

A close-up, black and white photograph of piano keys, showing the repeating pattern of white and black keys. The keys are slightly out of focus, creating a sense of depth. A light blue curved line separates the image from the text below.

Noise Abatement and Control

24 CFR Part 51, Subpart B and 24 CFR § 58.5(i)(1)

Noise Can Be Detrimental!

Noise affects your ability to:



Talk to one another



Hear threats around them



Enjoy recreational pursuits



Learn and concentrate

Noise Can Do Harm!



Noise Assessment Goals


Comply with the *Housing Act of 1949* by creating and enforcing a standard for “a decent home in a suitable living environment.”

Comply with the *HUD Act of 1965* mandate “to determine feasible methods of reducing the economic loss and hardships suffered by homeowners...following the construction of airports...”


Comply with *Compatible Land Uses at Federal Airfields* to not promote incompatible land uses within the influence of military and other federal air installations.

History of Noise Regulation

Congress passed the Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978



Implemented for HUD projects through regulation 24 CFR Part 51, Subpart B, Noise Abatement and Control



HUD regulation established standards for maximum interior and exterior noise [24 CFR 51.101(a)(9)]

How Loud is Loud?

Rustling Leaves=10 dB



Whisper=20 dB



Soft Radio Music=40 dB



Range of Speech=48-72 dB



Noisy Urban Street=90 dB



Loud Horn at 10 ft.=100 dB



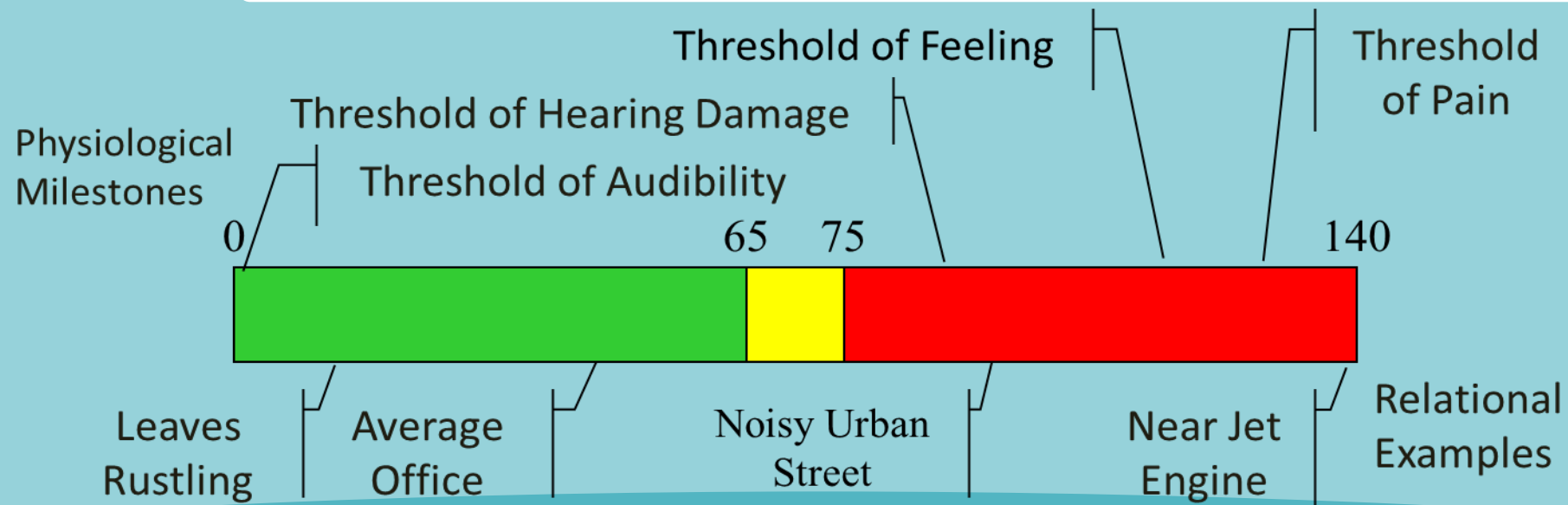
Noise Standards:

HUD Goal is ≤ 55 dBs Outdoors
Indoor Noise Goal 45 dBs

Acceptable Range: ≤ 65 dBs

Normally Unacceptable Range: > 65 dBs ≤ 75 dBs

Unacceptable Range: > 75 dBs



Impact of Noise


Outdoor Noise
Level is 65 dBs or
Less




Indoor Noise
Level will be 45
dBs or Less with
Typical
Construction (24
CFR 51.103(c)(2))

HUD Noise Standards

New Construction—Prohibit (generally) HUD support for new construction of noise sensitive uses on sites having unacceptable noise exposure [24 CFR 51.101(a)(3)]



Rehabilitation—Encourage, or strongly encourage, noise attenuation features or convert to a land use compatible with high noise levels [24 CFR 51.101(a)(5)]



Land Use—Encourage land use patterns for housing and other noise sensitive urban needs that provide a suitable separation between them and major noise sources [24 CFR 51.100(a)(3)]

Four Options for Too Much Noise

REDUCE: Reduce the Noise Emitted
But no authority to regulate equipment
manufacturers, etc.

SEPARATE: Move Building Further
from the Sound

Protect Outside
Noise Sensitive Uses

MITIGATE PROPERTY: Construct
Noise Barrier

MITIGATE BUILDING: Use Sound-
Attenuating Building Construction and
Materials in the Building Construction

How is Noise Evaluated?

HUD uses Day-Night Level (DNL) Noise Descriptor



Evaluating Noise Impacts and Compliance

1. Determine whether project is noise sensitive use

2. Determine whether project is within proximity to major noise source

3. Gather data needed for analysis

4. Calculate noise level

5. Make a finding based on calculated DNL

6. Mitigate/avoid

1. Does the Project Involve Noise Sensitive Uses?

Noise Sensitive Uses are Generally Places where People Sleep

Residential Structures

Hospitals

Nursing Homes

What About a Balcony?

Definition of a Balcony:

