

APPENDIX E – Additional and Updated Studies/Memoranda

I-35W/CR I Entrance Loop Memorandum

Noise Wall Voting, Sample Ballot

Noise Wall Solicitation Brochures

To: Jerome Adams, PE
Minnesota Department of Transportation

From: Paul Morris, PE
Matthew Knight, AICP

Date: January 24, 2017

Subject: S.P. 6284-172
I-35W North Corridor Preliminary Design Project
County Road I Entrance Loop Addendum

This letter is an addendum to the previously submitted Interstate Access Request (IAR) for the I-35W North Corridor Preliminary Design Project (August 2016).

Introduction

The removal of the northbound I-35W on ramp at County Road I was documented in the Interstate Access Request (IAR) prepared for the I-35W CR H Interchange Project (April 2015). An addendum to the IAR was submitted to MnDOT on May 29, 2015 suggesting that the removal of the CR I ramp be tied with the I-35W North Corridor Preliminary Design Project. While the need to close the ramp is driven by the I-35W North Corridor Preliminary Design Project scheduled for 2018, the closure of the ramp has been scheduled to occur as part of the Ramsey County Road I Roundabout Project scheduled for 2017.

The purpose of this addendum is to document the rationale used as part of CR H IAR as well as the additional rationale for removing the northbound entrance ramp at CR I resulting from the I-35W North Corridor Preliminary Design Project.

I-35W CR H Interchange Project

The IAR prepared for the CR H Interchange project initially included the removal of the CR I entrance ramp to northbound I-35W. The rationale for removing the ramp included the following:

- The removal of the northbound CR I entrance ramp improves traffic flow by reducing a weaving problem along northbound I-35W.
- The main improvement for northbound I-35W will be the removal of the CR I entrance loop ramp. This ramp is only 1,250 feet away from the major system diverge of westbound US 10. The crash severity rate just south of the entrance ramp is at the statewide average and removal of the ramp should improve both operations and safety.
- The removal of the CR I loop ramp removes a low entering demand, in a very short weaving segment, but shifts some of the traffic to the existing CR H entrance ramp. This shifting of traffic does create additional congestion at the direct merge area, but overall the change is an improvement to the freeway.

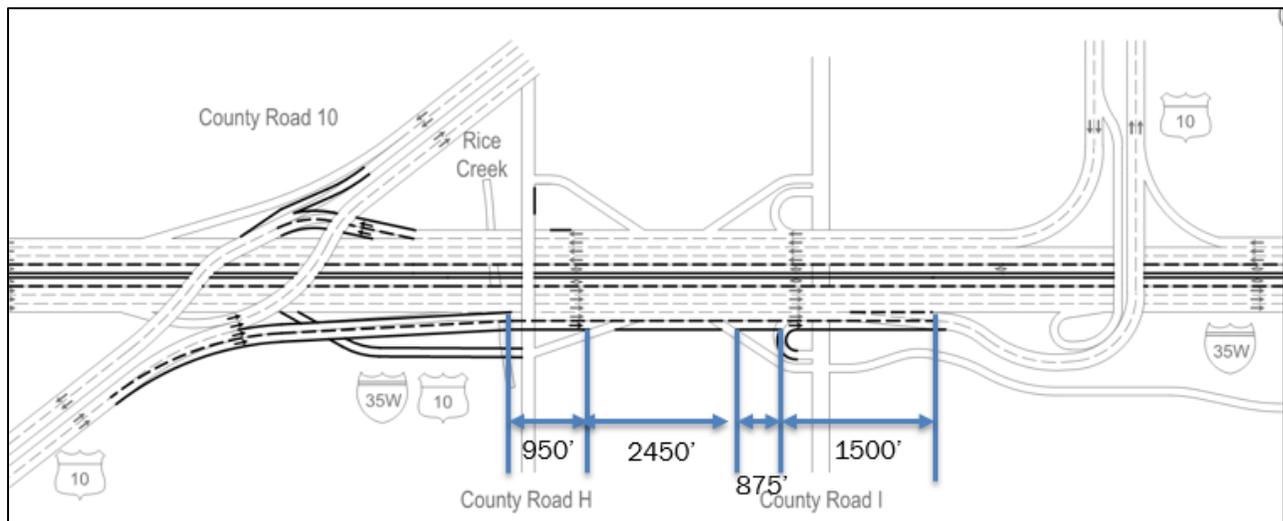
I-35W North Corridor Preliminary Design Project

The proposed improvements included as part of the I-35W North Corridor Preliminary Design Project create additional rationale for closing the northbound I-35W on ramp at CR I. The project includes the following improvements on northbound I-35W that will impact operations and safety near CR I.

- Northbound MnPASS Lane from County Road C to Lexington Avenue
- Two-lane on ramp from westbound TH 10
- Additional lane in the I-35W/US 10 common section
- Modification to the westbound TH 10 off ramp

Figure 1 shows the existing and proposed lane configuration in the I-35W/TH 10 common section.

Figure 1. Existing and Proposed Lane Configuration



I-35W Ramp Spacing and Weaving Distances

The two-lane on ramp from westbound TH 10 and the additional lane through the common section result in geometric issues at CR I. The resultant 1,500 foot spacing between the northbound CR I on ramp and the westbound TH 10 off ramp does not meet the standards for a Type 2 or Type 3 major fork (See Figure 2). Vehicles entering from TH 10 do not have adequate space to make the lane changes necessary to remain on northbound I-35W.

In order to utilize a Type 2 Major Fork, an additional lane that extends from the westbound TH 10 off ramp to beyond the Lake Avenue off ramp (1 mile) would be required. This would require vehicles entering from westbound TH 10 to make one lane change prior to the westbound TH 10 off ramp (See Figure 3).

Figure 2. Type 2 and Type 3 Major Fork Lane Configurations

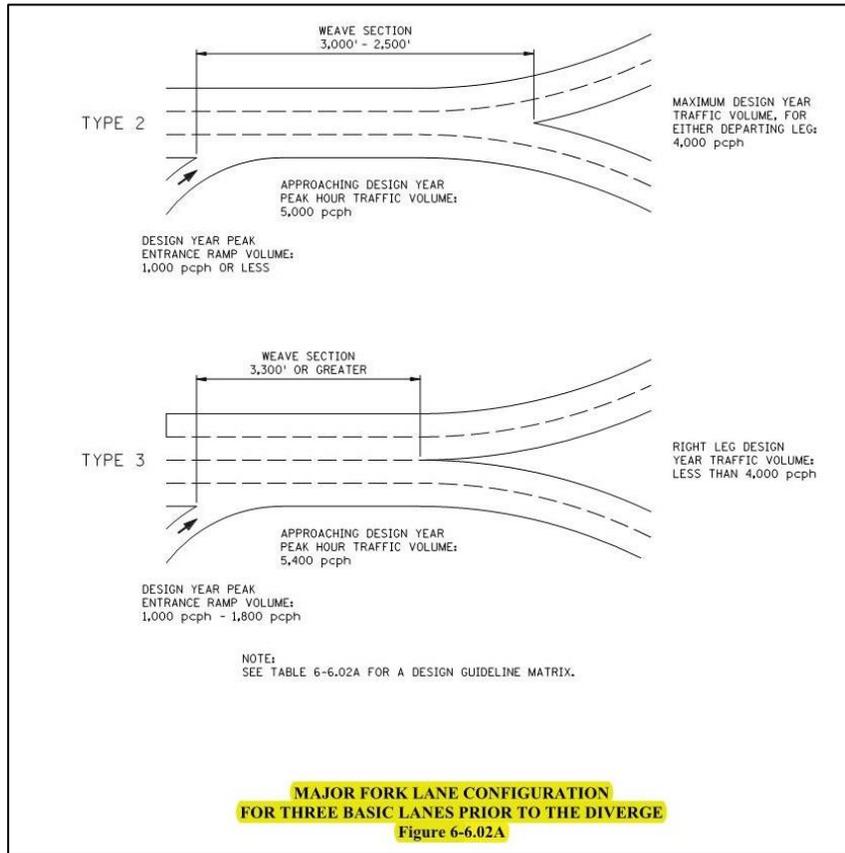
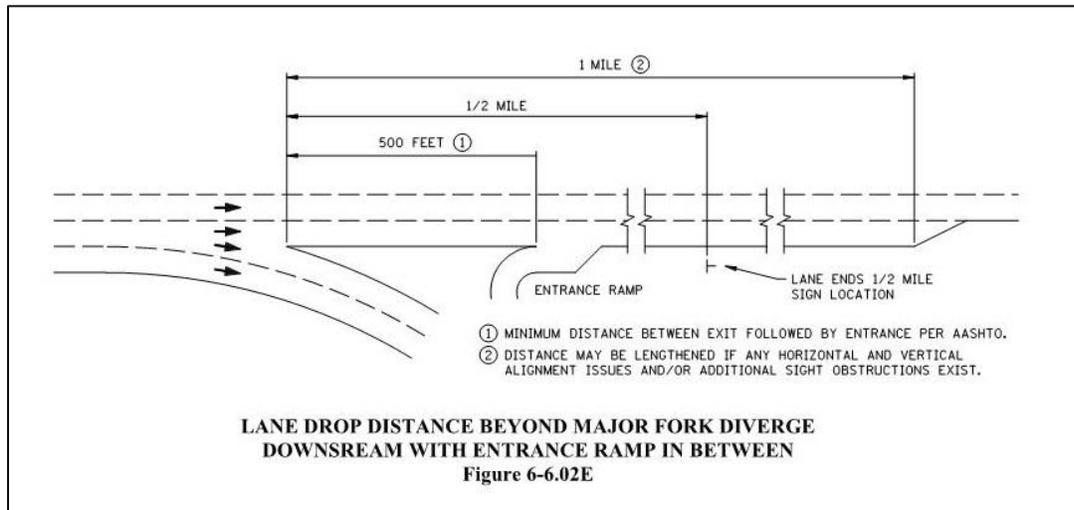


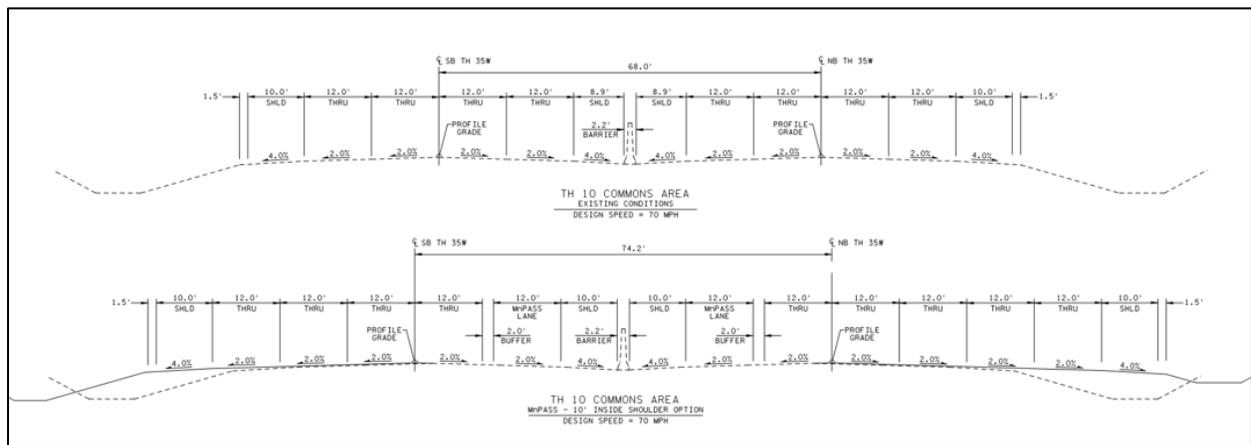
Figure 3. Type 2 and Type 3 Major Fork Lane Configurations



CR I On Ramp Loop

The increased shoulder width, 2-foot buffer, MnPASS Lane, and additional lane needed to accommodate the 2-lane entrance from TH 10 West adds 27.1 feet to the northbound typical section (See Figure 4). The added width to the mainline would impact the CR I on ramp loop by either requiring a tighter radius loop or shifting the ramp terminal east. The existing loop radius is approximately 185 feet which is already less than desirable. Moving the ramp terminal to the east has potential environmental impacts due to the proximity of Rice Creek. In sum, the combination of operational and safety benefits, along with environmental and construction impacts, make closing this loop the most desirable course of action.

