

# Public Involvement Meeting Handout

**I-94  
Hudson–Baldwin  
WIS 35 South Interchange  
St. Croix County**

Project ID: 1020-00-15 (85)



**Oct. 12, 2023  
5 to 7 p.m.  
Hudson High School  
Room F109 (Fish Bowl)  
1501 Vine St., Hudson, WI 54016**

## Purpose of the meeting

The Wisconsin Department of Transportation (WisDOT) welcomes you to participate in the proposed improvement project on WIS 35 in the city of Hudson in St. Croix County.

Please take this opportunity to exchange information helpful to our mutual understanding of the proposed project and its potential impacts. You are encouraged to reach out to project staff, view the exhibits and comment on the proposed improvements. WisDOT appreciates your participation and comments regarding this project.

The meeting will follow an open-house format with a presentation at 5:15 P.M.

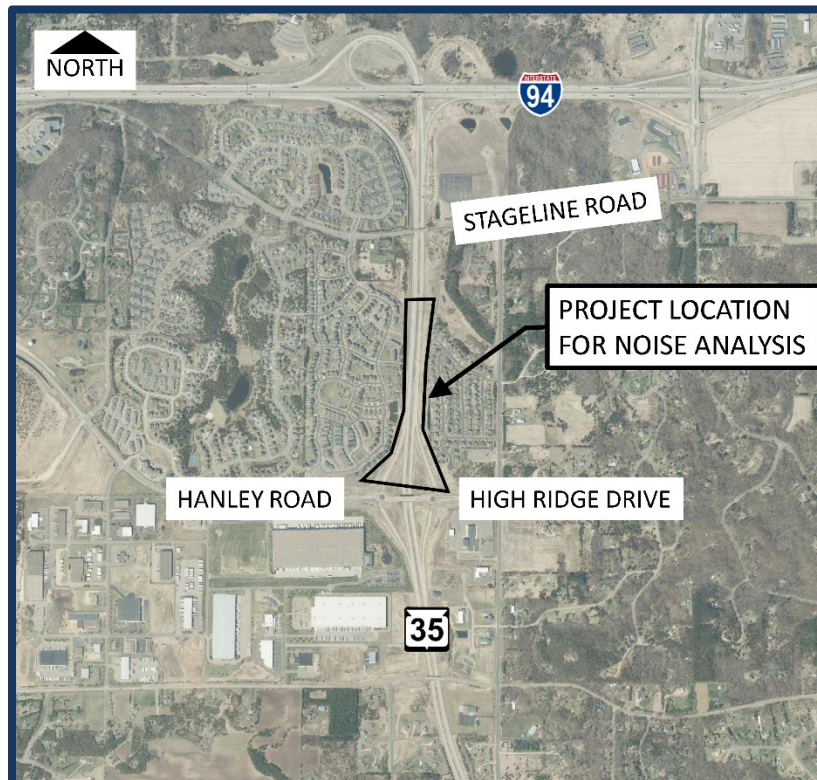
## Project information

WisDOT is proposing to mitigate potential noise impacts on WIS 35 between High Ridge Drive/Hanley Road and Stageline Road to protect the public's health, welfare and livability by potentially constructing noise walls.

### Noise Analysis Area:

The noise analysis area is located on WIS 35 between the High Ridge Drive/Hanley Road interchange and Stageline Road. This segment of WIS 35 south of I-94 was last rehabilitated between 2017 and 2019 when a southbound auxiliary lane was added between the High Ridge Drive/Hanley Road and I-94 interchanges.

**WIS 35 Location Map**



### Noise Analysis and Abatement Consideration:

In recent years, WisDOT has heard concerns from the public regarding the current traffic noise levels on WIS 35 near its intersection with High Ridge Drive and Hanley Road, prompting WisDOT to open an additional study of noise levels in this area to supplement a previous noise analysis completed for the installation of existing noise wall N-55-02 on the west side of WIS 35 between the High Ridge Drive/Hanley Road and Stageline Road (see attached Project Location Map).