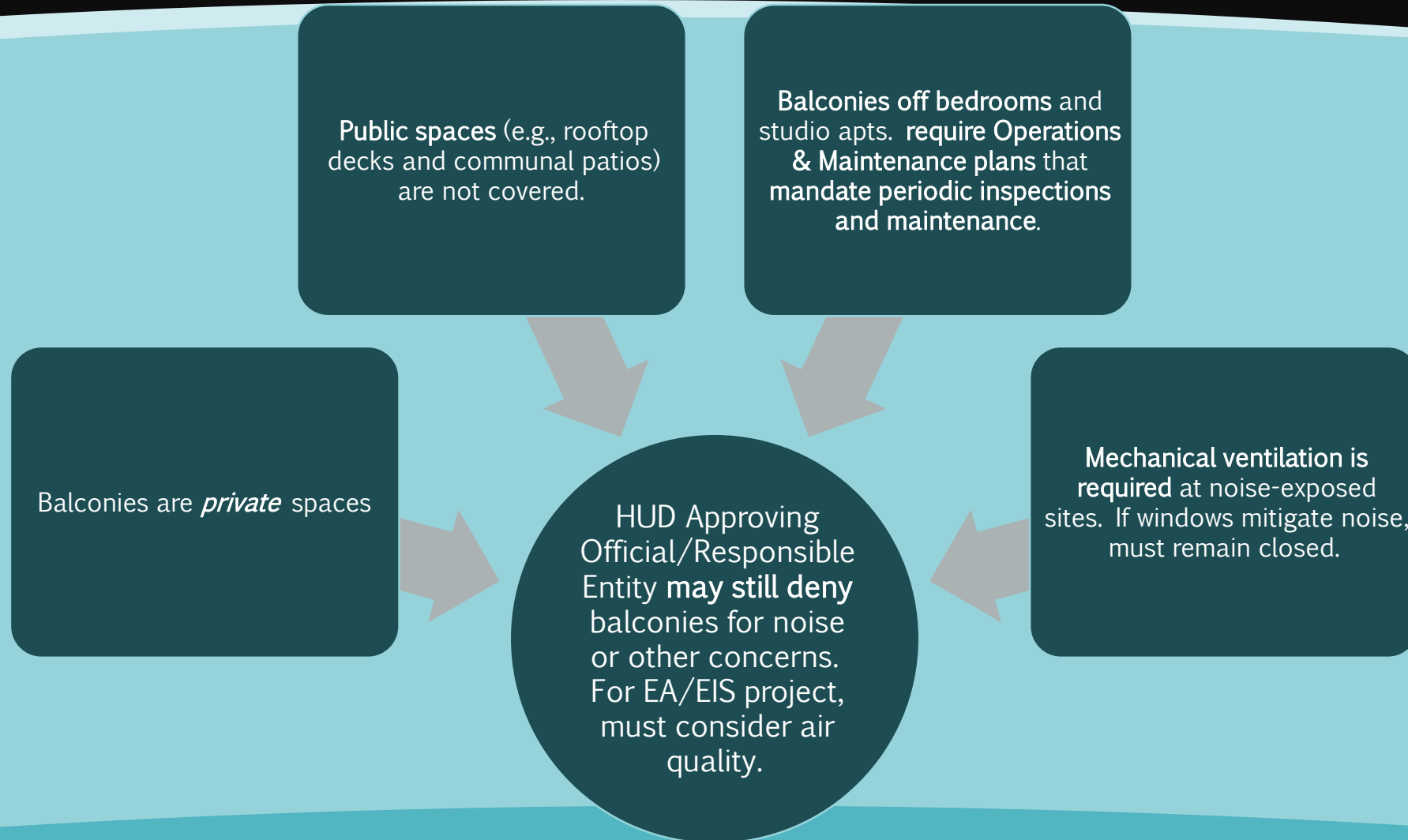
Private space (i.e., residents can determine if balcony is usable or not)

Accessible from individual dwelling units

Not indicative of outdoor, noise sensitive uses
(e.g., for purpose of EIS waiver under 24 CFR 51.104(b)(2))

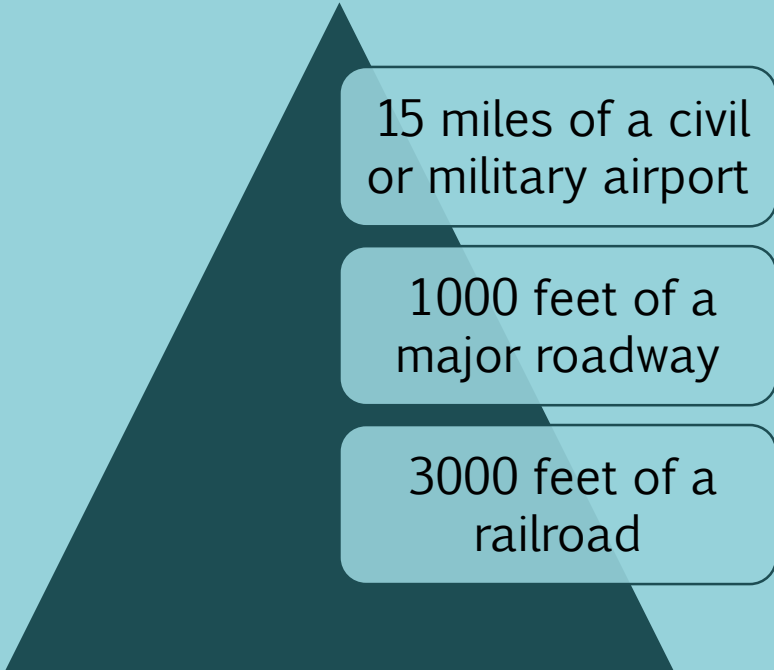
Allowable in any noise zone due to CPD Notice 16-19 “Balcony Notice”

Balcony Notice: Warnings



2. Is the Project in Proximity to a Major Noise Source(s)?

Is the project within:



15 miles of a civil or military airport

1000 feet of a major roadway

3000 feet of a railroad

If not, a noise assessment is **not** required!

3. Gathering Data

Gather Information About the Project and Area

Maps

Site plan
and vicinity
map

Aerial
photos (e.g.,
Google
Earth)

Planimetric
maps—
shows
roads,
building
footprint,
railroads,
etc.

Topographic
map—shows
elevation
contours

Local land use plans (present, future, and proposed)

Zoning Plans

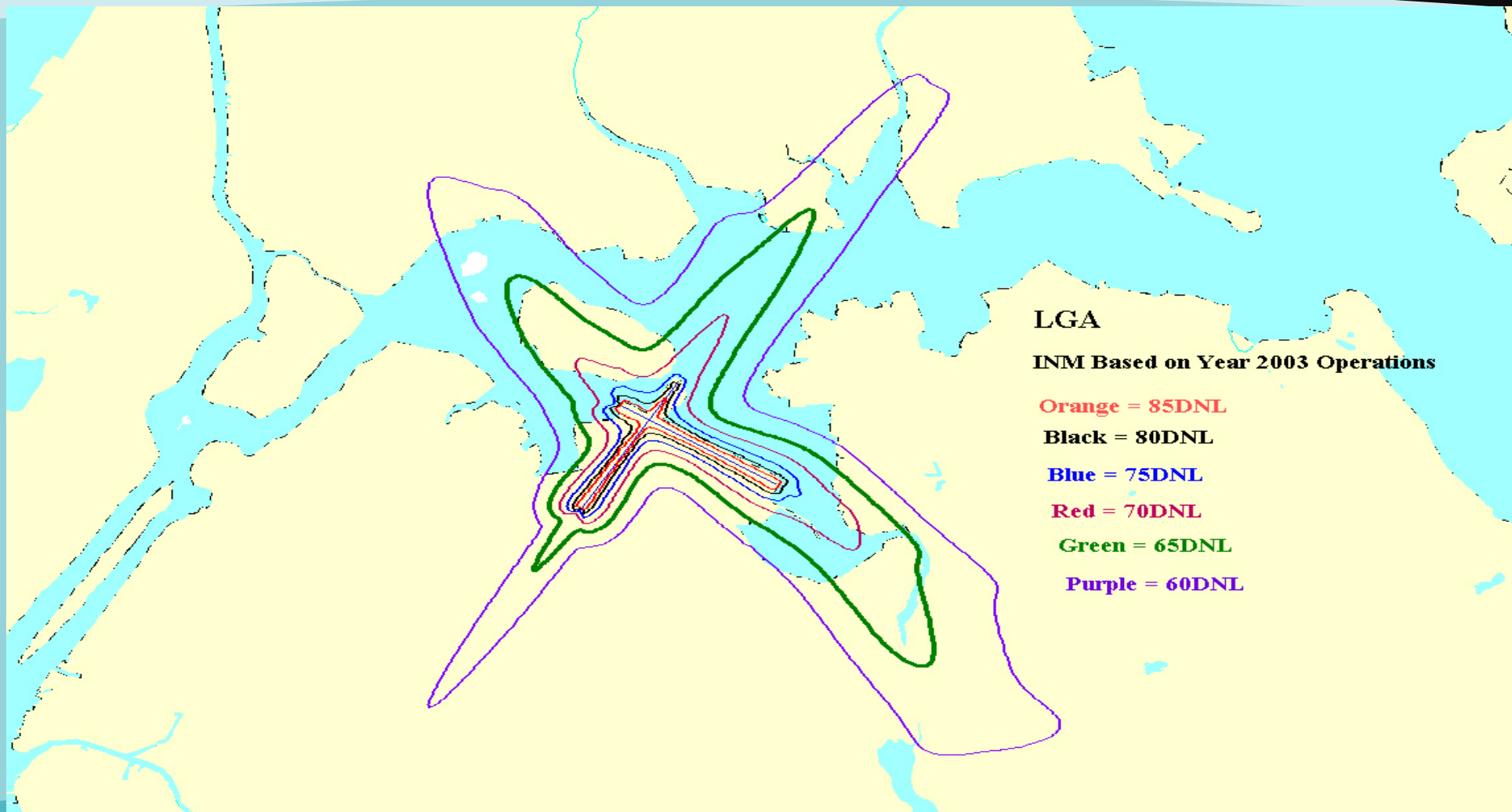
Is outdoor use part of the project (balconies, decks, etc.)?