Figure 4. Typical Sections



Northbound CR I On-Ramp Traffic Volumes

The traffic analysis conducted as part of the I-35W North Corridor Preliminary Design Project assumed that the northbound CR I on-ramp will remain open under the year 2040 no build conditions and will be closed under the year 2040 build conditions. Results of this analysis can be found in the Interstate Access Request developed as part of the I-35W North Corridor Preliminary Design Project. Traffic volumes under existing and year 2040 no build conditions are shown in Table 1.

Table 1. Northbound CR I On-Ramp Traffic Volumes

Scenario	Daily	A.M. Peak Hour	P.M. Peak Hour
Existing Conditions	1,700	125	175
Year 2040 No Build Conditions	3,700	275	400

The Twin Cities Regional Travel Demand Model was used to analyze of closing the northbound I-35W ramp at CR I. The ramp experiences the highest traffic volume during the p.m. peak period. Figure 5 shows the trip distribution for vehicles entering northbound I-35W at CR I during the 2040 p.m. peak period.

Figures 6 and 7 show the routes that vehicles destined for northbound I-35W and westbound US 10 would use during the p.m. peak period under the year 2040 build scenario with the CR I ramp closed. It is important to note that the trips are distributed over several routes and the closure is not expected to have a large impact on any of the adjacent roadways or ramps.

Figure 5. Year 2040 P.M. Peak - Northbound CR I On-Ramp Vehicle Distribution - 400 Trips

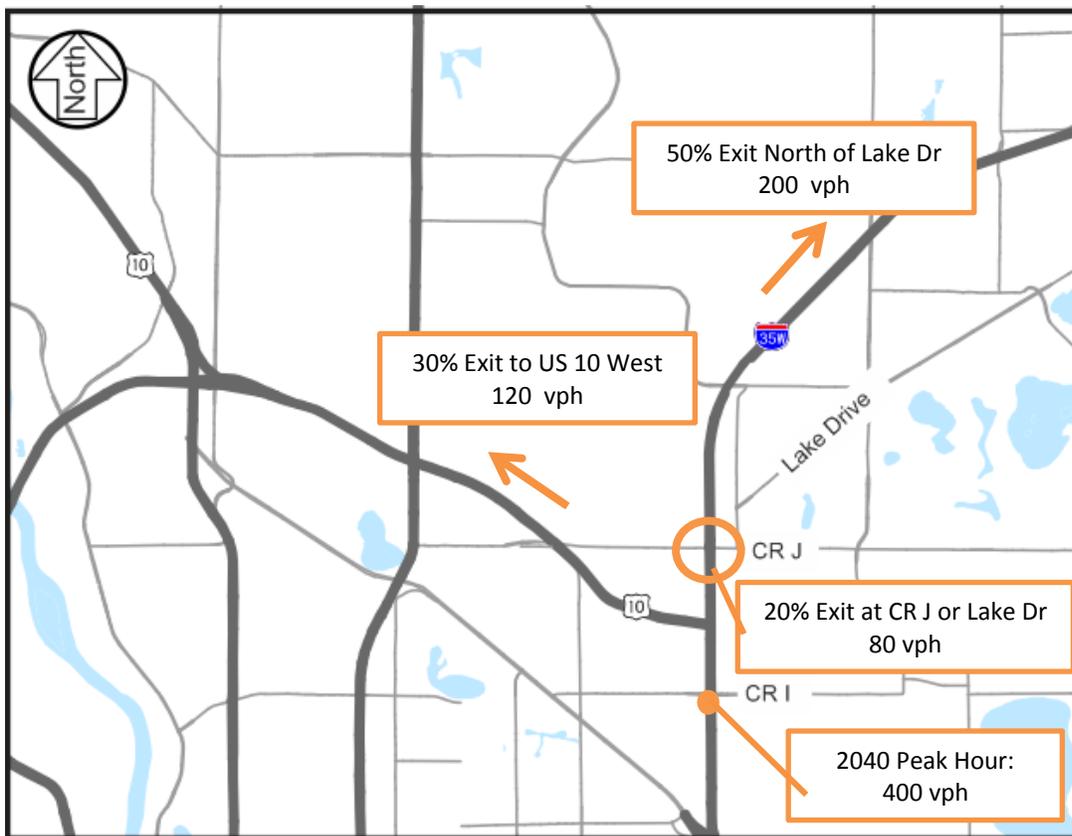


Figure 6. Trip Distribution with CR I Closure (I-35W - 280 of 400 Trips)

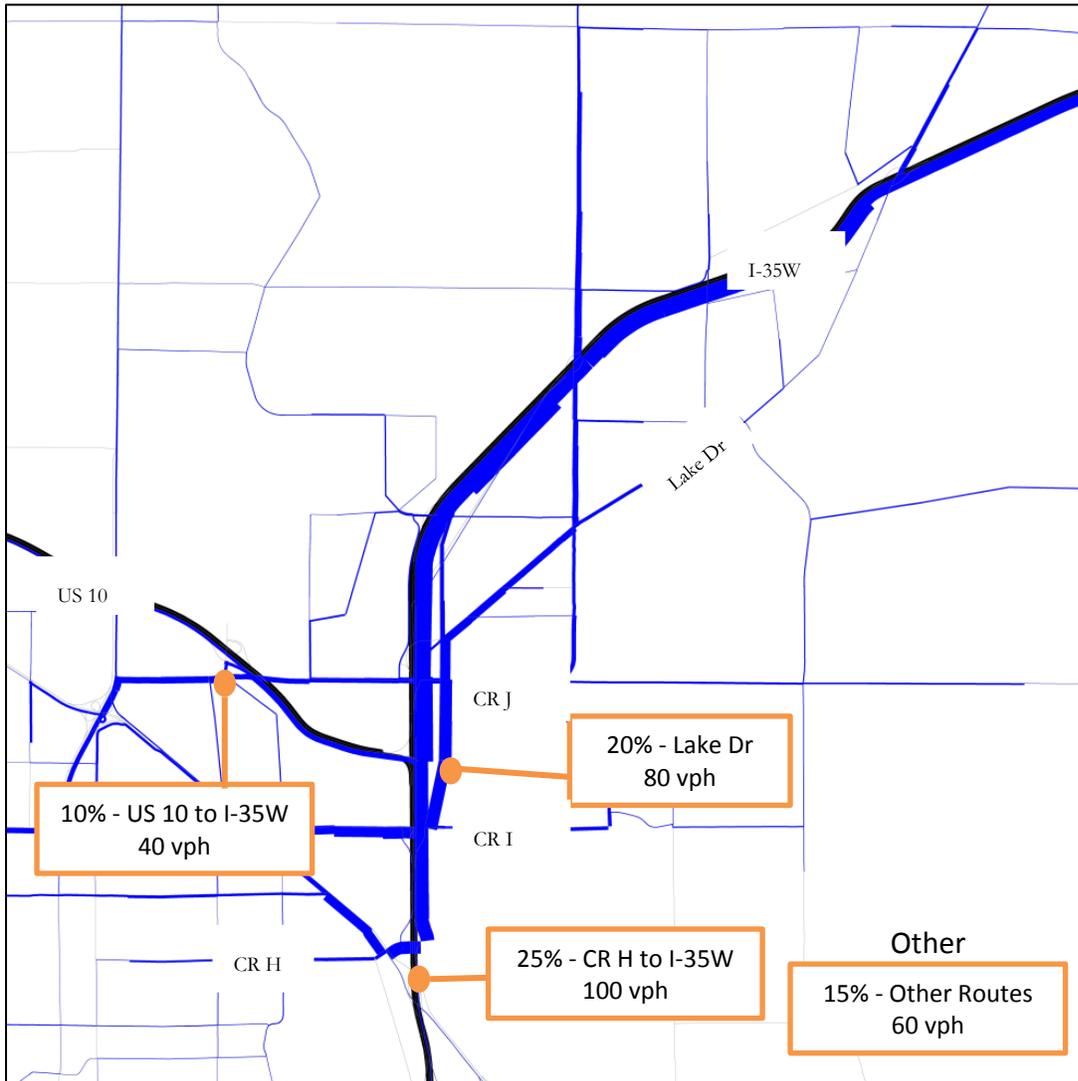
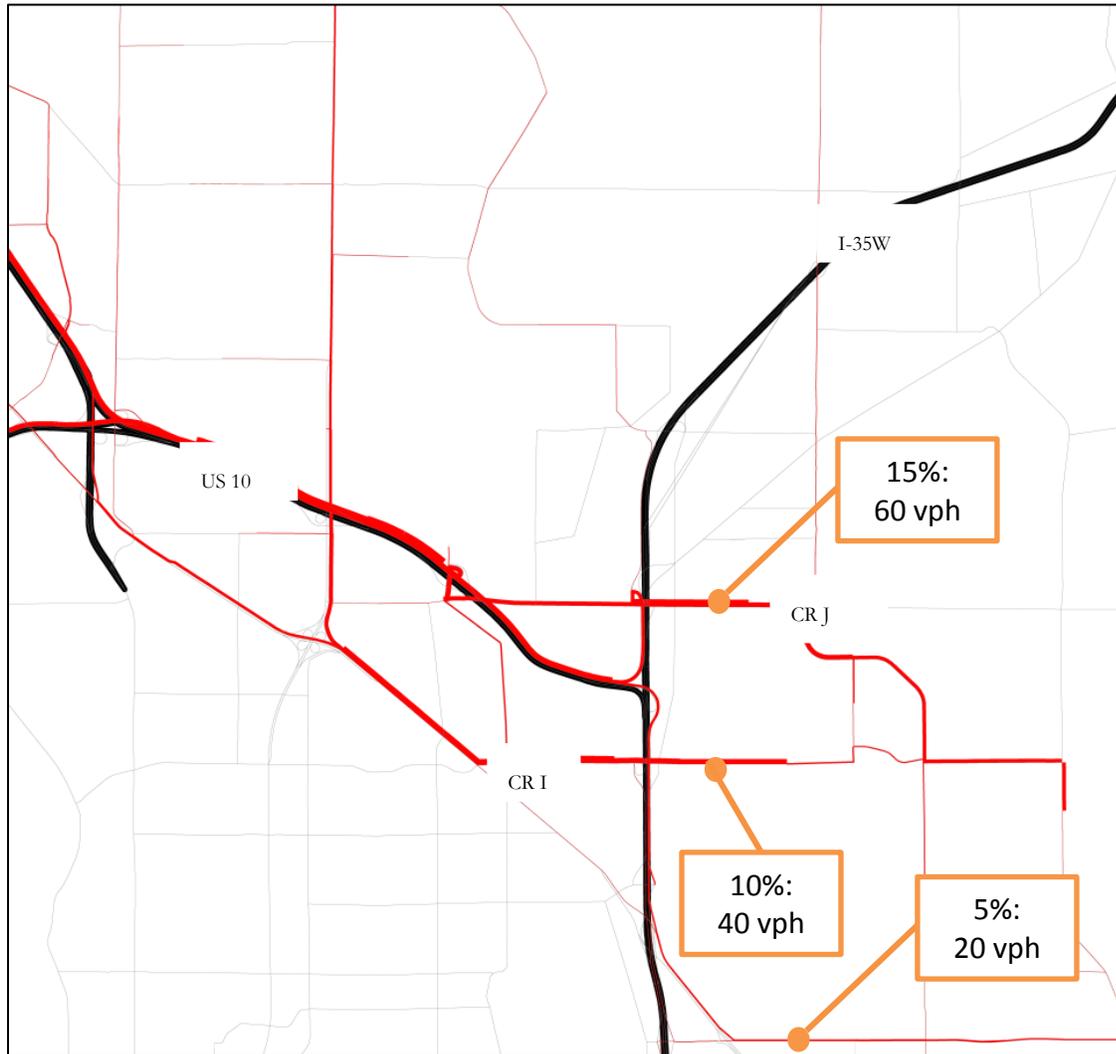


Figure 7. Trip Distribution with CR I Closure (US 10 – 120 of 400 Trips)



Conclusions

The rationale for removal of the northbound I-35W on ramp at CR I was documented in the Interstate Access Request (IAR) prepared for the I-35W CR H Interchange Project (April 2015). An addendum to the IAR suggested that the removal of the CR I ramp be tied with the I-35W North Corridor Preliminary Design Project, which has identified additional rationale for the removal of the ramp. The additional rationale outlined in this document include:

- Insufficient I-35W ramp spacing and weaving distances
- Resultant geometric deficiencies and potential environmental and construction impacts
- Low forecasted traffic volumes for the northbound CR I on ramp

Based on these rationale, the removal of the northbound CR I on ramp loop is recommended. While the need to close the ramp is driven by the I-35W North Corridor Preliminary Design Project scheduled for 2018, the closure of the ramp has been scheduled to occur as part of the Ramsey County Road I Roundabout Project scheduled for 2017.

