



Interstate 494 Proposed Noise Walls

Noise Wall 1A (North side of I-494 between Fifth Ave. S. and Concord Street)

Why you are receiving this information

The Minnesota Department of Transportation (MnDOT) recently conducted a noise study along I-494 and determined a reconstructed/extended noise wall on the north side of I-494 between Fifth Ave. S. and Concord Street would reduce the traffic noise level at your property, unit, or business by at least 5 decibels.

Vote on the proposed noise wall

Property owners and residents who will experience a 5-decibel reduction in noise as a result of a noise wall can vote for or against the proposed noise wall along the north side of I-494 between Fifth Ave. S. and Concord Street in South St. Paul.

Your vote can make a difference

Cast your vote on the noise wall that affects you by completing the enclosed voting ballot and mailing it back by **October 15, 2016**.

Translation Available

Para solicitar esta información en otro idioma, por favor comuníquese con Janet Miller a través del 651-366-4720 o janet.rae.miller@state.mn.us

Si aad u codsato akhbaartan iyadoo afka kale ku qoran, fadlan la soo xiriir Janet Miller oo laga helo khadka 651-366-4720. Ama janet.rae.miller@state.mn.us

Yog xav tau cov xov no yam siv lwm hom lus hu rau Janet Miller ntawm 651-366-4720 los yog janet.rae.miller@state.mn.us

How voting works

You can vote for or against the noise wall that affects your property, unit or business. MnDOT uses a weighted voting system to ensure residents and property owners are given appropriate influence on the outcome of the noise wall. How much you influence the outcome of the noise wall is based on how much your property/unit is affected by the noise wall and whether or not you own the property/unit.

Proximity to Noise Wall	Points Awarded		
	Resident	Owner	Both
Property/unit is immediately adjacent to the noise wall	2	4	6
Property/unit is not immediately adjacent to the noise wall	1	2	3

Only the units in apartments/multi-family residential buildings that receive a 5 decibel reduction of noise get to vote. Businesses, churches and schools receive a vote equal to that of a property owner. The table above is an example of the voting system. Please see MnDOT's Noise Policy for additional information about the voting process.

If 50 percent or more of all possible voting points from eligible voters are received after the first request for votes, the majority of points (based upon the votes received) determine the outcome of the noise wall. If less than 50 percent of the possible voting points for a wall are received after the first request, a second ballot will be mailed to the eligible voters who did not respond.

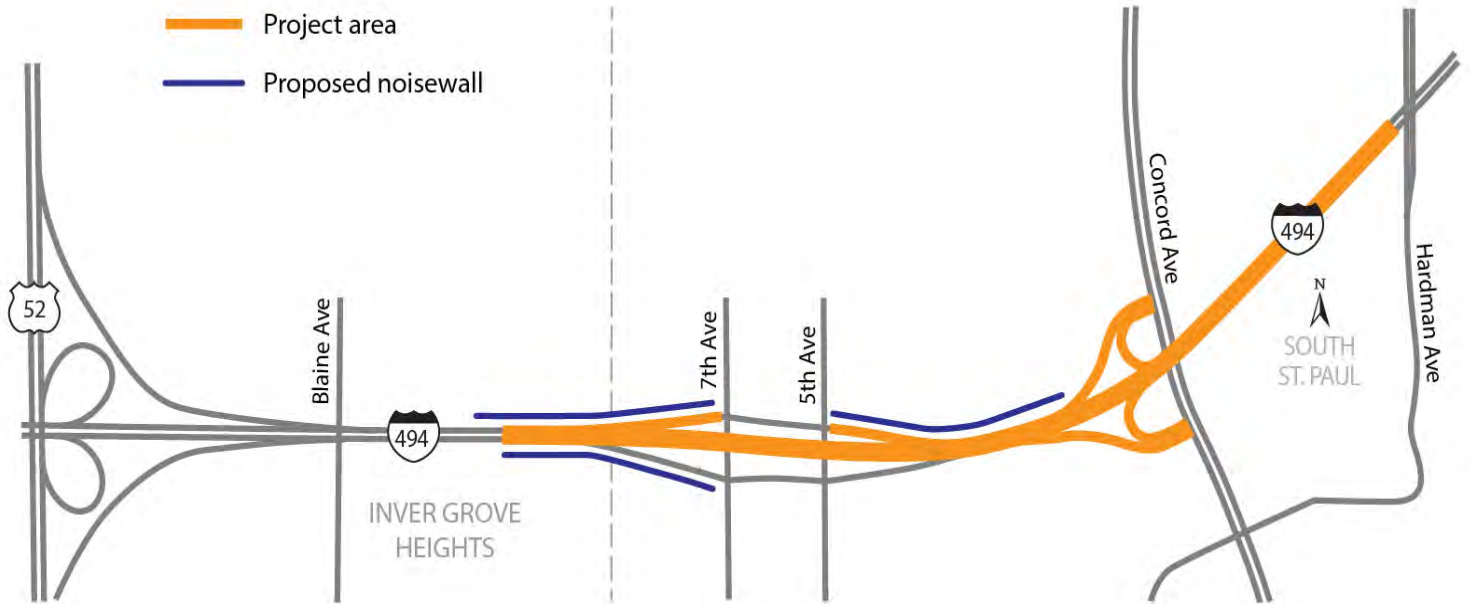
If 25 percent or more of all possible points for a wall are received after the second request for votes, then the outcome is determined by the majority of votes received. If less than 25 percent of total possible points for a noise wall are received after the second request for votes, then the wall will NOT be constructed. If there is a tie, where there are equal numbers of points for and against a noise wall, the noise wall WILL be constructed.