Visit the site if you can

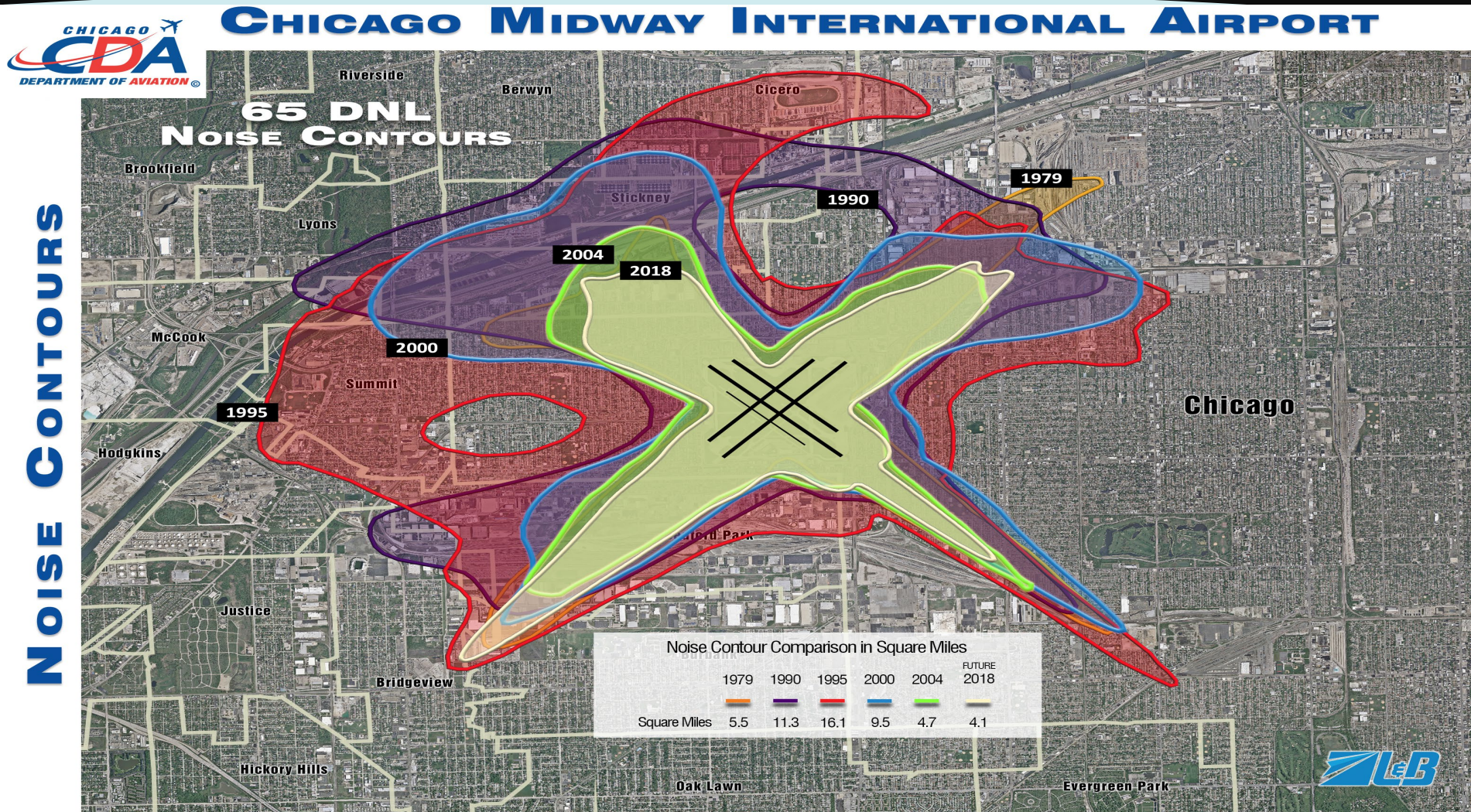
Airport Noise Source Information

- Contact airport manager or Federal Aviation Administration (FAA)
- <http://www.airnav.com/airports/>
- https://www.faa.gov/airports/environmental/airport_noise/noise_exposure_maps/ (but links not updated)
- Obtain noise contour map **or** data on # flights per day, both daytime and at night
- Most airports have noise plan that includes Noise Contours—Nearly all installations that make noise have a plan for managing it
- For Military Installations, ask for their “Air Installation Compatible Use Zone” Plan—It is intended to be shared with local planners and developers

Example Airport Contour Map



Historical Noise Contours



Roadway Noise Sources

- Contact State DOT, city or county transportation agency, or regional planning agency to obtain:
 - Average Daily Traffic (ADT)
 - Percentage breakdown of automobiles, medium trucks, and heavy trucks
 - Traffic projections needed for minimum of 10 years into the future
 - Percentage nighttime use

Treat all trucks as “heavy” if they cannot be split
















Medium Trucks

- 10,000-26,000 gross vehicle weight
- Includes 2-axle, 6-wheel vehicles (w/ dual tires in rear, aka, “dualies”)

Heavy Trucks

- Above 26,000 gross vehicle weight and 3 or more axles
- Buses with more than 15 seated passengers
- **If not possible to separate trucks that are heavy from those that are not, treat all trucks as “heavy”**