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Proposed Noise Wall

East side of I-35W between Co Rd D and Co Rd C in Roseville

Owner _____ Occupant _____ Owner/Occupant _____

Name _____

Property Address _____

Please mark one box below with an "X":

Votes are per unit. By voting and returning this ballot, you acknowledge that the vote represents the consensus of all owners (owner vote) or all occupants (occupant vote) of the unit receiving this ballot.

Yes, I want the noise wall

No, I do not want the noise wall

Proposed Noise Wall

East side of I-35W between Co Rd D and the freight rail tracks in New Brighton

Owner _____ Occupant _____ Owner/Occupant _____

Name _____

Property Address _____

Please mark one box below with an "X":

Votes are per unit. By voting and returning this ballot, you acknowledge that the vote represents the consensus of all owners (owner vote) or all occupants (occupant vote) of the unit receiving this ballot.

Yes, I want the noise wall

No, I do not want the noise wall

Proposed Noise Wall

East side of I-35W between Lake Dr and 95th Ave NE in Blaine

Owner _____ Occupant _____ Owner/Occupant _____

Name _____

Property Address _____

Please mark one box below with an "X":

Votes are per unit. By voting and returning this ballot, you acknowledge that the vote represents the consensus of all owners (owner vote) or all occupants (occupant vote) of the unit receiving this ballot.

Yes, I want the noise wall

No, I do not want the noise wall

Proposed Noise Wall

South side of I-35W between 95th Ave NE and Lexington Ave in Blaine

Owner _____ Occupant _____ Owner/Occupant _____

Name _____

Property Address _____

Please mark one box below with an "X":

Votes are per unit. By voting and returning this ballot, you acknowledge that the vote represents the consensus of all owners (owner vote) or all occupants (occupant vote) of the unit receiving this ballot.

Yes, I want the noise wall

No, I do not want the noise wall

Proposed Noise Wall

South side of I-35W between Sunset Ave and Rice Lake Dr in Lino Lakes

Owner _____ Occupant _____ Owner/Occupant _____

Name _____

Property Address _____

Please mark one box below with an "X":

Votes are per unit. By voting and returning this ballot, you acknowledge that the vote represents the consensus of all owners (owner vote) or all occupants (occupant vote) of the unit receiving this ballot.

Yes, I want the noise wall

No, I do not want the noise wall

Proposed Noise Wall

West side of I-35W between Co Rd E2 and 10th St NW in New Brighton

Owner _____ Occupant _____ Owner/Occupant _____

Name _____

Property Address _____

Please mark one box below with an "X":

Votes are per unit. By voting and returning this ballot, you acknowledge that the vote represents the consensus of all owners (owner vote) or all occupants (occupant vote) of the unit receiving this ballot.

Yes, I want the noise wall

No, I do not want the noise wall

Proposed Noise Wall

West side of I-35W between Co Rd I and Squire Ln in Mounds View

Owner _____ Occupant _____ Owner/Occupant _____

Name _____

Property Address _____

Please mark one box below with an "X":

Votes are per unit. By voting and returning this ballot, you acknowledge that the vote represents the consensus of all owners (owner vote) or all occupants (occupant vote) of the unit receiving this ballot.

Yes, I want the noise wall

No, I do not want the noise wall

Proposed Noise Wall

South side of Hwy 10 between Edgewood Dr and Jackson Dr in Mounds View

Owner _____ Occupant _____ Owner/Occupant _____

Name _____

Property Address _____

Please mark one box below with an "X":

Votes are per unit. By voting and returning this ballot, you acknowledge that the vote represents the consensus of all owners (owner vote) or all occupants (occupant vote) of the unit receiving this ballot.

Yes, I want the noise wall

No, I do not want the noise wall



I-35W North Corridor Proposed Noise Walls

1,500 feet north of County Road C to County Road D (Noise Wall NB1)

Why you are receiving this information

The Minnesota Department of Transportation (MnDOT) recently conducted a noise study along I-35W and determined a noise wall constructed from 1,500 feet north of County Road C to County Road D on the east side of I-35W 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 east side of I-35W (north of County Road C to County Road D).

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 6, 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

Monday, Sept. 19, 2016
5:30-7:00 PM
Oasis Park
1700 County Rd C2 West
Roseville

Monday, Sept. 19, 2016
5:30-7:00 PM
New Brighton City Hall
803 Old Hwy 8
New Brighton

Wednesday, Sept. 21, 2016
5:30-7:00 PM
Mounds View Comm. Center
5394 Edgewood Drive
Mounds View

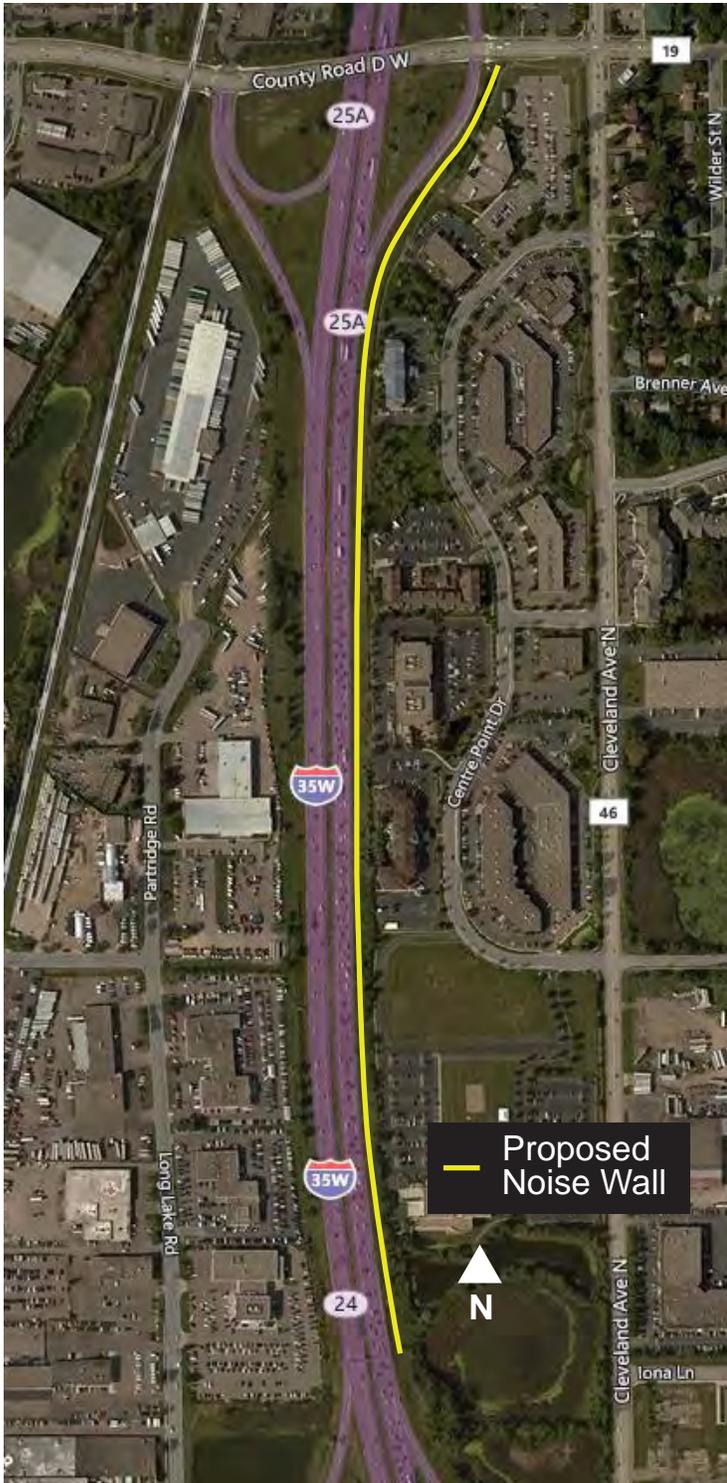
Wednesday, Sept. 21, 2016
5:30-7:00 PM
Rasmussen College
3629 95th Avenue
Blaine

Computer Generated Visualizations

What will the noise wall look like?

The noise wall will be 14 feet tall, built with wood planks and concrete posts. The visuals below are based on the information available July 1, 2016 and should not be interpreted as an exact design of this project.

1,500 feet north of County Road C to County Road D
(Noise Wall NB1)



Existing

View along trail near Xcel Energy office and CR D



Proposed



Existing

View of trail near Courtyard Marriott and Centre Point Dr.

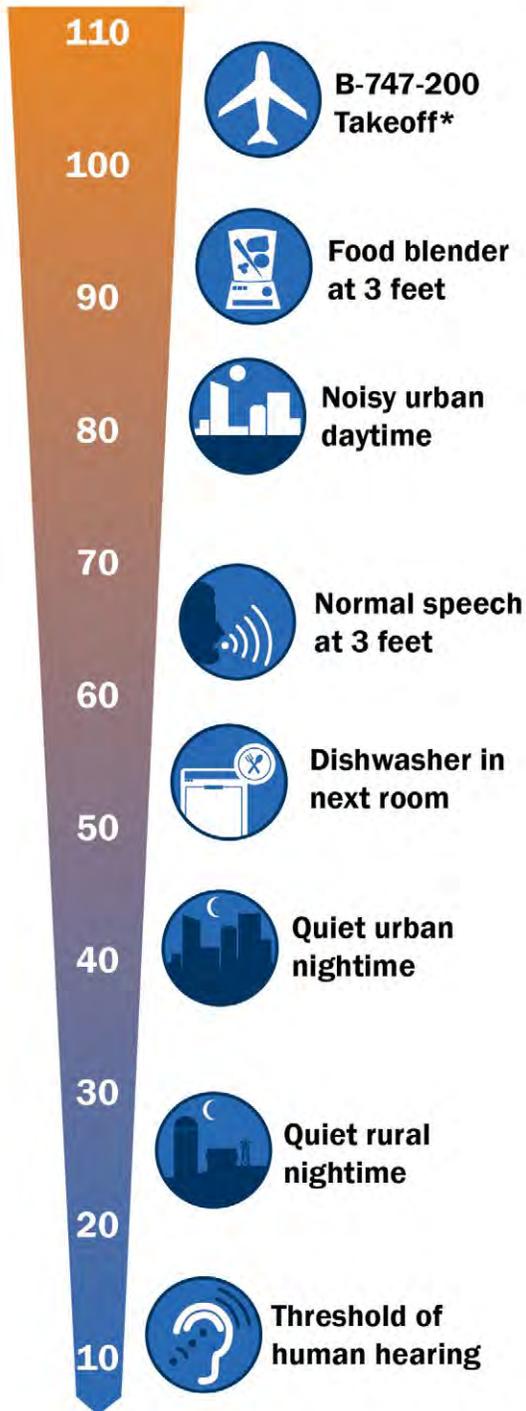


Proposed

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-35W North Corridor Project?

MnDOT conducted a noise study along I-35W between Highway 36 and north of Sunset Avenue (County Road 53) to determine if noise walls would reduce the level of noise in the community adjacent to the project. Currently, traffic noise along I-35W exceeds the state's noise standards and a noise wall would reduce the noise levels at certain locations in the community by at least 5 decibels. MnDOT must comply with the noise limit requirements set by the State of Minnesota (MN Rules Chp 7030) and the Federal Highway Administration (23 C.F.R. 772).

