**Template 8**

**CE - Noise modeling performed; No wall modeling performed**

***Items in red to be modified for specific project***

***Yellow highlighted items are instructive and should be deleted.***

The source of this traffic noise information is \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (title, author, date of the TNR).

Traffic Noise Impacts

The maximum number of receptors in each project alternative predicted to be impacted by future traffic noise is shown in the table below. The table includes those receptors expected to experience traffic noise impacts by either approaching or exceeding the FHWA Noise Abatement Criteria or by a substantial increase in exterior noise levels as defined in the NCDOT Traffic Noise Policy.

## **Predicted Traffic Noise Impacts by Alternative\***

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Traffic Noise Impacts** | | | | |
| Alternative | Residential (NAC B) | Places of Worship/Schools, Parks, etc. (NAC C & D) | Businesses (NAC E) | Total |
| Build 1 |  |  |  |  |
| Build 2 |  |  |  |  |
| Build 3 |  |  |  |  |

\*Per TNM®2.5 and in accordance with 23 CFR Part 772

Traffic Noise Abatement Measures

Measures for reducing or eliminating the traffic noise impacts, including noise barriers, were considered for all impacted receptors in each alternative. Noise barriers include two basic types: earthen berms and noise walls. These structures act to diffract, absorb, and reflect highway traffic noise.

This project will maintain uncontrolled right of way access, meaning that most noise-sensitive land uses will have direct access connections to the proposed project, and most intersections will adjoin the project at grade. The traffic noise analysis for this project confirmed that the physical breaks in potential noise barriers that would occur due to the uncontrolled right of way access would prohibit any noise barrier from providing the minimum required traffic noise level reductions at predicted traffic noise impacts, as defined by the noise abatement measure feasibility criteria of the NCDOT Traffic Noise Policy. Therefore, noise abatement would not be feasible.

Based on this preliminary study, traffic noise abatement is not likely. This evaluation completes the highway traffic noise requirements of Title 23 CFR Part 772. No additional noise analysis will be performed for this project unless warranted by a substantial change in the project’s design concept or scope.

In accordance with NCDOT Traffic Noise Policy, the Federal/State governments are not responsible for providing noise abatement measures for new development for which building permits are issued after the Date of Public Knowledge. The Date of Public Knowledge of the proposed highway project will be the approval date of the Categorical Exclusion. NCDOT strongly advocates the planning, design and construction of noise-compatible development and encourages its practice among planners, building officials, developers and others.