FHWA Vehicle Classifications

FHWA Vehicle Classifications			
<p>1. Motorcycles 2 axes, 2 or 3 tires</p> 	<p>2. Passenger Cars 2 axes, can have 1- or 2-axle trailers</p> 	<p>3. Pickups, Panels, Vans 2 axes, 4-tire single units Can have 1 or 2 axle trailers</p> 	<p>4. Buses 2 or 3 axes, full length</p> 
<p>5. Single Unit 2-Axle Trucks 2 axes, 6 tires (dual rear tires), single-unit</p> 	<p>6. Single Unit 3-Axle Trucks 3 axes, single unit</p> 	<p>7. Single Unit 4 or More-Axle Trucks 4 or more axes, single unit</p> 	<p>8. Single Trailer 3- or 4-Axle Trucks 3 or 4 axes, single trailer</p> 
<p>9. Single Trailer 5-Axle Trucks 5 axes, single trailer</p> 	<p>10. Single Trailer 6 or More-Axle Trucks 6 or more axes, single trailer</p> 	<p>8. Single Trailer 3- or 4-Axle Trucks 3 or 4 axes, single trailer</p> 	
<p>11. Multi-Trailer 5 or Less-Axle Trucks 5 or less axes, multiple trailers</p> 		<p>12. Multi-Trailer 6-Axle Trucks 6 axes, multiple trailers</p> 	
<p>13. Multi-Trailer 7 or More-Axle Trucks 7 or more axes, multiple trailers</p> 		<p>12. Multi-Trailer 6-Axle Trucks 6 axes, multiple trailers</p> 	

Correlating HUD Vehicle Definitions *with* FHWA Vehicle Classifications

HUD Noise Guidebook

- **Autos**

[FHWA #1,2,3]

- **Medium Trucks**

[FHWA #5]

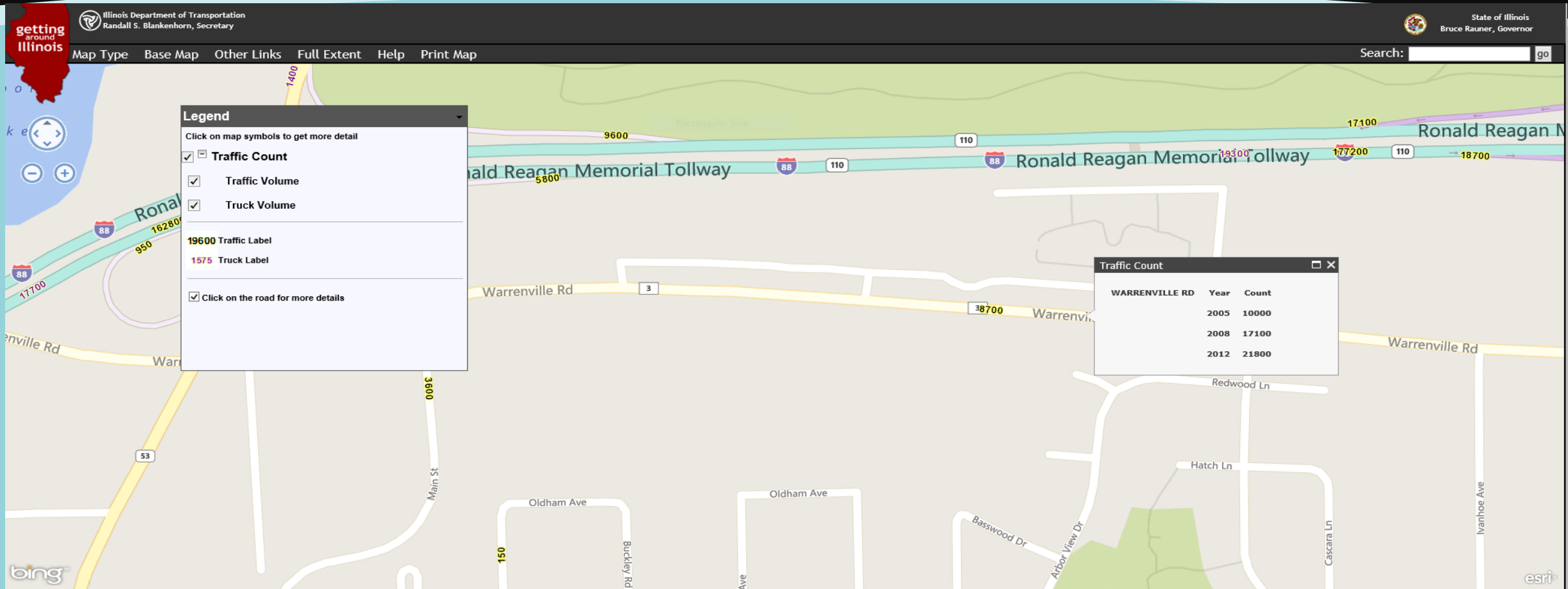
- **Heavy Trucks**

[FHWA #4, 6-13]

FHWA Vehicle Classes

1. Motorcycles
2. Passenger Cars
3. Pickups (Two-Axle, Four-Tire Single Unit Vehicles)
4. Buses (full-length)
5. Two-Axle, Six-Tire, Single-Unit Trucks
6. Three-Axle, Single-Unit Trucks
7. Four or More Axle, Single-Unit Trucks
8. Four or Fewer Axle Single-Trailer Trucks
9. Five-Axle Single-Trailer Trucks
10. Six or More Axle Single-Trailer Trucks
11. Five or fewer Axle Multi-Trailer Trucks
12. Six-Axle Multi-Trailer Trucks
13. Seven or More Axle Multi-Trailer Trucks

Example Traffic Data



Illinois Department of Transportation 2300 S. Dirksen Parkway Springfield, IL 62764 - [Contact](#)

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Projecting Traffic

- Most long range transportation planning is done by Metropolitan Planning Organizations (MPOs).
- Transportation Management Agencies (TMAs), Council of Governments (COGs), or regional planning agencies may also perform this function.
- If they do not specify traffic volume, ask for annual growth percentage rate and run it for 10 years.
- In our example, from 2005-2012 traffic increased from 10,000 cars to 21,800 over a 7 year period.
 - That is an annual increase of 16.9%.
 - Using that number, increase annual traffic counts over the ten year period to arrive at an estimate.
 - Professional projections will be much better!

Simple Projection—Warrenville Rd.

Year	Car Count
2012	21,800
2013	25,484
2014	29,791
2015	34,826
2016	40,711
2017	47,591
2018	55,634
2019	65,037
2020	76,028
2021	88,877
2022	103,897