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.

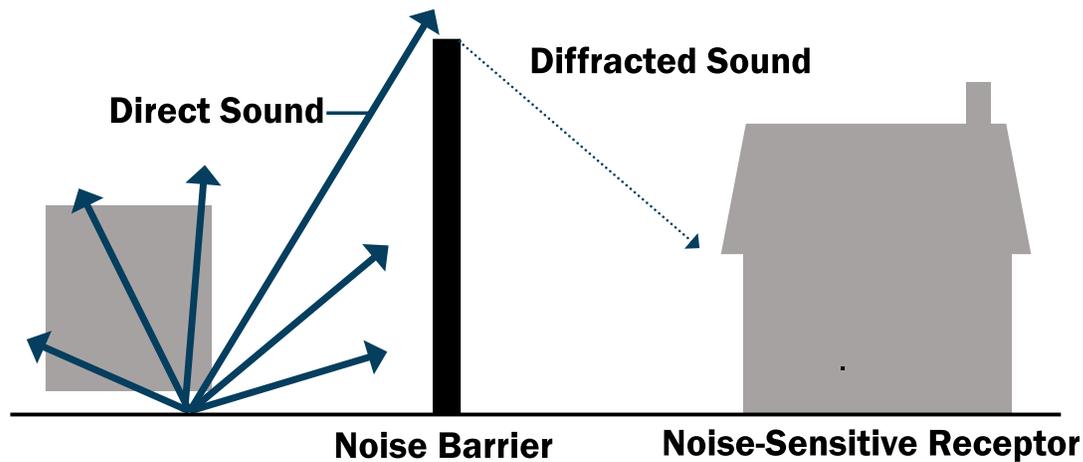
When will the noise wall be installed?

The noise wall would be installed as part of the overall construction project, which is anticipated to begin in 2018 (tentative schedule - subject to change depending upon funding and project delivery method).

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 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-35W North Corridor project?

Visit MnDOT's project website at <http://www.dot.state.mn.us/metro/projects/i35wroseville/index.html>



I-35W North Corridor Proposed Noise Walls

County Road D to 1/2-mile south of County Road E2 (Noise Wall NC1)

Why you are receiving this information

The Minnesota Department of Transportation (MnDOT) recently conducted a noise study along I-35W and determined a noise wall constructed on the east side of I-35W from County Road D to the railroad (1/2-mile south of County Road E2) 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 east side of I-35W (County Road D to the railroad south of County Road E2).

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 6, 2016**.

Translation Available

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How voting works

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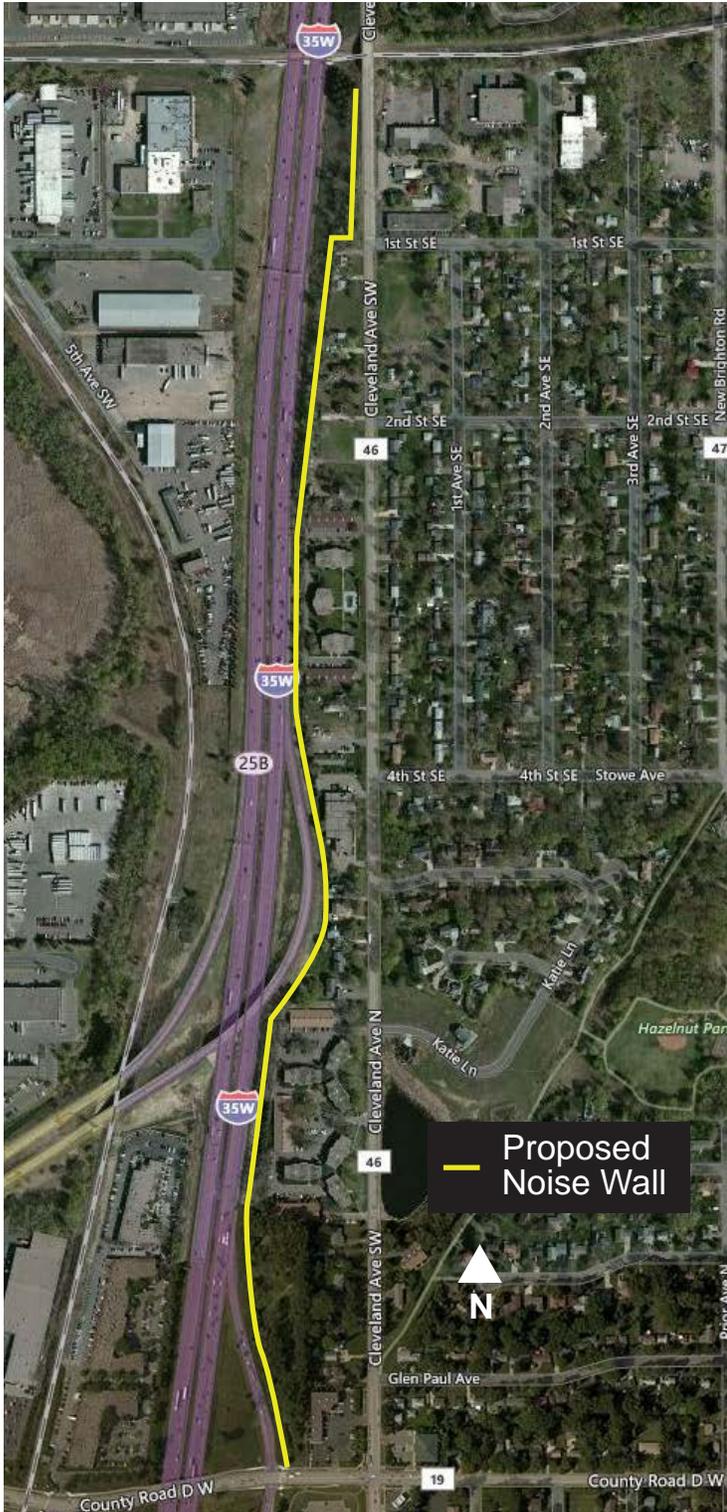
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The noise wall will be 20 feet tall, built with wood planks and concrete posts. The visuals below are based on the information available July 1, 2016 and should not be interpreted as an exact design of this project.

County Road D to ½-mile south of County Road E2 (Noise Wall NC1)



Existing

2nd Street & Cleveland Avenue



Proposed



Existing

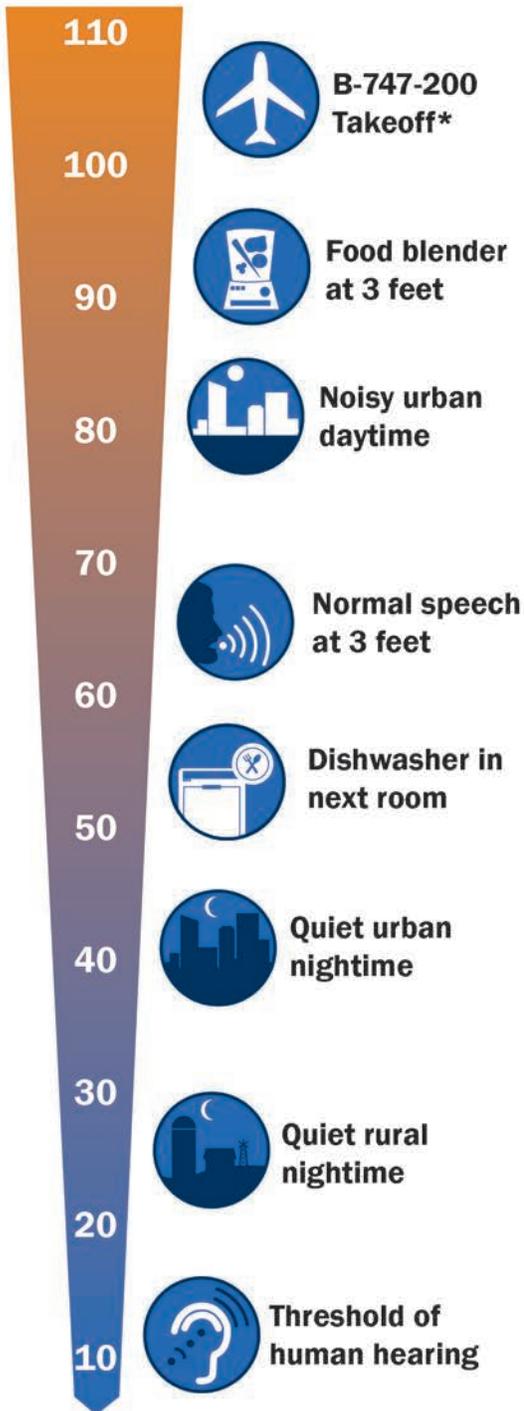
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Proposed

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-35W North Corridor Project?

MnDOT conducted a noise study along I-35W between Highway 36 and north of Sunset Avenue (County Road 53) to determine if noise walls would reduce the level of noise in the community adjacent to the project. Currently, traffic noise along I-35W exceeds the state's noise standards and a noise wall would reduce the noise levels at certain locations in the community by at least 5 decibels. MnDOT must comply with the noise limit requirements set by the State of Minnesota (MN Rules Chp 7030) and the Federal Highway Administration (23 C.F.R. 772).

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

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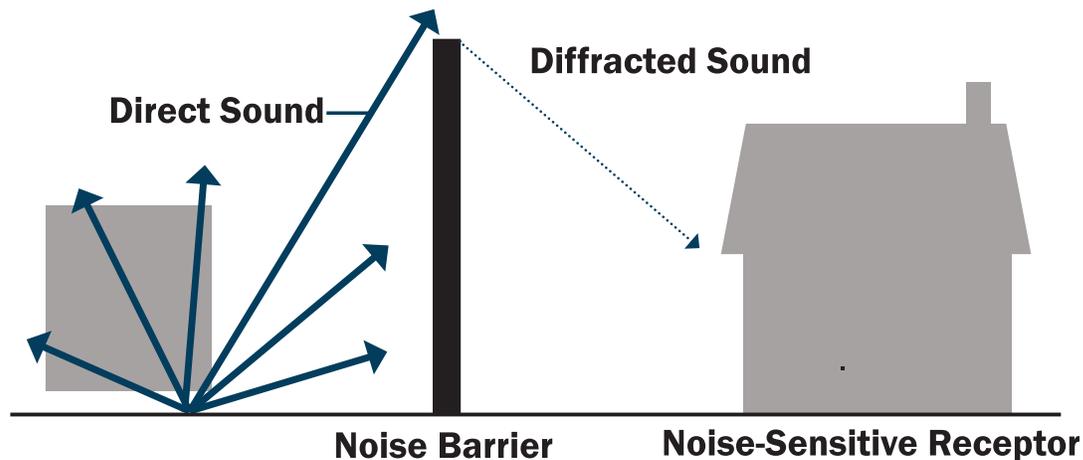
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I-35W North Corridor Proposed Noise Walls

County Road E2 to County Road F (Noise Wall SE1)

Why you are receiving this information

The Minnesota Department of Transportation (MnDOT) recently conducted a noise study along I-35W and determined a noise wall constructed on the west side of I-35W from County Road E2 to County Road F 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 west side of I-35W (County Road E2 to County Road F).

