

TH 41 Roadway Expansion (US 212 to Pioneer Trail)



NOISE WALL IMPLEMENTATION

Why is Noise Analysis Required for this Project?

- The project has federal funding
- The project is to expand a MnDOT highway (additional through lane in each direction)

What is the Primary Purpose of the Noise Analysis

- To determine if a noise wall or walls will be included in the project
- Other potential noise mitigation options are unlikely for this project

What is the Regulatory Background?

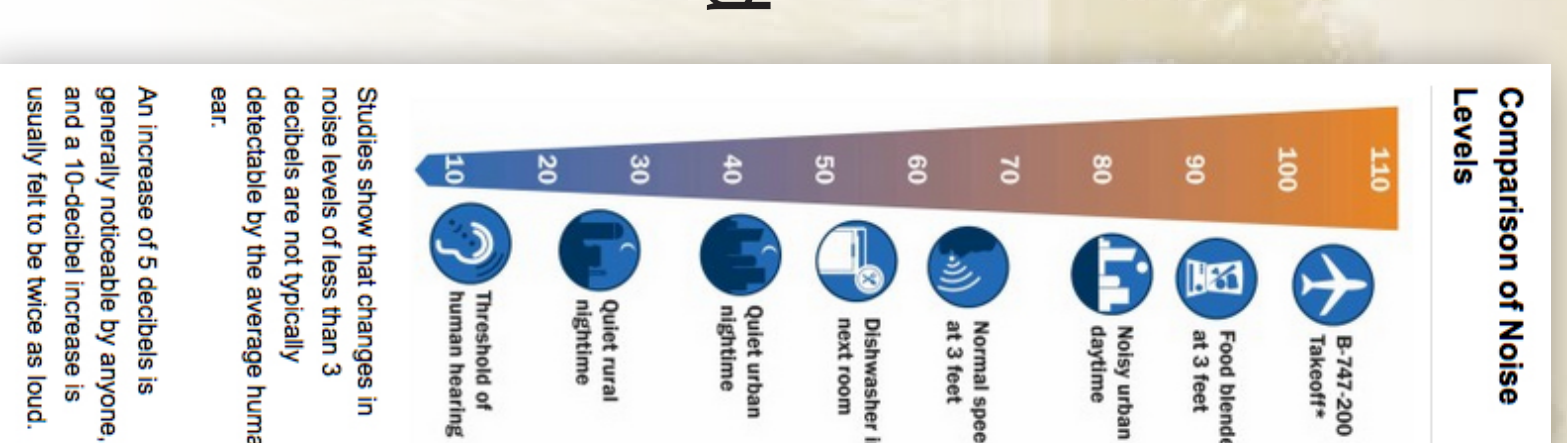
- Federal noise standards – overseen by the Federal Highway Administration (FHWA)

- State noise standards – overseen by the Minnesota Pollution Control Agency (MPCA)
- MnDOT Noise Policy

- Incorporates federal and state standards;

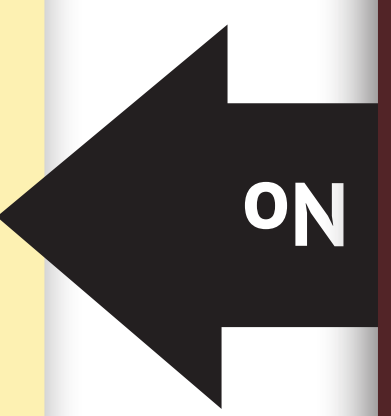
- Defines methods and procedures to determine if noise walls will be constructed on highway projects in Minnesota

Goal is to provide a consistent and balanced decision process which incorporates both standardized analytical procedures and local preferences



Noise thresholds exceeded?

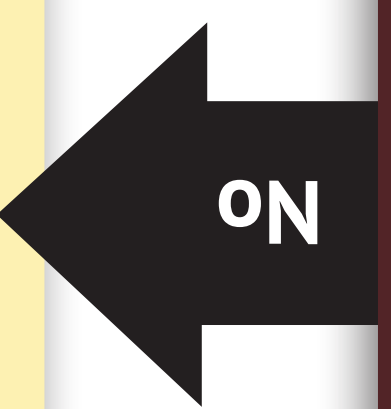
- Federal Standards
- State Standards



No further action required

Technical Analysis supports noise wall?

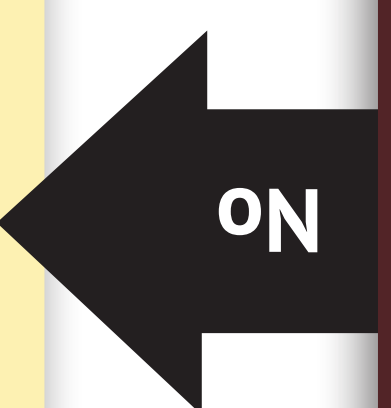
- Noise reduction performance
- Site constraints/constructability
- Cost-effectiveness formula



Do not construct noise wall(s)

Noise wall supported locally?

- Public outreach information
- Standardized voting process - adjacent landowners/residents



Do not construct noise wall(s)

Construct noise wall(s)



NOISE WALL INFORMATION

- Typical noise reduction of 5 to 10 decibels
- Maximum height of 20 feet; most are this height
- Often constructed with concrete support posts with wood planks
- Average cost of \$20 per square foot (\$2.1 million per mile)
- Local desirability factors:
 - Aesthetics
 - Neighborhood feel