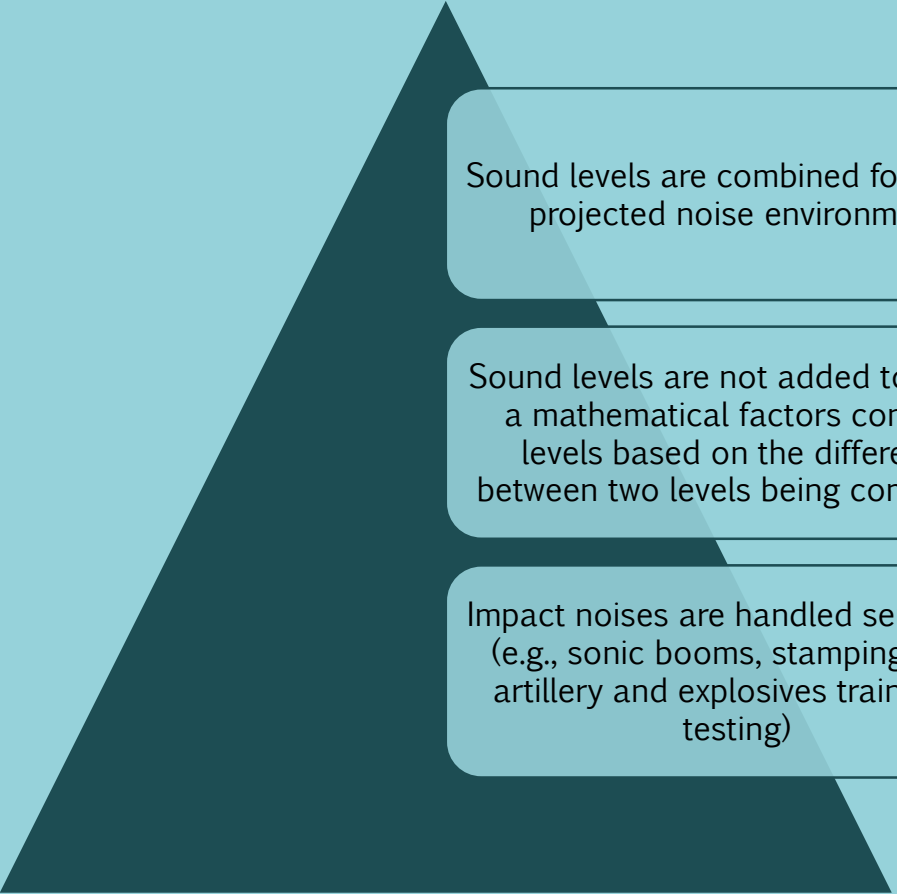
Railroad Noise Sources

- Check Federal Railroad Administration's Crossing Inventory Database:
<http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/crossing/xingqryloc.aspx>
- What Railroads Use Tracks Found?
- Are there Whistle Stops near Site?
- Are there At-Grade Road Crossings?
- How Many Trains per Day? (% operations 10pm-7am)
- How Many Cars per Train?
- Diesel or Electric Engine & How Many per Train?
- Welded or Bolted Tracks?
- Confirm or Update All Noise Data with Rail Operators

Assumptions When Good Data Can't Be Found

- Assumptions are **ALLOWABLE** when better data is not obtainable
- **Roadways**
 - Average speed = actual observed speed for cars and trucks, or maximum allowable speed for cars and trucks
 - Night time traffic = 15% of ADT
- **Railroads**
 - 50 cars per diesel train
 - 8 cars per electric train
 - Night time traffic = 15% of ADT

4. Calculate Noise Level



Sound levels are combined for a total projected noise environment

Sound levels are not added together; a mathematical factors combine levels based on the difference between two levels being compared

Impact noises are handled separately (e.g., sonic booms, stamping mills, artillery and explosives training or testing)

Noise Assessment Location (NAL)

NAL is located 6.5 feet (2 meters) in front of the facade of the proposed building at the point that is closest to the noise source

If more than one building, use building nearest to noise source

May have more than one NAL for a large site or site with more than one major noise source

Measure distance from NAL to centerline of noise source—use scaled site map (Google)

Roadways

- If symmetrical roadways, measure to centerline
- If more than one building, use nearest to noise source
- If unsymmetrical measure to near edge of nearest lane, far edge of farthest lane, average (add and divide by 2)

Railroads

- Measure to center of single track
- Multiple tracks—measure to middle of set
- Non-adjacent tracks—calculate each track as separate source

Enter Data into Online Day/Night Noise Level Calculator Electronic Assessment Tool

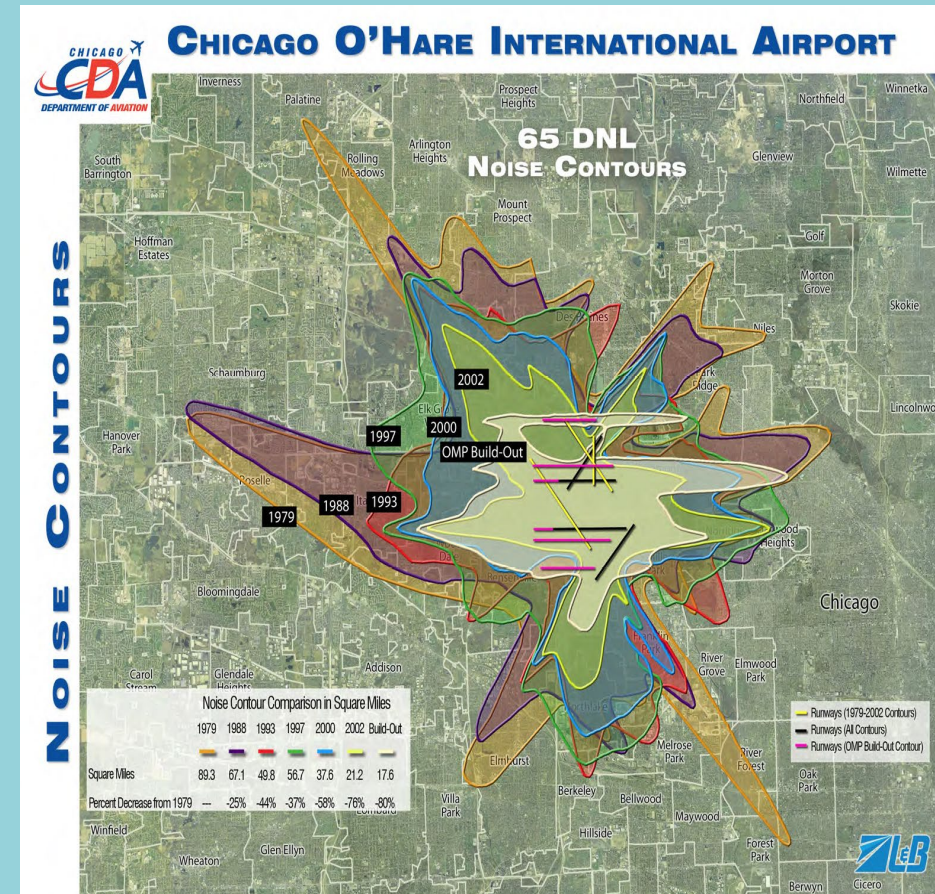
- Select Noise Assessment Location—NAL
- Measure distance from NAL to noise source
- Input noise source data into online calculator
- Calculate combined DNL
- Re-calculate DNL accounting for barriers and mitigation, as appropriate

<https://www.hudexchange.info/programs/environmental-review/dnl-calculator/>

Determine Airport Noise DNL

Airports

- Noise contours can extend far from airport
- If project location is outside of noise contours, then provide map showing location.
 - No further calculation needed



Obtain Road and Railroad Data

- Roadways and Railroads
 - Must extend data out 10 years, minimum
 - Contact planners to obtain basis for increase
 - If not available, can consider linear calculation based on historical data, but may show unrealistic growth if area has developed recently
 - When good data isn't available, use assumptions or look at hiring a professional to perform the study

Loud Impulsive Sounds Have Enormous Effect!