Upcoming neighborhood noise wall meetings

Tuesday, Oct. 4, 2016
4:30-6:30 PM
Kaposia Education Center
1225 1st Avenue South
South St. Paul

Computer Generated Visualizations

What will the noise wall look like? The existing noise wall will be removed and a 20 feet tall and 1,717 feet long wall will be constructed. The noise wall will be built with wood planks and concrete posts. The visuals below are based on the information available August 15, 2016 and should not be interpreted as an exact design of this project.



View from 3rd Ave. South - looking North

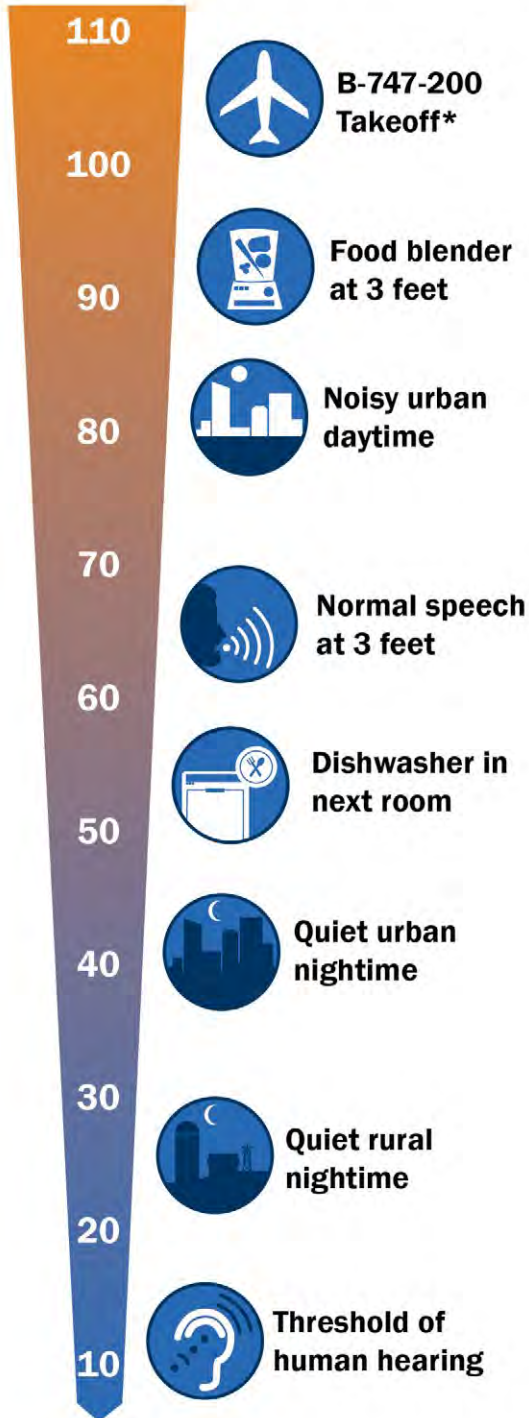


View of Park street west cul de sac.