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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

Monday, Sept. 19, 2016
5:30-7:00 PM
Oasis Park
1700 County Rd C2 West
Roseville

Monday, Sept. 19, 2016
5:30-7:00 PM
New Brighton City Hall
803 Old Hwy 8
New Brighton

Wednesday, Sept. 21, 2016
5:30-7:00 PM
Mounds View Comm. Center
5394 Edgewood Drive
Mounds View

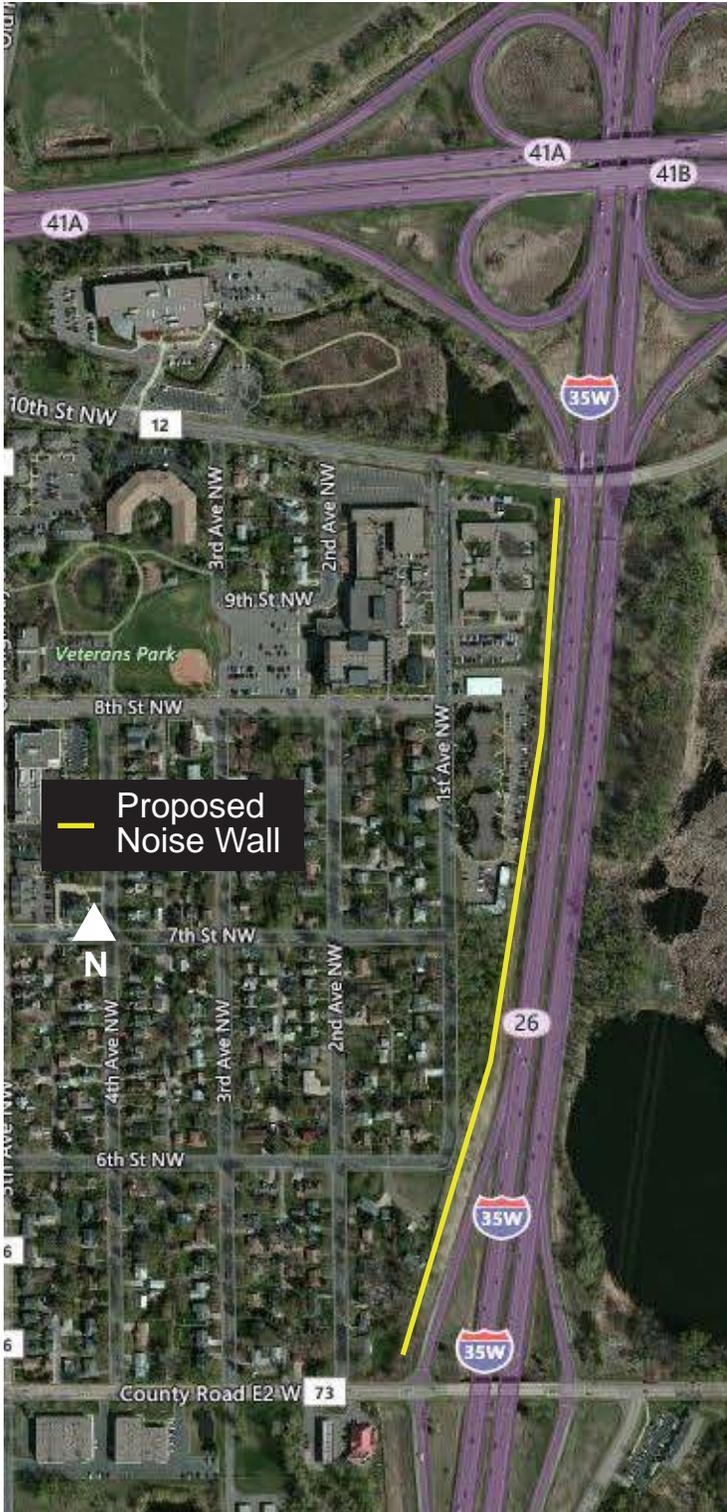
Wednesday, Sept. 21, 2016
5:30-7:00 PM
Rasmussen College
3629 95th Avenue
Blaine

Computer Generated Visualizations

What will the noise wall look like?

The noise wall will be 20 feet tall, built with wood planks and concrete posts. The visuals below are based on the information available July 1, 2016 and should not be interpreted as an exact design of this project.

County Road E2 to County Road F (Noise Wall SE1)



Existing

Looking East From 6th St NW



Proposed



Existing

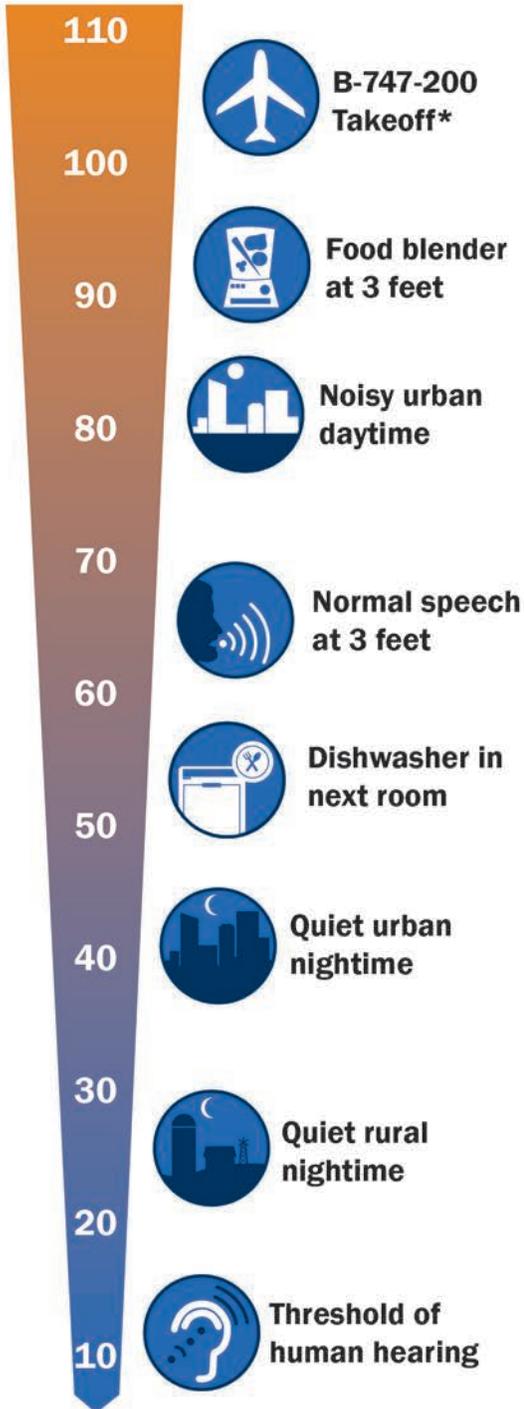
Looking East From 8th St NW & 1st Ave NW



Proposed

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-35W North Corridor Project?

MnDOT conducted a noise study along I-35W between Highway 36 and north of Sunset Avenue (County Road 53) to determine if noise walls would reduce the level of noise in the community adjacent to the project. Currently, traffic noise along I-35W exceeds the state's noise standards and a noise wall would reduce the noise levels at certain locations in the community by at least 5 decibels. MnDOT must comply with the noise limit requirements set by the State of Minnesota (MN Rules Chp 7030) and the Federal Highway Administration (23 C.F.R. 772).

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.

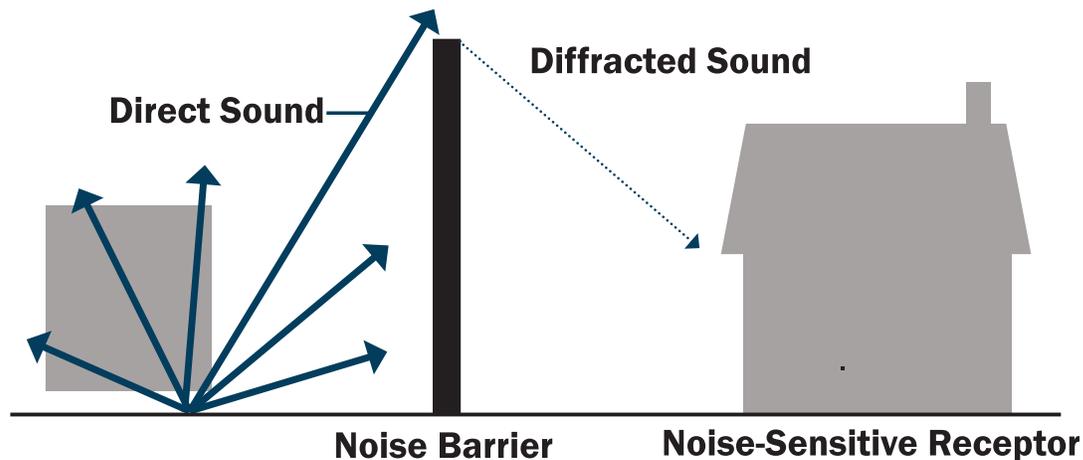
When will the noise wall be installed?

The noise wall would be installed as part of the overall construction project, which is anticipated to begin in 2018 (tentative schedule - subject to change depending upon funding and project delivery method).

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 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-35W North Corridor project?

Visit MnDOT's project website at <http://www.dot.state.mn.us/metro/projects/i35wroseville/index.html>



I-35W North Corridor Proposed Noise Walls

I-35W (County Road I to Highway 10) and Highway 10 (I-35W to 1,400 feet west of I-35W)
(Noise Wall S1)

Why you are receiving this information

The Minnesota Department of Transportation (MnDOT) recently conducted a noise study along I-35W and Highway 10 and determined a noise wall constructed on the west side of I-35W (County Road I to Highway 10) and south side of Highway 10 (I-35W to 1,400 feet west of I-35W) 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 west side of I-35W (County Road I to Highway 10) and south side of Highway 10 (west of I-35W).

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 6, 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

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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

Monday, Sept. 19, 2016
5:30-7:00 PM
Oasis Park
1700 County Rd C2 West
Roseville

Monday, Sept. 19, 2016
5:30-7:00 PM
New Brighton City Hall
803 Old Hwy 8
New Brighton

Wednesday, Sept. 21, 2016
5:30-7:00 PM
Mounds View Comm. Center
5394 Edgewood Drive
Mounds View

Wednesday, Sept. 21, 2016
5:30-7:00 PM
Rasmussen College
3629 95th Avenue
Blaine

Computer Generated Visualizations

What will the noise wall look like?

The noise wall will be ~~14 feet tall~~, built with wood planks and concrete posts. The visuals below are based on the information available July 1, 2016 and should not be interpreted as an exact design of this project.

I-35W (County Road I to Highway 10) and Highway 10 (I-35W to 1,400 feet west of I-35W) (Noise Wall SI1)

Note: proposed noise wall will be 20 feet tall.



Existing

View from Oakwood Drive (Looking east)

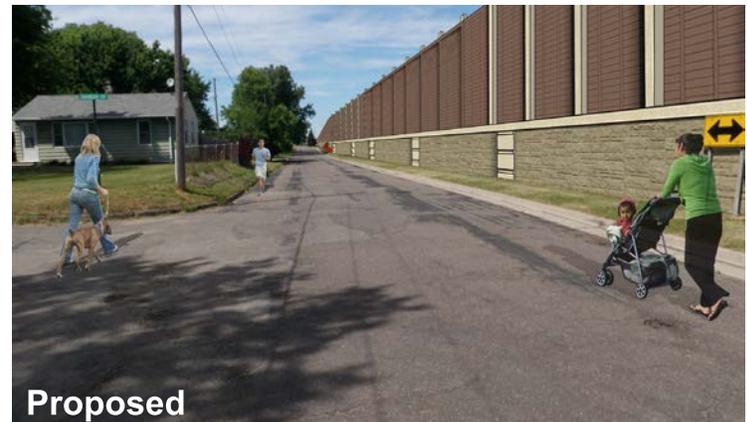


Proposed



Existing

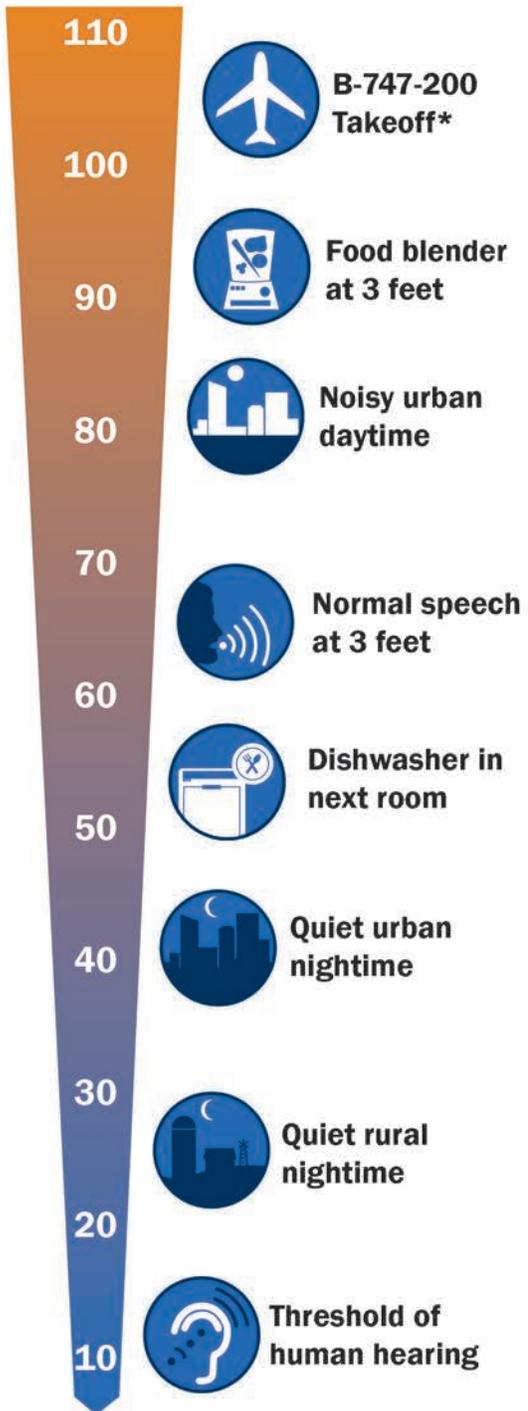
View from Oakwood Drive (Looking north)



Proposed

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-35W North Corridor Project?