Definition found at 24 CFR Part 51, Appendix I(3)(i)

Discreet Event

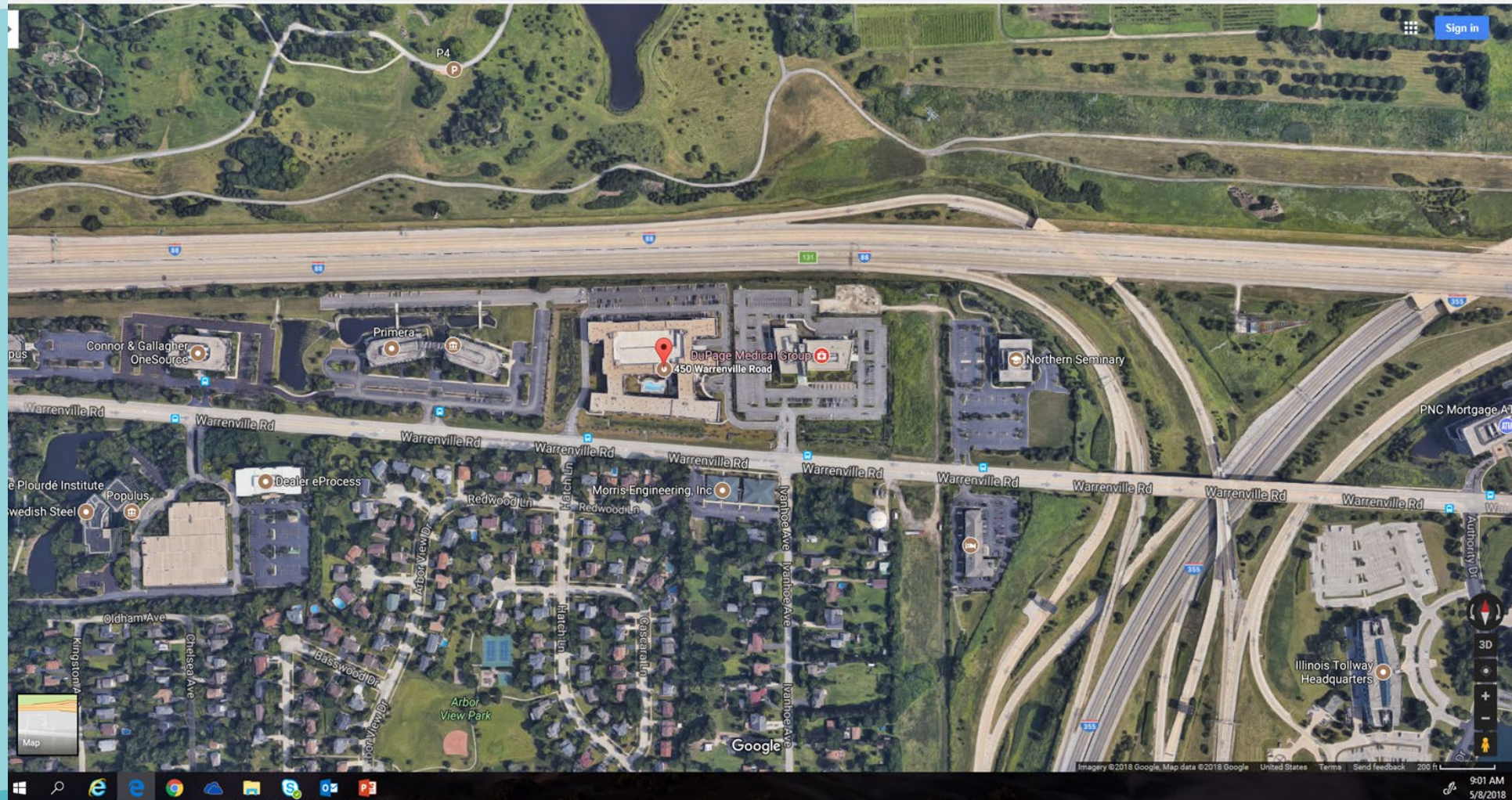
Approx. 1 Second Duration or Less

Slow Averaging Meter Reading at Least 6 dB greater than Ambient Level

Fast Averaging Meter Reading at Least 4 dB Greater than Slow Averaging Meter Reading

Add 8 dB to the Total if Found per 24 CFR 51.103(b)

Example Noise Assessment 450 Warrenville Rd, Lisle, IL



Roadway Data

- I-88 is 240 ft. from building
 - Illinois DOT ADT is 177,200; trucks at 19,300.
 - Negative growth (0.4%) per year
- I-355 is 1,770 ft. from building
 - Do not need to include
- Warrenville Rd. is 110 ft from building
 - Illinois DOT: 21,800 ADT in 2012 but map now says 8,700. Shows considerable growth but newest data 2012. No trucks.
 - DuPage County study from 2015 at Main and Warrenville (nearby) found ADT of 14,000. Shows no traffic growth between 2003 and 2016.

Find Best Data

Illinois DOT

Illinois Department of Transportation
Randall S. Blawie, Secretary

Map Type Base Map Other Links Full Extent Help Print Map

Search: [] go

Legend

Click on map symbols to get more detail

- Traffic Count
- Traffic Volume
- Truck Volume

19600 Traffic Label
1975 Truck Label

Click on the road for more details

Traffic Count

WARRENVILLE RD	Year	Count
	2005	10000
	2008	17100
	2012	21800

Illinois Department of Transportation 2300 S. Dirksen Parkway Springfield, IL 62764 - [Contact](#)

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Highway Permitting
Memorial Roadway Signage Program
Public Info
Public Transit
Road Alerts
Road Construction Projects
TIGER Grant
Transportation Planning
FOIA for DOT

Average Daily Traffic Counts

Search on any or all of the criteria to narrow down the display.

If nothing is selected in the fields below, all the records will be displayed.

Search Clear

Station	Street 1	Street 2	Municipality	Latest ADIT Year	North	South	East	West	Total ADIT	File Name	Hourly Count	Map Link
8040	Warrenville Rd	Main St. LSL	Lisle	2001	0	3900	13100	14400	15700	NULL	--	Map
8040	Warrenville Rd	Main St. LSL	Lisle	2003	0	3400	11700	12800	14000	NULL	--	Map
8040	Warrenville Rd	Main St. LSL	Lisle	2011	0	2400	10400	10800	11800	8040_2011.pdf	Details	Map
8040	Warrenville Rd	Main St. LSL	Lisle	2016	0	1400	12100	12700	14000	8040_16.pdf	Details	Map

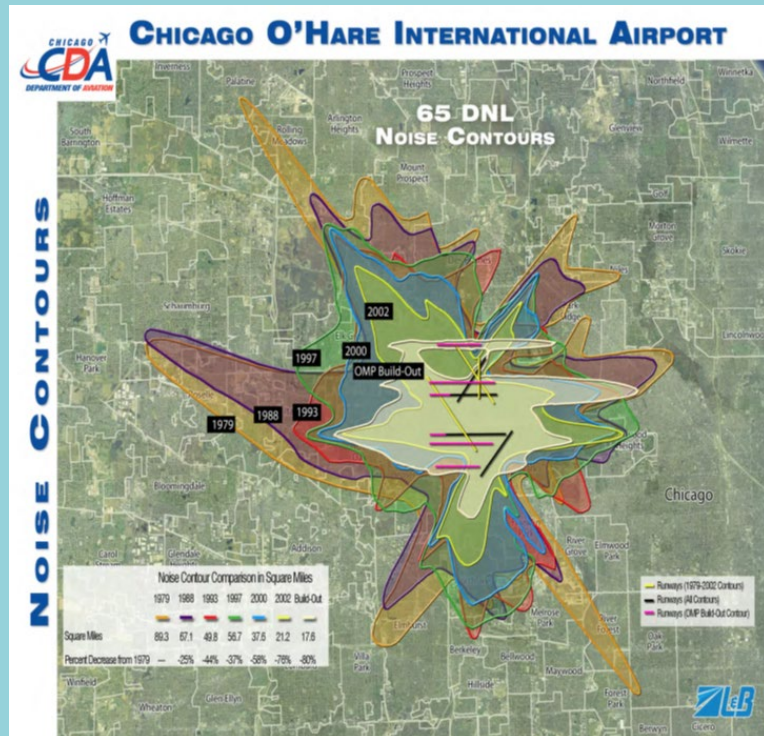
421 N. County Farm Road, Wheaton, IL 60187, 630-407-6500

