



Type II Statewide Noise Analysis

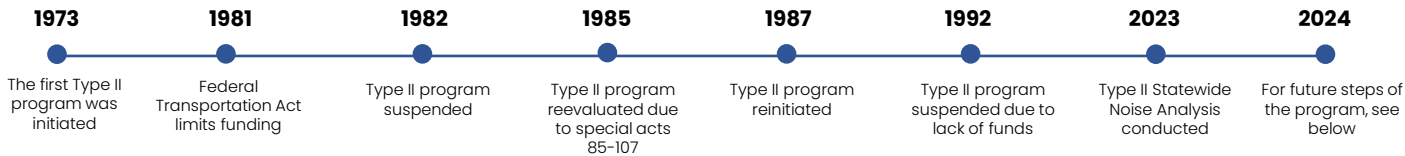
What Is a Type II Program?

A Type II noise abatement program is an optional program undertaken by a state highway agency to abate traffic noise for communities that were built both before and after construction of an interstate. For a Type II project to be eligible for Federal-aid funding, the highway agency must develop and implement a Type II program in accordance with regulations set forth by the Federal Highway Administration (FHWA), codified under Title 23 Code of Federal Regulations (CFR) Part 772.7(e) (23 CFR 772.7(e)).

What is the Purpose of the Type II Statewide Noise Analysis?

Due to the recognized increase in noise complaints and the large demand for noise barriers, Connecticut has conducted a Type II Statewide Noise Analysis which included 38 Principle Arterial highways in all 8 counties of CT. Completing the Statewide Noise Analysis is only the first step towards initiating a Type II program. Type II projects can only occur after a Type II analysis is conducted, a Type II program with noise barrier priority list is developed and approved by FHWA, and funding is secured. **Currently only the Type II Analysis has been conducted.**

Type II Timeline



Next Steps Towards a Type II Program:



How will noise barriers be prioritized and built?

Noise barriers under the Type II analysis were prioritized using the CTDOT developed Priority Index equation on the right. For federal funding to be available, FHWA will only fund abatement where substantial development pre-dates the date in which the highway was constructed. Substantial is defined by CTDOT as having 25% or more of the adjacent development pre-dating the construction of the highway.

Priority Index=(Number*Age*Impact*Benefit)/Cost

Number – Incorporates the number of benefited receptors, which are receptors that receive a minimum 5 dB noise level reduction

Age – Accounts for the date of development of noise-sensitive land use compared to the year that construction of the highway was completed

Impact – Accounts for the noise level at each benefited receptor without the noise barrier

Benefit – Incorporates the amount of noise level reduction the barrier provides

Cost – Total barrier cost based on CTDOT’s unit cost of \$60/SF in the October 2022 Highway Traffic Noise Abatement Policy for Projects Funded by FHWA

Noise Barrier Priority List Study Locations

*Areas ineligible for federal funding

Barrier Name	Route No.	Priority Index Value
*Manchester_15	I-84 E	*84.1
Stamford_18	I-95 N	65.5
Middletown_19	I-91 N	53.7
Fairfield_M12	I-95 S	51.5
Fairfield_28	I-95 N	50.3
Ansonia_35	SR-8 S	47.3
WestHartford_7	I-84 W	46.4
Fairfield_30	I-95 S	44.7
Greenwich_17	I-95 N	42.5
Derby_37	SR-8 S	41.9
Norwalk_M15	US-7 N	36.7
Bridgeport_7	SR-8 S	34.9
Bridgeport_6	SR-8 S	34.8
Bridgeport_31	I-95 S	34.5
Greenwich_10-11-41	I-95 S	34.3
Waterbury_M9	I-84 E	33.9
Danbury_36	I-84 E	33.1
WestHaven_9	I-95 N	31.2
Naugatuck_32	SR-8 N	31.1
Windsor Locks_1	I-91 S	30.7
Greenwich_15	I-95 S	29.6
Greenwich_14	I-95 S	29.5
Danbury_35	I-84 E	28.9
Stratford_32-33	I-95 N	28.8
Manchester_4	I-384 E	28.6
*Milford_30	SR-796 N	*27.8
Milford_4	I-95 N	27.4
Stamford_19	I-95 N	26.1
Norwalk_2	US-7 N	25.9
*Middletown_10	SR-9 N	*23.8
Waterford_3	I-95 N	23.6
Norwalk_20	I-95 N	23.2
Shelton_5	SR-8 S	20.3
*Montville_10	I-395 S	*14.0
*Wethersfield_18	SR-15 N	*10.2
*Colchester_13	SR-2 W	*8.3
*Cromwell_17	SR-9 N	*6.5
*Middletown_14	SR-17 S	*2.5