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Meeting Notes

Subject: Noise Advisory Committee Meeting		
Project: TH100 Reconsturction Project	Meeting Location:	St Louis Park City Hall
Meeting Date: Thursday, October 27, 2011	Notes by:	HDR

ATTENDEES

Peter Wasko, MnDOT
April Crockett, MnDOT
Scott Brink, City of St. Louis Park
Meg McMonigal, City of St. Louis Park
Mike Parsons, HDR
Emily Siedschlag, HDR
Brian Driscoll, Triangle Neighborhood
Nancy Klaber, Birchwood Neighborhood
Curt Petersen, Fern Hill Neighborhood

PURPOSE OF THE NOISE ADVISORY COMMITTEE

The Noise Advisory Committee (NAC) provides two-way communication between the community and the project team regarding traffic noise. Meetings will educate committee members regarding the noise evaluation process and will assist the project team in understanding community issues and perspectives. The NAC will review noise analysis methodology and results of noise impact and mitigation analyses, and will assist with development of a mitigation plan. The NAC will also provide feedback to the city council and communicate project information to neighborhood residents.

Future NAC meetings

- The 2nd NAC meeting is tentatively scheduled for mid-January
- The 3rd NAC meeting is tentatively scheduled for Spring, if needed

MEETING SUMMARY

OVERVIEW

Mike Parsons gave a power point presentation with an overview of the TH100 Reconstruction Project and the basics of the noise analysis process. The power point is available on the MnDOT website at http://www.dot.state.mn.us/metro/projects/hwy100slp/.

PROJECT DESIGN

April Crockett, MnDOT Project Manager, walked the NAC members through the current TH100 Reconstruction Project concept. Key project elements include:

- Project limits – approximately 25 ½ Street to 36th Street

- Current Schedule
    - Letting 2014 – means when the project will go out to bid to contractors
    - Construction 2015 for approximately 2 years
- Bridge replacements at TH7 and at CSAH 5 (Minnetonka Blvd)
- Two railroad bridges will be replaced – currently one is used by Canadian Pacific Railroad and the other is used as a trail bridge
- Bring back 12 ft lanes (currently 11 ft lanes) and have 3 permanent thru lanes heading north and south and a shoulder on each side
- Pavements will be full reconstruction
- MnDOT is aware of and will be addressing contaminated soil material issues within the project area
- Potential for noise mitigation and potential noise walls
- Value Engineering (VE) was completed meaning an outside engineering firm reviewed MnDOT's design and provided improvement suggestions. Following MnDOT's review of the VE suggestions, the current concept may be tweaked
- MnDOT has been working on this project with the City, County and public for the past 1.5 years to develop the current concept
- The final geometric layout will be available for the public later this fall/winter.
- MnDOT will review how the pedestrian bridge is accessed
- Current concept has no home removals
- MnDOT is reviewing historic integrity of structures adjacent to the project

MnDOT anticipates requesting city approval in early 2012 and would like to host a public open house meeting prior to meeting with the city to provide information to the surrounding communities.

NOISE

The noise analysis will have to meet both Federal and State of Minnesota noise regulations. Minnesota's regulations are stricter than the Federal regulations. A noise wall would be built if there is a benefit (>5 dBA noise reduction) to the residences shielded by the wall and the residences approve the construction of a noise wall through the voting process as outlined below and in the powerpoint presentation linked to above.

Noise modeling will be completed by HDR Engineering (HDR) over the next few months to determine the existing and future noise conditions. Noise monitoring is done in 24-hour increments to identify daytime and nighttime noise conditions. The noise modeling will identify potential locations for noise walls and show the benefitted areas (decrease by at least 5 dBAs).

Additional noise modeling information:

- Several factors are plugged into the model including traffic levels, elevation, etc.
- A typical noise wall is a concrete post and wooden plank style wall.
- The noise specialists have never seen a wall increase noise conditions

- Residences located adjacent to the wall will have the most benefit
- Max wall height that MnDOT will construction is 20 feet, excluding bridges

DECISION PROCESS

If the modeling identifies a noise wall will decrease noise to residences, each home owner and renter, if appropriate, has the opportunity to vote on the construction of the noise wall. Only the people that will directly benefit from a noise reduction will have the opportunity to vote. The following outlines some key items from the process:

- Owners and residents will be notified of the project by direct mail. Each owner/resident that will benefit from a noise reduction will have the opportunity to vote on the noise wall.
- MnDOT uses a weighted voting system
- The mailing will initiate a formal voting process with a submittal due date
- No response is a yes vote - 51% no for a wall to be revoked
- Anticipate the decision process will begin in Spring 2012

QUESTIONS/COMMENTS

Visuals of the noise walls would be helpful for the public to understand where these would be located and what they'll look like from the street and from their home

- Before and after photos
- Visuals at open house meetings and on voting letter