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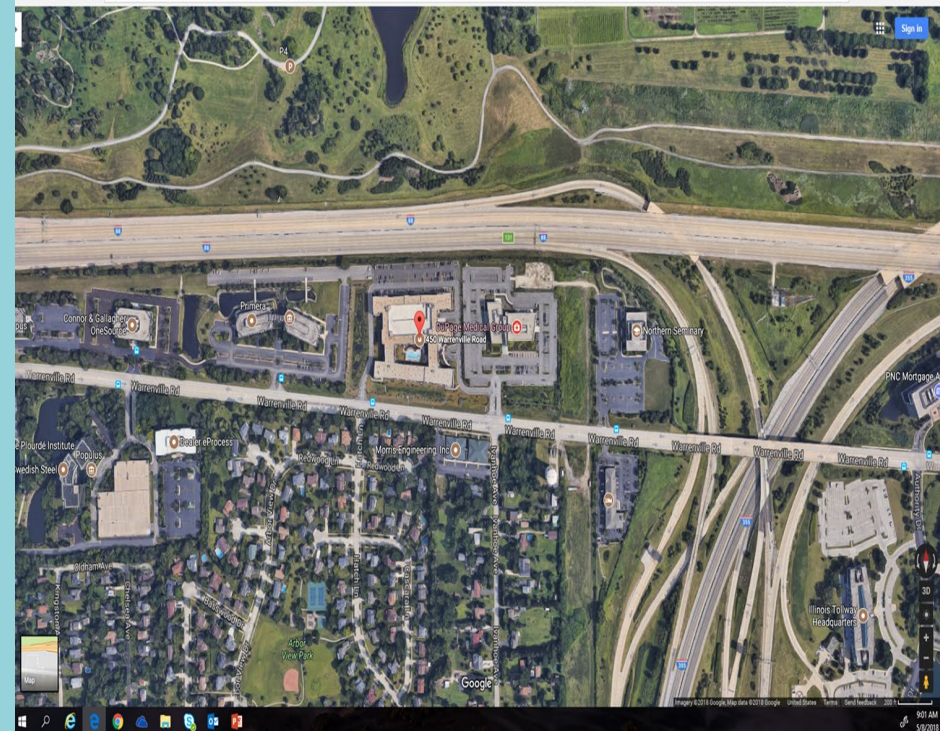
9:34 AM 5/8/2018

Railway and Airport

Airport—NA



Railway—NA



DNL Calculator

The screenshot shows a web browser window displaying the HUD Exchange DNL Calculator. The browser's address bar shows the URL: <https://www.hudexchange.info/programs/environmental-review/dnl-calculator/>. The page header includes the HUD Exchange logo and the name of the Secretary, Ben Carson. A navigation menu is visible with options like 'My HUD Exchange', 'Programs', 'Resources', 'Trainings', 'Program Support', 'Grantees', and 'News'. The main content area features a breadcrumb trail: 'Home > Programs > Environmental Review > DNL Calculator'. The title 'DNL Calculator' is prominently displayed. Below the title, there is a descriptive paragraph about the tool and a note regarding a software update. A 'Tools and Guidance' sidebar on the right lists links for 'Day/Night Noise Level Assessment', 'Tool User Guide', and 'Tool Flowcharts'. The 'Guidelines' section provides instructions for using the calculator. At the bottom, a form titled 'DNL Calculator' contains three input fields: 'Site ID' (450 Warrenville Rd Lisle IL), 'Record Date' (5/8/2018), and 'User's Name' (MW).

Resources and assistance to support HUD's community partners

NEED HOUSING ASSISTANCE? Email Updates Hi Michael!

HUD EXCHANGE
Secretary Ben Carson

My HUD Exchange Programs Resources Trainings Program Support Grantees News

Home > Programs > Environmental Review > DNL Calculator

DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview](#).

Note: HUD updated the Calculator December 12, 2017. If you used the Calculator prior to December 12, you may need to clear your cache to perform an accurate calculation. [View instructions to clear your cache](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID	450 Warrenville Rd Lisle IL
Record Date	5/8/2018
User's Name	MW

100% 6:47 AM

DNL-Roadways

Road # 1 Name: Warrenville Rd

Road #1

Vehicle Type Cars Medium Trucks Heavy Trucks

Effective Distance 110

Distance to Stop Sign

Average Speed 45

Average Daily Trips (ADT) 14000

Night Fraction of ADT 15

Road Gradient (%)

Vehicle DNL 62.8153

Calculate Road #1 DNL

62.8153

Reset

Road # 2 Name: I-88

Road #2

Vehicle Type Cars Medium Trucks Heavy Trucks

Effective Distance 240 240

Distance to Stop Sign

Average Speed 55 45

Average Daily Trips (ADT) 177200 19300

Night Fraction of ADT 15 15

Road Gradient (%) 0

Vehicle DNL 70.4994 75.9631

Calculate Road #2 DNL

77.0704

Reset

DNL-Total

Vehicle DNL	70.4994	75.9631
Calculate Road #2 DNL	77.0704	Reset
Add Road Source	Add Rail Source	
Airport Noise Level	<input type="text" value="0"/>	
Loud Impulse Sounds?	<input type="radio"/> Yes <input checked="" type="radio"/> No	
Combined DNL for all Road and Rail sources	<input type="text" value="77.2576"/>	
Combined DNL including Airport	<input type="text" value="N/A"/>	
Site DNL with Loud Impulse Sound	<input type="text"/>	
Calculate		

5. RE Makes a Finding Based on DNL

- Here, project has DNL total of 77 dB.
 - Unacceptable range is >75 dB
 - Reject the project, seek alternative, or do an EIS.
- If project between 65 dB and 75 dB, look at mitigation or attenuation.
- If ≤ 65 dB, approve without mitigation or attenuation.