MnDOT conducted a noise study along I-35W between Highway 36 and north of Sunset Avenue (County Road 53) to determine if noise walls would reduce the level of noise in the community adjacent to the project. Currently, traffic noise along I-35W exceeds the state's noise standards and a noise wall would reduce the noise levels at certain locations in the community by at least 5 decibels. MnDOT must comply with the noise limit requirements set by the State of Minnesota (MN Rules Chp 7030) and the Federal Highway Administration (23 C.F.R. 772).

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.

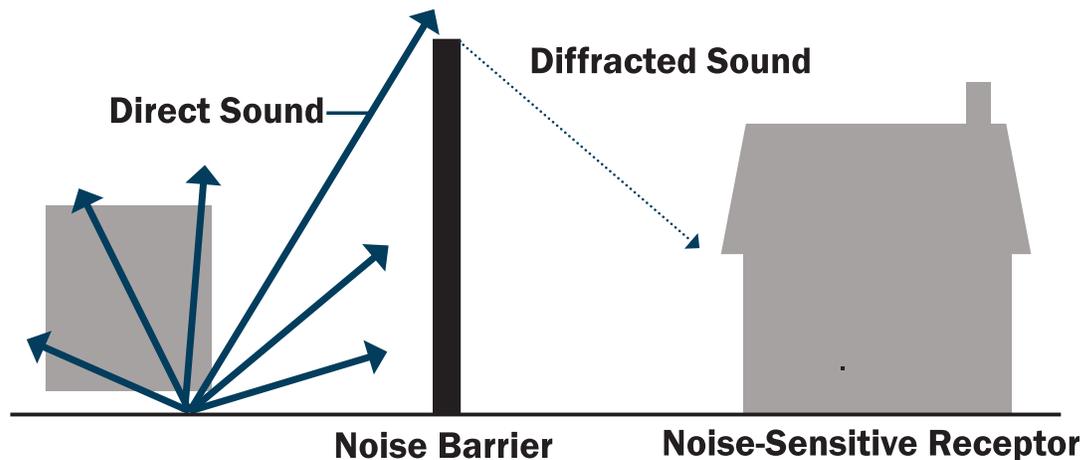
When will the noise wall be installed?

The noise wall would be installed as part of the overall construction project, which is anticipated to begin in 2018 (tentative schedule - subject to change depending upon funding and project delivery method).

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 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-35W North Corridor project?

Visit MnDOT's project website at <http://www.dot.state.mn.us/metro/projects/i35wroseville/index.html>



I-35W North Corridor Proposed Noise Walls

¾-mile east of County Road J to ½-mile west of I-35W (Noise Wall SJ1)

Why you are receiving this information

The Minnesota Department of Transportation (MnDOT) recently conducted a noise study along I-35W and Highway 10 and determined a noise wall constructed on the south side of Highway 10 from ¾-mile east of County Road J to ½-mile west of I-35W 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 south side of Highway 10 (east of County Road J to west of I-35W).

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 6, 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

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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

Monday, Sept. 19, 2016
5:30-7:00 PM
Oasis Park
1700 County Rd C2 West
Roseville

Monday, Sept. 19, 2016
5:30-7:00 PM
New Brighton City Hall
803 Old Hwy 8
New Brighton

Wednesday, Sept. 21, 2016
5:30-7:00 PM
Mounds View Comm. Center
5394 Edgewood Drive
Mounds View

Wednesday, Sept. 21, 2016
5:30-7:00 PM
Rasmussen College
3629 95th Avenue
Blaine

Computer Generated Visualizations

What will the noise wall look like?

The noise wall will be 20 feet tall, built with wood planks and concrete posts. The visuals below are based on the information available July 1, 2016 and should not be interpreted as an exact design of this project.

$\frac{3}{4}$ -mile east of County Road J to $\frac{1}{2}$ -mile west of I-35W (Noise Wall SJ1)



Existing

View from Edgewood Drive



Proposed



Existing

View from Jackson Drive

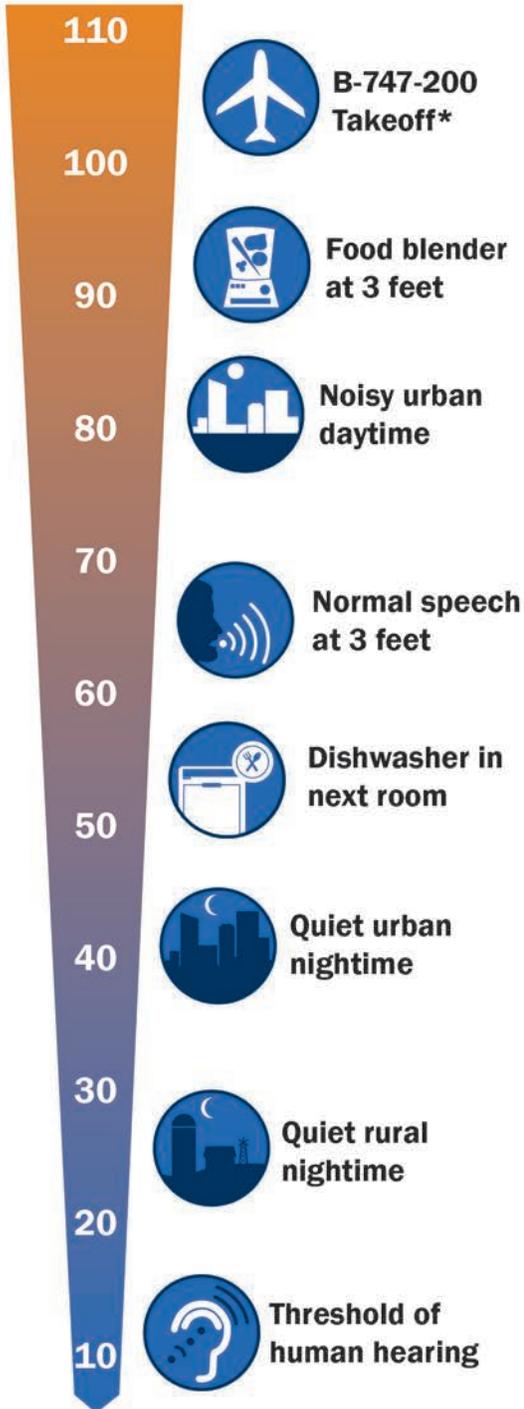


Proposed



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-35W North Corridor Project?

MnDOT conducted a noise study along I-35W between Highway 36 and north of Sunset Avenue (County Road 53) to determine if noise walls would reduce the level of noise in the community adjacent to the project. Currently, traffic noise along I-35W exceeds the state's noise standards and a noise wall would reduce the noise levels at certain locations in the community by at least 5 decibels. MnDOT must comply with the noise limit requirements set by the State of Minnesota (MN Rules Chp 7030) and the Federal Highway Administration (23 C.F.R. 772).

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.

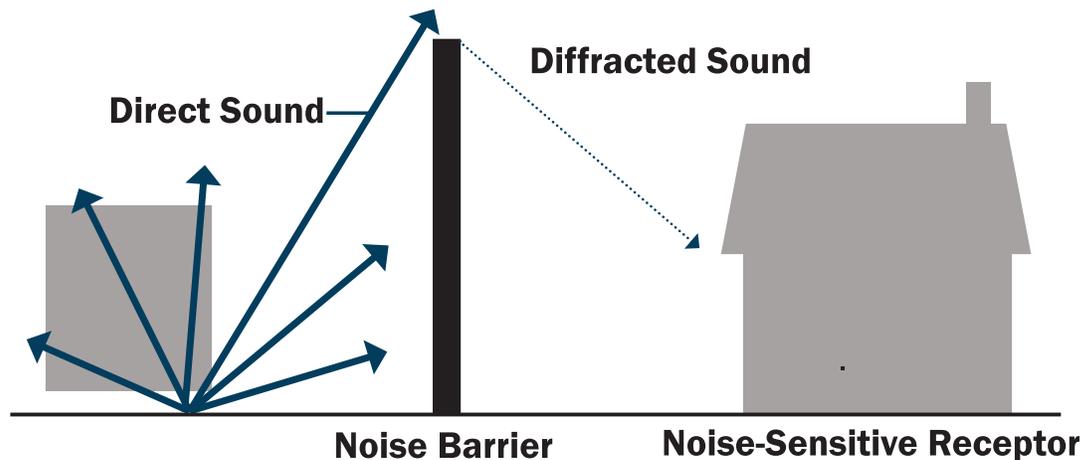
When will the noise wall be installed?

The noise wall would be installed as part of the overall construction project, which is anticipated to begin in 2018 (tentative schedule - subject to change depending upon funding and project delivery method).

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 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-35W North Corridor project?

Visit MnDOT's project website at <http://www.dot.state.mn.us/metro/projects/i35wroseville/index.html>



I-35W North Corridor Proposed Noise Walls

Lake Drive to 800 feet south of 95th Avenue (Noise Wall NK1)

Why you are receiving this information

The Minnesota Department of Transportation (MnDOT) recently conducted a noise study along I-35W and determined a noise wall constructed on the east side of I-35W from Lake Drive to 800 feet south of 95th Avenue (County Road 52) 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 east side of I-35W (Lake Drive to south of 95th Avenue).

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 6, 2016**.

