

{WisDOT Regional Office Letterhead}

[Date]

[Address Block]

Subject: [Project Identification Information]

[Salutation]

To promote compatibility between future development and anticipated highway sound levels and to avoid future noise impacts the Wisconsin Department of Transportation notifies local officials of future traffic noise impacts on undeveloped lands not currently permitted.

The *[environmental document type]* for the referenced project has been completed. The noise analysis prepared has identified that noise impacts would occur with completion of the proposed roadway project.

In an effort to prevent future traffic noise impacts on the currently undeveloped lands within your jurisdiction adjacent to the project, the 66 dBA L_{eq} or 71 dBA L_{eq} setback distance along the proposed project would be *[distances]* feet respectively along *[road name]* between *[termini]*. *[The previous sentence should be used for each substantial change in traffic volume along the project corridor.]* The distances referenced are measured from the centerline of the nearest lane on the future roadway.

This sound level information and setback distance should be used to ensure that the desired compatibility between potential future development and highway is achieved.

There are several types of administrative controls available, including the use of exclusive zoning, public ownership, and various forms of legal controls such as building codes, subdivision, regulations, health codes, etc. These and others are described in a publication produced by the Federal Highway Administration (FHWA) entitled "*The Audible Landscape: A Manual for Highway Noise and Land Use*". The sole purpose of this manual is to assist local government officials, developers, and designers in dealing with noise-sensitive land uses near highways.

The Department distributed copies of this booklet to nearly every municipality within the state. While this manual was originally developed in the 1970's, it is still an excellent tool to assist local government officials by indicating ways in which local government officials can guide the development of undeveloped land in the vicinity of existing highways. This manual and other information about noise compatible land use planning can be found on the FHWA website at

http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/.

The official "Date of Public Knowledge" for consideration of noise impacts at the project level is defined in 23 CFR 772.5 as the date of approval of the Categorical Exclusion (CE), the Finding of No Significant Impact (FONSI), or the Record of Decision (ROD), as defined in 23 CFR part 771. Any new development permitted after this date in the project corridor is not eligible for consideration of noise abatement. Even though new development would not be eligible for noise abatement, noise impacts on the new development and the feasibility and reasonableness of abatement were evaluated for planning purposes.

Accompanying this letter for your information is *[Factor Sheet D-3 or Final EIS Pages ____]*. I have also enclosed a copy of the project site plan, which shows the noise modeling receptors used to determine the setback distances.

If you have any further questions in regard to this subject or regarding this project in general, please feel free to contact me at *[phone number]*.

Sincerely,

[WisDOT Project Manager or WisDOT Local Roads Program Manager]

Enclosures

cc: *[WisDOT Regional Environmental Coordinator]*

[WisDOT Central Office Noise Engineer]

[Others required by the Regional Office]