

FHWA Traffic Noise Criteria

FHWA Roadway Noise Abatement Criteria		Hourly Leq (dBA)
Type A:	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose	57 (exterior)
Type B:	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, (exterior) motels, hotels, schools, churches, libraries and hospitals	67 (exterior)
Type C:	Developed lands, properties or activities not included in the above categories	72 (exterior)
Type D:	Undeveloped land	--
Type E:	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums	52 (interior)

Oregon State

The Oregon State Department of Transportation (ODOT) considers a traffic noise impact to occur when predicted project-related noise levels approach, within 2 dBA, the criteria level, or substantially exceed existing levels. Therefore, residential impacts occur at 65 dBA, and commercial impacts at 70 dBA. ODOT also considers a 10-dBA increase in noise levels to be a substantial increase, and therefore a traffic noise impact.

Washington State

The Washington State Department of Transportation (WSDOT) considers a traffic noise impact to occur when predicted project-related noise levels approach, within 1 dBA, the criteria level, or substantially exceed existing levels. Therefore, residential impacts occur at 66 dBA, and commercial impacts at 71 dBA. ODOT also considers a 10-dBA increase in noise levels to be a substantial increase, and therefore a traffic noise impact.