles:       Vehicles/hour

Trucks:       Vehicles/hour

Or Percentage (T):      %

**3. Sound Level Analysis Technique:**

Identify and describe the noise analysis technique or program used to identify existing and future sound levels:

A receptor location map must be included with this document. (See attached receptor location map as Exhibit:      ).

**4. Sensitive Receptors:**

Identify sensitive receptors, e.g., schools, libraries, churches, hospitals, residences, resources protected by Section 4(f), etc., potentially affected by traffic sound:       (See attached receptor location map – Exhibit:      ).

**5. Noise Impacts:**

If this alternative is constructed would future sound levels produce a noise impact:

No

Yes

The Noise Level Criteria (NLC) is approached (1 dBA less than the NLC) or exceeded

Existing sound levels will increase by 15 dBA or more

**6. Abatement:**

Will traffic noise abatement measures be implemented?

Not applicable, traffic noise impacts will not occur.

No, traffic noise abatement is not reasonable or feasible, explain:

In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes.

Yes, traffic noise abatement has been determined to be feasible and reasonable, a map of likely abatement locations is included on exhibit      . Describe any traffic noise abatement measures which are proposed to be implemented and explain the process by which the implementation, or lack thereof, was determined:

**7. Summary of Receptor Data (complete the following table):**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  | **Sound Level Leq (dBA)1** | | | **Impact Evaluation** | | |
| **A. Receptor Location or Site Identification (See map attached here:**      **)** | **B. Distance from C/L of Near Lane to Receptor in feet (ft.)** | **C. Number of Families or People Typical of this Receptor Site** | **D. Noise Level Criteria2**  **(NLC) (dBA)** | **E. Future Sound Level (dBA)** | **F. Existing Sound Level (dBA)** | **G. Difference in Future and Existing Sound Levels**  **(E minus F) (dBA)** | **H. Difference in Future Sound Levels and Noise Level**  **Criteria (E minus D) (dBA)** | **I. Impact (I)**  **or No Impact3 (N)** |
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Use whole numbers only.

2 Insert the actual Noise Level Criteria from WisDOT Facilities Development Manual, Section 23-30, Table 2.1.

3 An impact occurs when future sound levels exceed existing sound levels by 15 dB or more, **or**, future sound levels approach or exceed the Noise Level Criteria (“approach” is defined as 1 dB less than the Noise Level Criteria, therefore an impact occurs when Column (h) is –1 dB or greater). I = Impact, N = No Impact.