TRAFFIC NOISE Factor Sheet

09-23-2025 Wisconsin Department of Transportation

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

# 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.

# 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):  %

# 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: ).

# 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: ).

# 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

# 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:

# 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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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.