

## I-94 Reconstruction Project- Noise Barrier (East Side of Mounds Boulevard)

The original noise barrier (E3) proposed by MnDOT extended from Mounds Boulevard/3rd Street to Wilson Road/Hudson Road. See Figure 1.



Figure 1. Mounds Boulevard E3 noise barrier. Originally proposed alignment: 3<sup>rd</sup> Street to Wilson Road/Hudson Road.

The newly proposed alternative noise barrier E3 extends from Conway Street to Wilson Road/Hudson Road. See Figure 2. Note: The originally proposed noise barrier E4 remains unchanged. Barrier E4 extends from Wilson Road/Hudson Road to the pedestrian bridge at Hudson Road/Maple Street.

### Voting for the noise barriers

Voting for the originally proposed noise barriers E3 and E4 ended Friday, September 5, 2014.

Results were as follows:

- Voting point totals did not exceed more than 50% either for or against the proposed noise barrier.
- 19% of the eligible voting points were in favor of the noise barrier, 36% of the eligible voting points were opposed to the noise barrier.
- Owners and residents along Conway Street who would benefit from a noise wall did not want the noise barrier.
- Owners and residents along 3<sup>rd</sup> Street and Conway Street who would not benefit from the noise wall were also against the proposed noise barrier.
- Responses from owners and residents between Surrey Avenue and Wilson Road/Hudson Road who would benefit from the noise wall were mixed. Some were in support of the originally proposed barrier, while others did not want the noise barrier.

Based on the voting point results, comments received and input from adjacent residents, MnDOT reviewed alternative noise barrier options for barrier E3.

MnDOT consulted the Federal Highway Administration (FHWA) and Minnesota Pollution Control Agency (MPCA) about comments received and other noise barrier designs.

### Alternative noise barrier

An alternative noise barrier would be allowed under the following conditions:

1. The new proposed noise barrier must continue to meet MnDOT's feasibility and reasonableness requirements (i.e., noise reduction design goal of 5 decibels or more and be cost effective)
2. The alternative option must not reduce the number of properties that would receive a benefit from the noise wall between Surrey Avenue and Wilson Road/Hudson Road compared to the original proposed noise barrier.

MnDOT evaluated numerous options that would begin near Conway Street and would extend to the existing noise barrier at Wilson Road/Hudson Road.

A noise barrier option that begins just south of Conway Street was found to meet the requirements outlined. All locations studied along Surrey Avenue and to the south would achieve a 5 decibel reduction or greater with the revised noise barrier option. This noise barrier starts at 10 feet in height. See Figure 2.

With the revised noise barrier, properties along Conway Street will no longer receive a benefit from the new noise wall and were removed from the total. As a result, the remaining voting points were 27% in favor of the noise barrier, and 27% not in favor. Because the remaining voting points not in favor of the revised noise barrier option are less than 50% of all possible voting points, the revised noise barrier option for E3 is included with the original E4 noise barrier.



Figure 2. Mounds Boulevard noise barrier. New barrier E3 to be included with the project: Conway Street to Wilson Road/Hudson Road.