TRAFFIC NOISE Factor Sheet

09-23-2025   Wisconsin Department of Transportation

Alternative:	Preferred: ☐ Yes ☐ No ☐ None identified	Project ID:

For assistance in completing this Factor Sheet see FDM 23 or talk to your REC or BTS-EPDS Noise Specialist. There are circumstances when WisDOT's written noise policy identifies coordination is needed with FHWA. If Coordination is required, make sure this is completed appropriately for your project.

This factor sheet is completed to document a noise analysis for a Type I project.

The information included on this Factor Sheet should be consistent with information included elsewhere in the environmental document, including any other Factor Sheets that are used and any environmental document attachments.

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:).

   The latest version of the Federal Highway Administration computer program, Traffic Noise Model (TNM), shall be used to model existing and future sound levels.

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:).

   If there are resources protected by Section 4(f) included in the project area, receptor location must be coordinated with the REC, BTS-EPDS Noise Specialist and FHWA prior to completion of the noise analysis.

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.

See FDM 23-35 for a definition of reasonable and feasible related to traffic noise abatement.

☐ 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:

See FDM 23-35 for definitions of feasible and reasonable.

See FDM 23-45-5 for standard language that can be used for each scenario in question 6. Additional detail specific to the project analysis may be discussed here are well.

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

			Sound Level L_{eq} (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 Criteria[2] (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 Impact[3] (N)

[1] 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.

Additional sheets can be added as needed.

All environmental commitments made to avoid, minimize or compensate for impacts must be included in Question 22 of the ER and EA Template or Question XIII of the CEC Template.