Frequently-Asked Questions

COMPARISON OF NOISE LEVELS Measured in dB(A)



* As measured along the takeoff path 2 miles from the overflight end of the runway

Why are noise walls being proposed as part of the I - 494 Auxiliary Lane project

MnDOT conducted a noise study along I-494 between Hardman Ave. in South St. Paul to Bovey Ave. in Inver Grove Heights, to determine if noise barriers would reduce the level of noise in the community adjacent to the project. Currently, traffic noise at different locations exceeds the state's noise standards and a noise barrier would reduce the noise levels at certain locations in the community by at least 5 decibels.

Studies have shown that changes in noise levels of less than 3 decibels are not typically noticeable by the average human ear. An increase of 5 decibels is generally noticeable by anyone, and a 10-decibel increase is usually "twice as loud."

Why does MnDOT conduct noise studies?

MnDOT assesses existing noise levels and predicts future noise levels and noise impacts of proposed construction projects. If noise impacts are identified, MnDOT is required to consider noise mitigation measures, such as installing noise walls. All traffic noise studies and analyses must follow the requirements established by federal law, Federal Highway Administration Noise Abatement Criteria, Minnesota Pollution Control Agency State Noise Standards, and MnDOT's Noise Policy and noise analysis guidelines.

How does MnDOT determine if a noise wall should be proposed?

Constructing a noise wall must be feasible and reasonable. Feasibility and reasonableness are determined by cost, amount of noise reduction, safety and site considerations. Noise mitigation is not automatically provided where noise impacts have been identified. Decisions about noise mitigation are made according to MnDOT's Noise Policy.

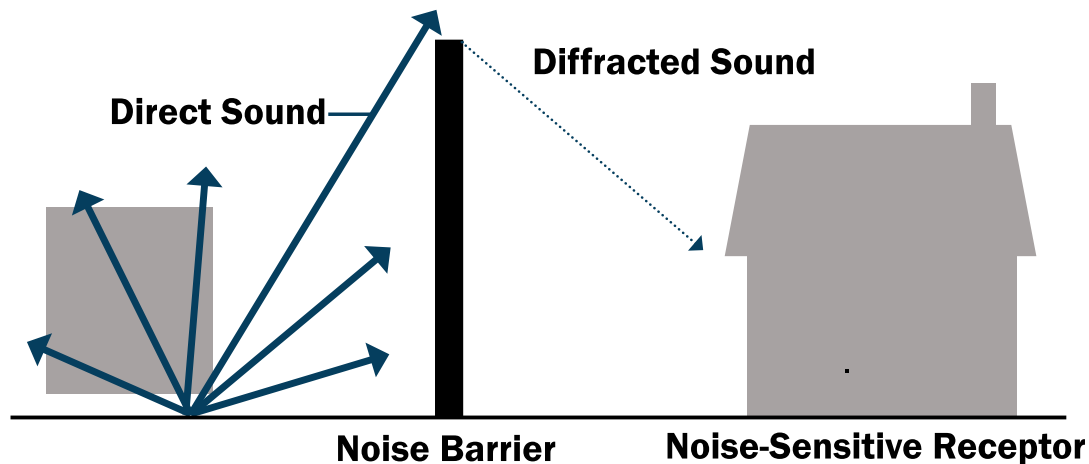
When will the noise wall be installed?

The noise wall would be installed as part of the overall construction project, which is anticipated to begin in 2018 (tentative schedule).

Frequently-Asked Questions

How do noise walls reduce noise?

Noise walls do not eliminate all noise. Noise walls reduce noise by blocking the direct path of sound waves to a home or business. **To be considered effective, a noise wall must reduce noise levels by at least 5 decibels.**



Can noise levels increase as sound waves pass over a noise wall?

No, noise levels do not increase as sound waves pass over a wall. Noise levels are reduced the further the sound waves travel.

Could trees be planted to block traffic noise?

There is not enough space to plant the amount of and size of trees needed to reduce traffic noise. To effectively reduce traffic noise there needs to be room for at least 100 feet of dense evergreen trees that are 15 feet tall or more. Additionally, if trees are used to reduce traffic noise, they need to be maintained. MnDOT lacks the necessary resources to maintain trees or other vegetation.

How is the location and height of the noise wall determined?

MnDOT studied various location options to determine the height, length and location which provides the greatest level of noise reduction.

Do noise walls affect property values?

There have not been any studies that link property values to the presence of noise walls.

Where can I find more information about MnDOT's noise policy?

Visit MnDOT's noise website at <http://www.dot.state.mn.us/environment/noise/policy/2015.html>

Where can I find more information about the I-494 project?

Visit MnDOT's project website at

<http://www.dot.state.mn.us/metro/projects/i494invergroveheights/index.html>