TRAFFIC NOISE EVALUATION

Wisconsin Department of Transportation

Factor Sheet D-3

Alternative	Total Length of Center Line of Existing Roadway Length of This Alternative
Preferred ☐ Yes ☐ No ☐ None Identified	

1. Need for Noise Analysis:

A. Is the proposed action considered a Type I project? (A Type I project is defined as a project that involves construction of a roadway on new location or the physical alteration of an existing highway which substantially changes either the horizontal or vertical alignment or increases the number of through-traffic lanes).

☐ No – Complete only form DT2074, Construction Stage Sound Quality Impact Evaluation.

☐ Yes – Complete form DT2074, Construction Stage Sound Quality Impact Evaluation and the rest of this sheet.

2. Traffic Data:

A. Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) on DT2094, Environmental Evaluation of Facilities Development Action, Traffic Summary Basic Sheet:

☐ No

☐ Yes – Indicate volumes and explain why they were used:

Automobiles Veh/hr
Trucks Veh/hr
Or Percentage (T) %

B. Identify and describe the noise analysis technique or program used to identify existing and future sound levels: (See attached receptor location map as Exhibit). A receptor location map must be included with this document.

The latest version of the Federal Highway Administration computer program, Traffic Noise Model (TNM), shall be used to model future sound levels. For some projects with a simple, linear geometry and flat terrain, it may be possible to use the TNM Look-up Tables to predict future sound levels. If this methodology will be used, the WisDOT Regional Environmental Coordinator shall be contacted for approval to use this method.

C. Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic sound: (See attached receptor location map – Exhibit).

D. If this proposal is implemented will future sound levels produce a noise impact?

☐ No

☐ Yes - The impact will occur because:

☐ The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) or exceeded.

☐ Existing sound levels will increase by 15 dBA or more.

E. 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 why). In areas currently undeveloped, local units of government shall be notified of predicted sound levels for land use planning purposes. **A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THE FINAL ENVIRONMENTAL DOCUMENT.**

☐ Yes – Traffic noise abatement has been determined to be feasible and reasonable. Describe any traffic noise abatement measures which are proposed to be implemented. Explain how it will be determined whether or not those measures will be implemented:

Project ID# _____

			Sound Level L_{eq}[1] (dBA)			Impact Evaluation		
Receptor Location or Site Identification (See attached map) (a)	Distance from C/L of Near Lane to Receptor in feet (ft.) (b)	Number of Families or People Typical of this Receptor Site (c)	Noise Abatement Criteria [2] (NAC) (d)	Future Sound Level (e)	Existing Sound Level (f)	Difference in Future and Existing Sound Levels (Col. e minus Col. f) (g)	Difference in Future Sound Levels and Noise Abatement Criteria (Col. e minus Col. d) (h)	Impact[3] or No Impact (i)