**TRAFFIC NOISE Factor Sheet**

06-11-2019Wisconsin Department of Transportation

|  |  |  |
| --- | --- | --- |
| **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.