Translation Available

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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

Monday, Sept. 19, 2016
5:30-7:00 PM
Oasis Park
1700 County Rd C2 West
Roseville

Monday, Sept. 19, 2016
5:30-7:00 PM
New Brighton City Hall
803 Old Hwy 8
New Brighton

Wednesday, Sept. 21, 2016
5:30-7:00 PM
Mounds View Comm. Center
5394 Edgewood Drive
Mounds View

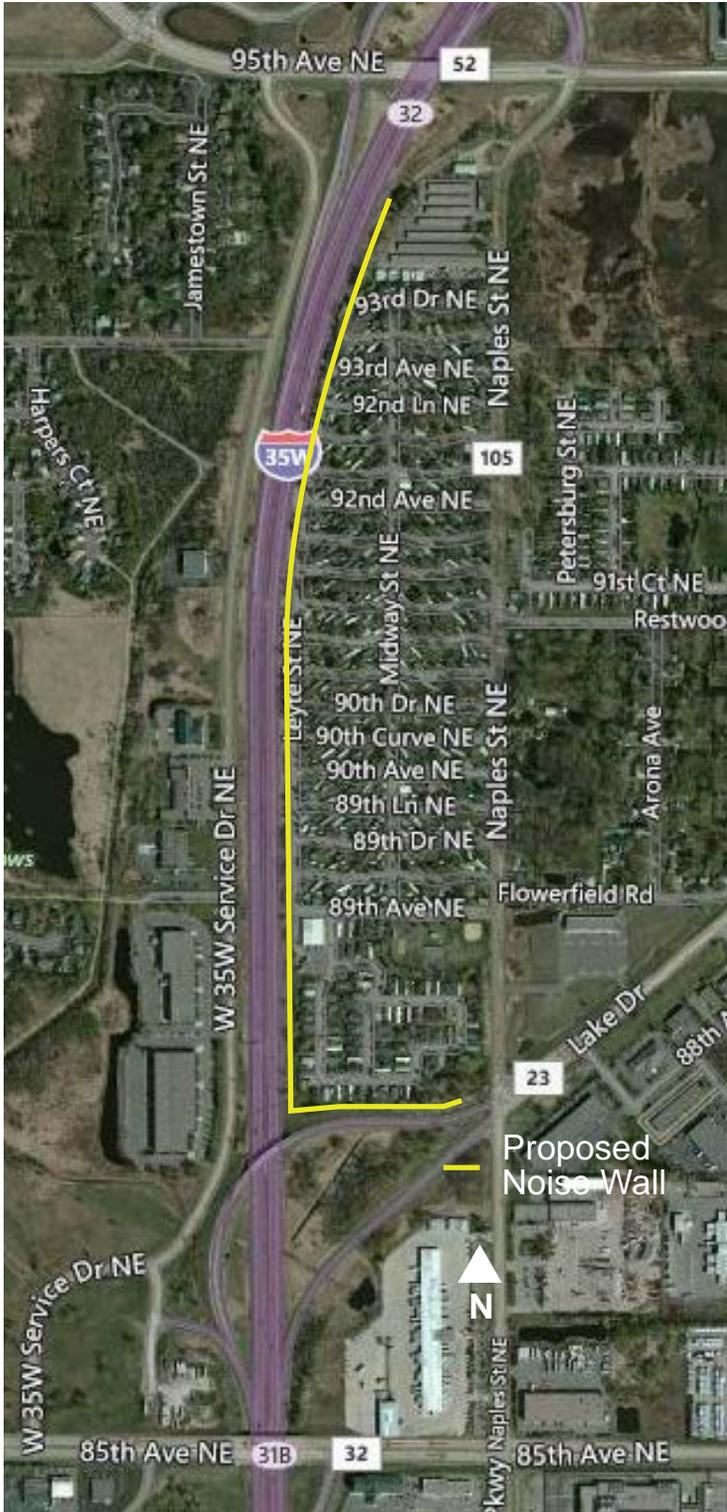
Wednesday, Sept. 21, 2016
5:30-7:00 PM
Rasmussen College
3629 95th Avenue
Blaine

Computer Generated Visualizations

What will the noise wall look like?

The noise wall will be 20 feet tall, built with wood planks and concrete posts. The visuals below are based on the information available July 1, 2016 and should not be interpreted as an exact design of this project.

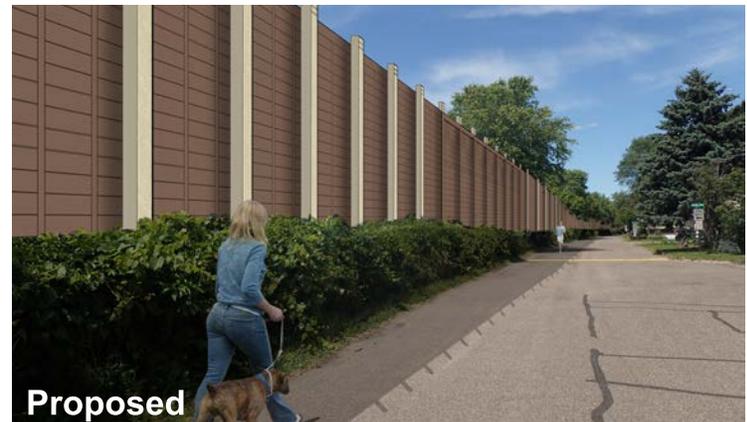
Lake Drive to 800 feet south of 95th Avenue
(Noise Wall NK1)



Looking west from 92nd Avenue



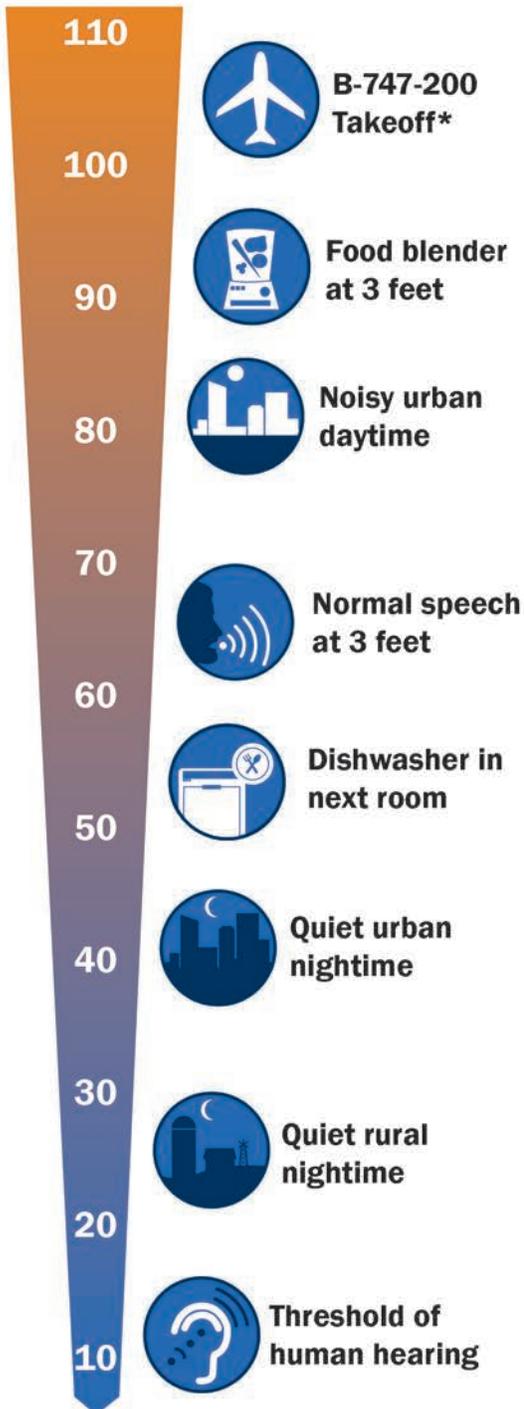
Looking west from 89th Avenue



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-35W North Corridor Project?

MnDOT conducted a noise study along I-35W between Highway 36 and north of Sunset Avenue (County Road 53) to determine if noise walls would reduce the level of noise in the community adjacent to the project. Currently, traffic noise along I-35W exceeds the state's noise standards and a noise wall would reduce the noise levels at certain locations in the community by at least 5 decibels. MnDOT must comply with the noise limit requirements set by the State of Minnesota (MN Rules Chp 7030) and the Federal Highway Administration (23 C.F.R. 772).

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.

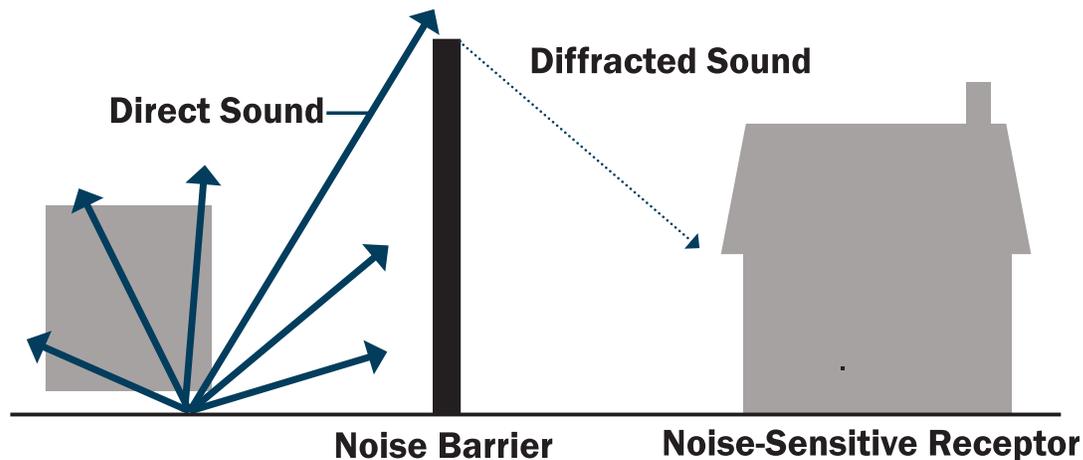
When will the noise wall be installed?

The noise wall would be installed as part of the overall construction project, which is anticipated to begin in 2018 (tentative schedule - subject to change depending upon funding and project delivery method).

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 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-35W North Corridor project?

Visit MnDOT's project website at <http://www.dot.state.mn.us/metro/projects/i35wroseville/index.html>



I-35W North Corridor Proposed Noise Walls

1,300 feet north of 95th Avenue to 2,200 feet south of Lexington Avenue (Noise Wall NL1)

Why you are receiving this information

The Minnesota Department of Transportation (MnDOT) recently conducted a noise study along I-35W and determined a noise wall constructed on the east side of I-35W from 1,300 feet north of 95th Avenue (County Road 52) to 2,200 feet south of Lexington Avenue (County Road 17) 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 east side of I-35W (north of 95th Avenue to south of Lexington Avenue).

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 6, 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

Monday, Sept. 19, 2016
5:30-7:00 PM
Oasis Park
1700 County Rd C2 West
Roseville

Monday, Sept. 19, 2016
5:30-7:00 PM
New Brighton City Hall
803 Old Hwy 8
New Brighton

Wednesday, Sept. 21, 2016
5:30-7:00 PM
Mounds View Comm. Center
5394 Edgewood Drive
Mounds View

Wednesday, Sept. 21, 2016
5:30-7:00 PM
Rasmussen College
3629 95th Avenue
Blaine

Computer Generated Visualizations

What will the noise wall look like?

The noise wall will be 20 feet tall, built with wood planks and concrete posts. The visuals below are based on the information available July 1, 2016 and should not be interpreted as an exact design of this project.

1,300 feet north of 95th Avenue to 2,200 feet south of Lexington Avenue (Noise Wall NL1)



Existing

Looking Northeast from Trail



Proposed



Existing

Looking Northeast from Hamline Avenue

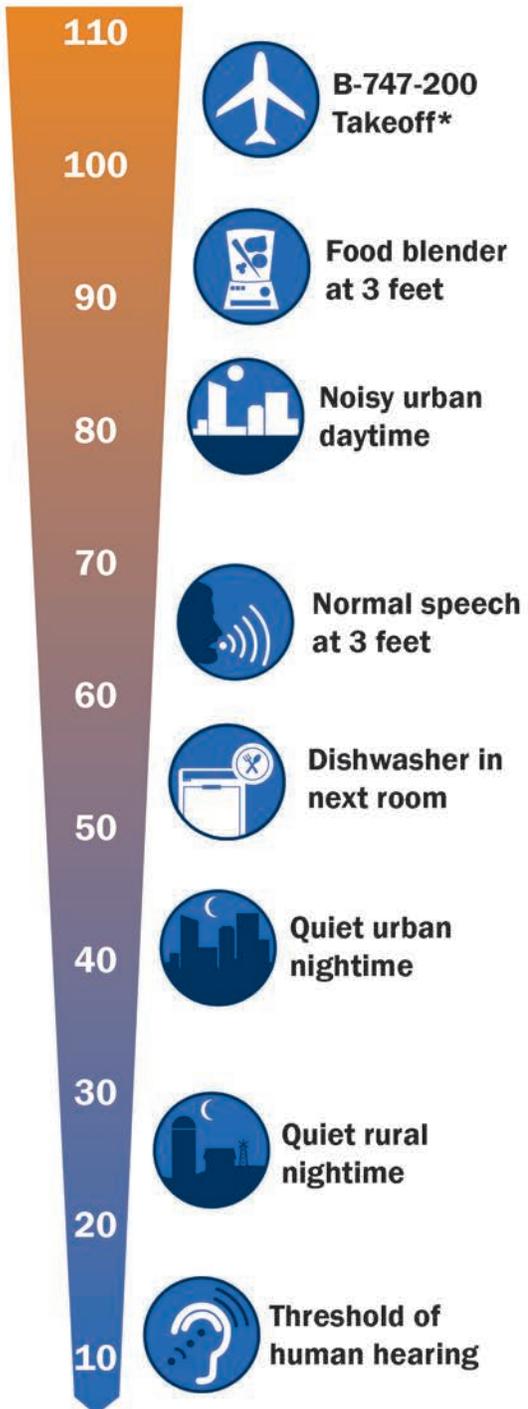


Proposed



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-35W North Corridor Project?