To determine the future noise levels on the corridor, the Traffic Noise Model (TNM) from the Federal Highway Administration (FHWA) was used. The TNM was first calibrated to existing conditions after existing noise readings were taken in the field at the end of June 2023. Once the model was calibrated, future traffic volumes from 2037 were input via a traffic forecast developed by WisDOT, and an impact determination was made. Within the project limits on WIS 35, receptors are impacted when they have a predicted noise level of 66 dBA or more. dBA stands for A-weighted decibels, the standard weighting of sound pressure for most noise analysis. Future sound levels in design year 2037 at several receptors meet or exceed 66 dBA, so noise abatement measures were considered.

Please review the WisDOT brochure *Noise Barriers: What You Should Know* available tonight for additional information related to traffic noise analysis and abatement consideration in general.

### Noise Walls Proposed:

As a result of the noise analysis and abatement consideration, three noise walls are considered feasible and reasonable under the common noise environment criteria and proposed for consideration on WIS 35. They include:

- One on the west side of WIS 35 that would be an extension of existing noise wall N-55-02 and referred to as the Heritage Noise Wall;
- A second on the east side of WIS 35 southwest of Meadows Park and northwest of the Canary Way cul-de-sac referred to as the Meadowlark Noise Wall; and
- A third on the east side of WIS 35 between the highway and Meadowlark Drive/Meadowlark Lane referred to as the Canary Noise Wall.

If constructed, the proposed walls are anticipated to have a similar look, including color and texture (natural stone with no staining), to the existing noise wall N-55-02. An absorptive surface is anticipated on both sides to reduce noise levels from reflected sounds off the proposed noise walls. The walls are anticipated to be built within the right of way or state-owned property adjacent to WIS 35, so state and/or federal funds would be used to construct the walls.

The project is on the Section 106 screening list for archeology and history. The environmental document is anticipated to be completed in December 2023.

## **Proposed traffic impacts**

Construction could begin as early as spring 2025.

During construction, it is anticipated that the project would be constructed using single-lane closures as needed for access under peak hour restrictions. When no lanes are closed, the highway shoulders would be closed, including shoulders on the WIS 35 northbound entrance ramp and southbound exit ramp at the High Ridge Drive/Hanley Road interchange adjacent to the work.

## Real estate

Additional right of way is not anticipated to be required for this project.

## Project update/next steps

Now that noise walls have been determined feasible and reasonable on their own or within a common noise environment, a determination of whether or not the noise wall is likely to be incorporated into the project occurs. We are currently on this step of the process. With your help, we will be able to determine which proposed noise walls will potentially be taken forward into design and construction. The word “likely” is used because the final determination to construct the noise wall occurs in final design and approvals prior to construction.

## Public input/comments

### Noise Wall Voting:

Before a noise wall is constructed, each reasonable and feasible noise wall must receive a vote of support from a simple majority of all votes cast by adjacent landowners and residents of the benefited receptors. If the property you own or reside at is considered a benefited receptor, you are eligible to vote for or against the proposed noise wall.

For each benefited receptor that is owner-occupied, the owner will have one vote. For each benefited household that is not owner-occupied, both the owner will have one vote and each non-owner-occupied unit will have one vote.

If you own or reside in a property that is considered a benefited receptor, you should have received a ballot in the mail earlier as part of your meeting invite. If you have not received a ballot and believe you are eligible to vote, please reach out to Elizabeth Garfoot at Strand Associates, Inc.® tonight or via the contact information listed at the end of this handout.

We ask that benefited receptors return their ballots by **Nov. 13, 2023**, by:

- Using the provided postage paid envelope to mail it.
- Sending it via email to WisDOT Project Manager Daniel Rambo at [daniel.rambo@dot.wi.gov](mailto:daniel.rambo@dot.wi.gov).
- Dropping it in the ballot box tonight at the sign-in table.

Once all ballots are received and tallied, results will be sent to benefited receptors by mail.

### Feedback:

We encourage you to talk to the project representatives and ask them questions. Whether you are an eligible voter or not, additional feedback is welcome. Please share your thoughts via the comment form available at the sign-in table. Feel free to drop the comment form in the comment box before leaving. If you would like to submit it later, please submit it by **Nov. 13, 2023**, by email or mail to WisDOT Project Manager Daniel Rambo via the contact information at the end of this handout.

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

For more information, please contact:

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