6. Mitigate/Avoid

- HUD support for new construction of new noise sensitive uses is prohibited generally for project with unacceptable noise exposure and discouraged for projects with normally unacceptable noise exposure. 24 CFR 51.101(3)
- HUD encourages noise mitigation for modernization projects in the normally unacceptable noise zone. 24 CFR 51.101(5)
- For substantial rehab located in the normally unacceptable and unacceptable zones, RE should actively seek to have project incorporate noise attenuation features.
- HUD strongly encourages conversion of noise exposes sites to land uses compatible with high noise levels

Noise Mitigation and Attenuation

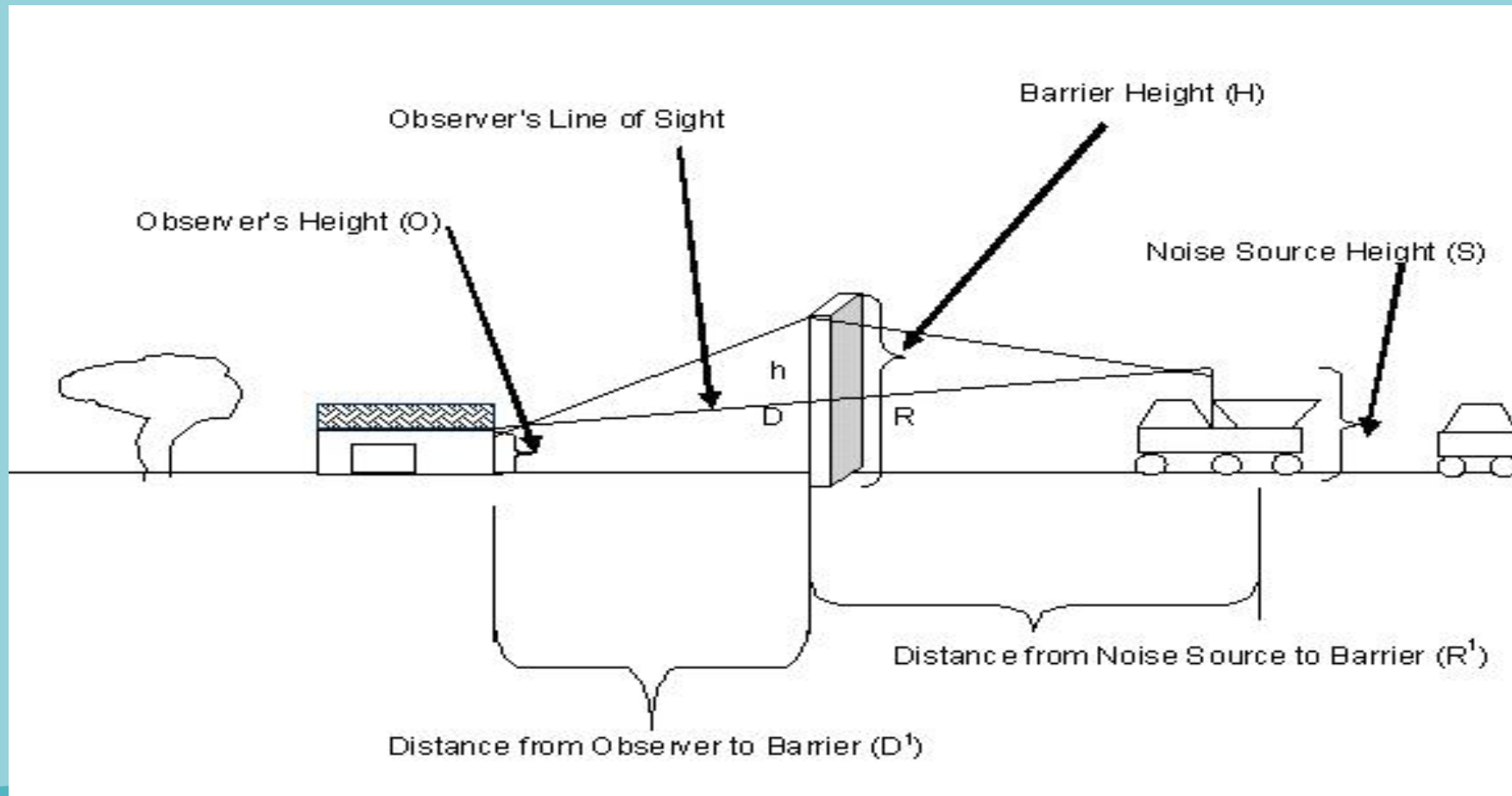
- Three Options for Attenuating Noise:
 - Site Design
 - Barriers or Berms
 - Structural Design and Acoustical Construction
- Two Options for Mitigating Noise
 - Options for Exterior Mitigation
 - Options for Interior Mitigation

Resources

- General: <https://www.hudexchange.info/programs/environmental-review/noise-abatement-and-control/>
- Barrier Performance Module: <https://www.hudexchange.info/programs/environmental-review/bpm-calculator/>
- HUD Noise Guidebook: <https://www.hudexchange.info/resource/313/hud-noise-guidebook/>
- Sound Transmission Classification Assessment Tool (STraCAT): <https://www.hudexchange.info/stracat/>

Noise Mitigation—Barrier Performance Module

Allows reviewer to incorporate natural/manmade sound barrier into site DNL



Noise Mitigation, if Needed

- Distance
- Noise-compatible land uses as buffers
- Buildings as Shields
- Building Orientation

Noise Mitigation--STraCAT

- Provide project info and noise levels from the DNL for our site.
- After completing the DNL fill in the top of the page then find your values in the bottom.
- Wall construction is limited but is better than the window and door construction detail.
- For wall you need to provide an area value for each type of material. Window/Door choose number of windows or doors.
- On the bottom of the page will provide you with a Printable Page that you can keep for your ERR to go along with DNL.

Noise Mitigation—STraCAT

The screenshot shows the HUD Exchange website with the STraCAT tool interface. The page title is "Sound Transmission Classification Assessment Tool (STraCAT)". Under "Part I - Description", there are several input fields for project information, including Project, Location, Noise Level, Primary Source(s), Sponsor/Developer, Prepared by, and Date. The "Required Fields" are indicated by an asterisk. The bottom of the page shows "Part II - Wall Components".

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Sound Transmission Classification Assessment Tool (STraCAT)

Part I - Description

* Required Fields

Project Sponsor/Developer

Location Prepared by

Noise Level Date

Primary Source(s)

Part II - Wall Components

The screenshot shows the STraCAT tool interface with three tables for construction details. Each table has columns for construction detail, quantity, square feet per unit, and STC. The tables are for Wall, Window, and Door construction details.

Wall Construction Detail	Area	STC
< select wall ->	0.0	0
< select wall ->	0.0	0
< select wall ->	0.0	0
	0 Sq. Feet	0.0

Window Construction Detail	Quantity	Sq Ft/Unit	STC
< select Window ->	0	0.0	0
< select Window ->	0	0.0	0
< select Window ->	0	0.0	0

Door Construction Detail	Quantity	Sq Ft/Unit	STC
< select Door ->	0	0.0	0
< select Door ->	0	0.0	0

Noise Mitigation—Notes on Barriers

- Moving a barrier closer to the source creates better attenuation. The larger the diffraction angle means better attenuation.
- Make the barrier higher near the receiver (the housing).
- At a minimum, barriers must break the line-of-sight between noise sources and receivers.
- Noise traveling around and through a barrier reduces its effectiveness.

Compliance and Documentation

Document whether proposed action is:

- noise sensitive land use, *and*
- within 1,000 feet of a major roadway, 3,000 feet of railroad, or 15 miles of an airport (all three)

If within those distances, document site is: **Acceptable** (at or below 65 dB) per attached Noise Analysis

- **OR**

If **Normally Unacceptable**, document specific mitigation (site design, noise barrier, acoustical construction, etc.) sufficient to make it Acceptable

- **OR**

If **Unacceptable**, document that alternative site has been selected or project is preparing Environmental Impact Statement

- Noise attenuation conditions **must** (*if required*) be included in Environmental Review as a Project Condition

Questions???