MnDOT conducted a noise study along I-35W between Highway 36 and north of Sunset Avenue (County Road 53) to determine if noise walls would reduce the level of noise in the community adjacent to the project. Currently, traffic noise along I-35W exceeds the state's noise standards and a noise wall would reduce the noise levels at certain locations in the community by at least 5 decibels. MnDOT must comply with the noise limit requirements set by the State of Minnesota (MN Rules Chp 7030) and the Federal Highway Administration (23 C.F.R. 772).

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.

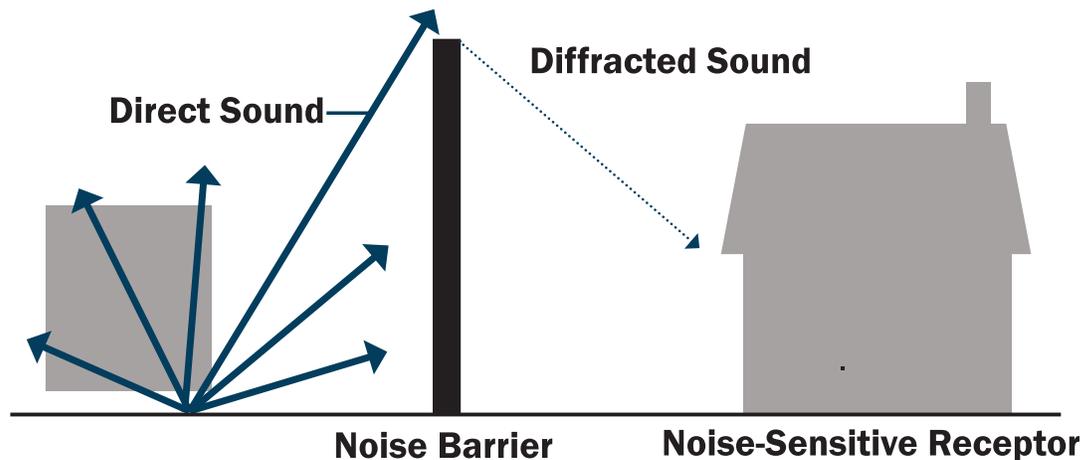
When will the noise wall be installed?

The noise wall would be installed as part of the overall construction project, which is anticipated to begin in 2018 (tentative schedule - subject to change depending upon funding and project delivery method).

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 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?

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I-35W North Corridor Proposed Noise Walls

Sunset Avenue to 1,700 feet east of Sunset Avenue (Noise Wall NN1)

Why you are receiving this information

The Minnesota Department of Transportation (MnDOT) recently conducted a noise study along I-35W and determined a noise wall constructed on the south side of I-35W from Sunset Avenue (County Road 53) to 1,700 feet east of Sunset Avenue 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 south side of I-35W (east of Sunset Avenue).

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 6, 2016**.

Translation Available

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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.

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The noise wall will be 20 feet tall, built with wood planks and concrete posts. The visuals below are based on the information available July 1, 2016 and should not be interpreted as an exact design of this project.

Sunset Avenue to 1,700 feet east of Sunset Avenue (Noise Wall NN1)



Existing

View from Willow Pond Trail

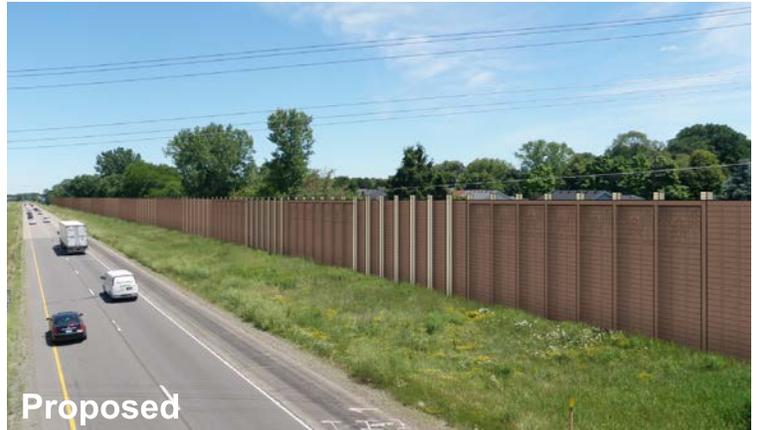


Proposed

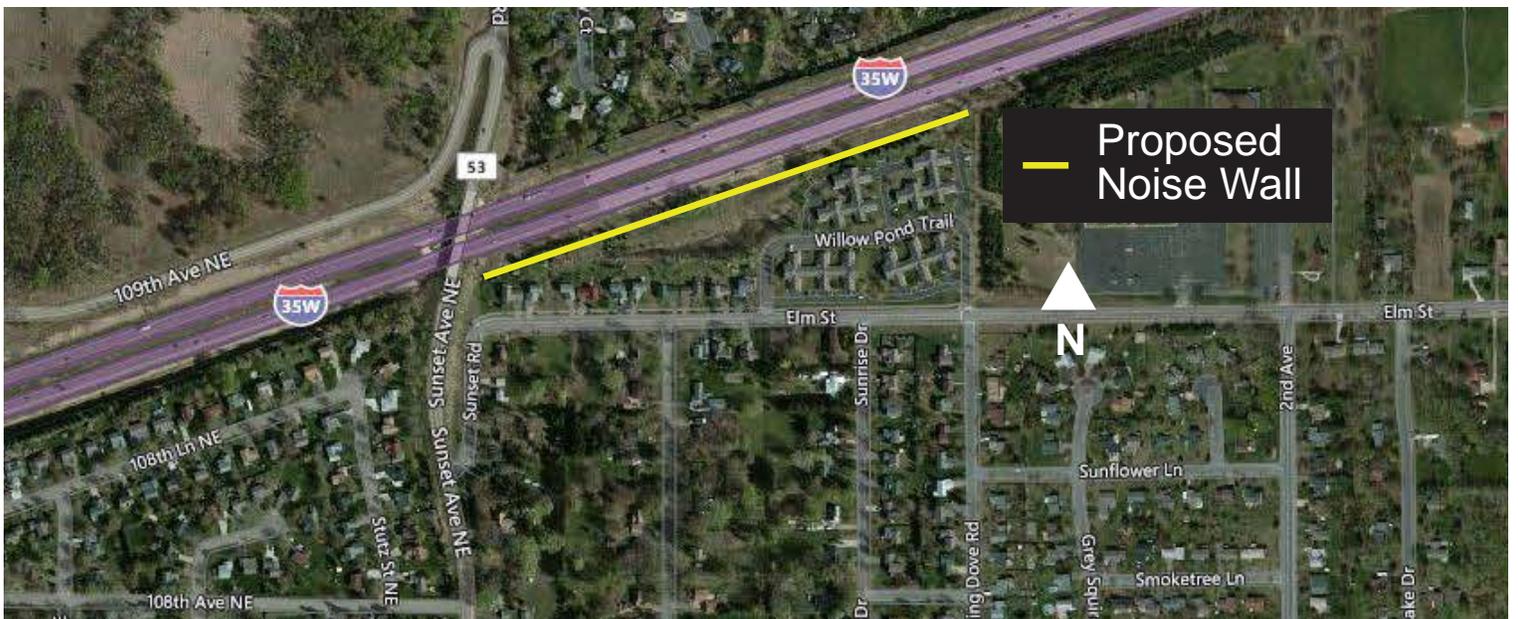


Existing

View from Sunset Avenue Bridge



Proposed

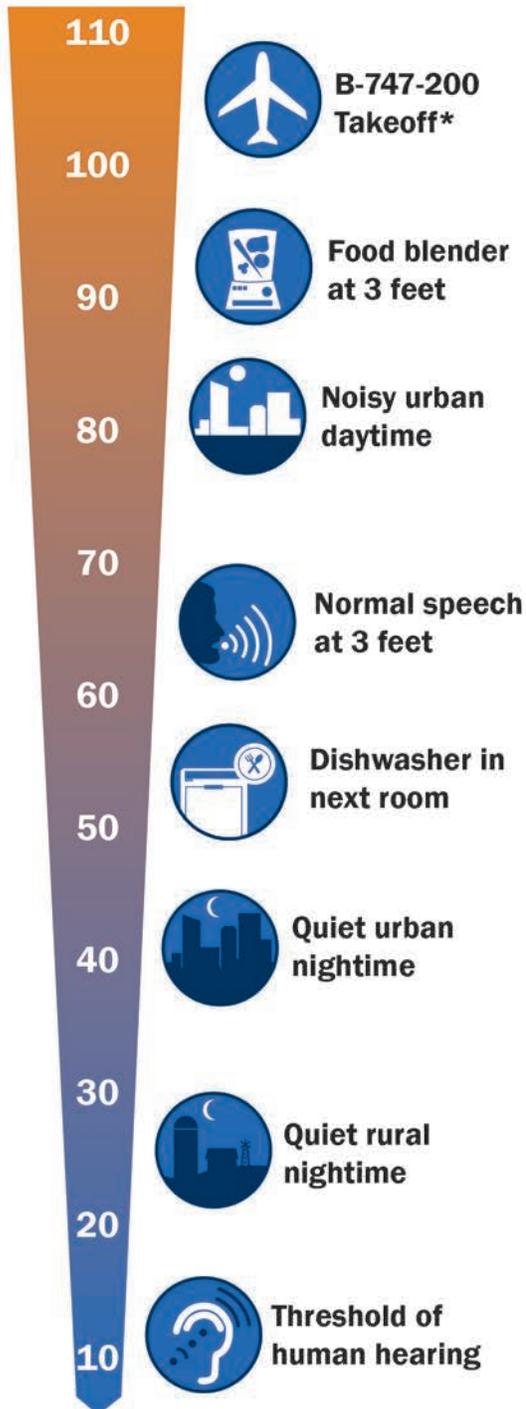


Proposed
Noise Wall



Frequently-Asked Questions

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

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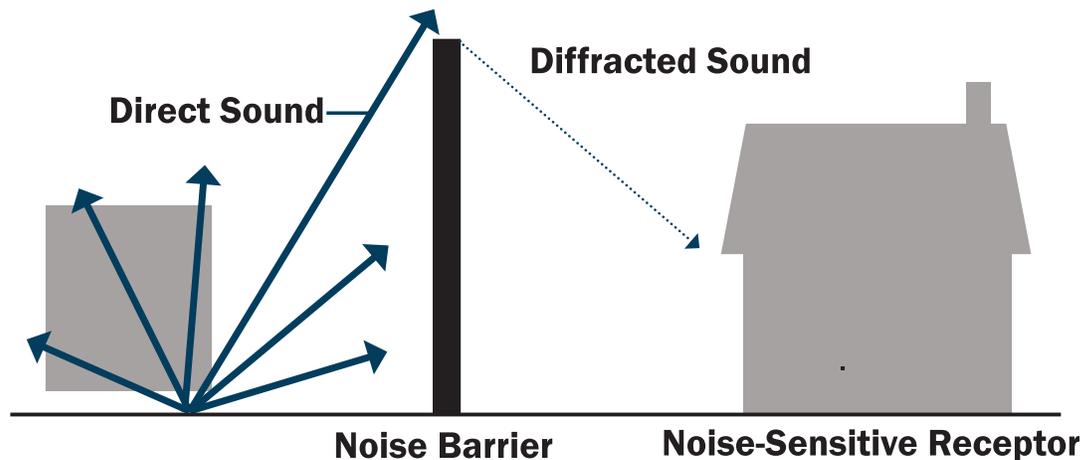
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