



I-43 NORTH-SOUTH FREEWAY

CAPITOL DRIVE TO *just north of*
HAMPTON AVENUE

PRESENTATION OF NOISE BARRIER INFORMATION

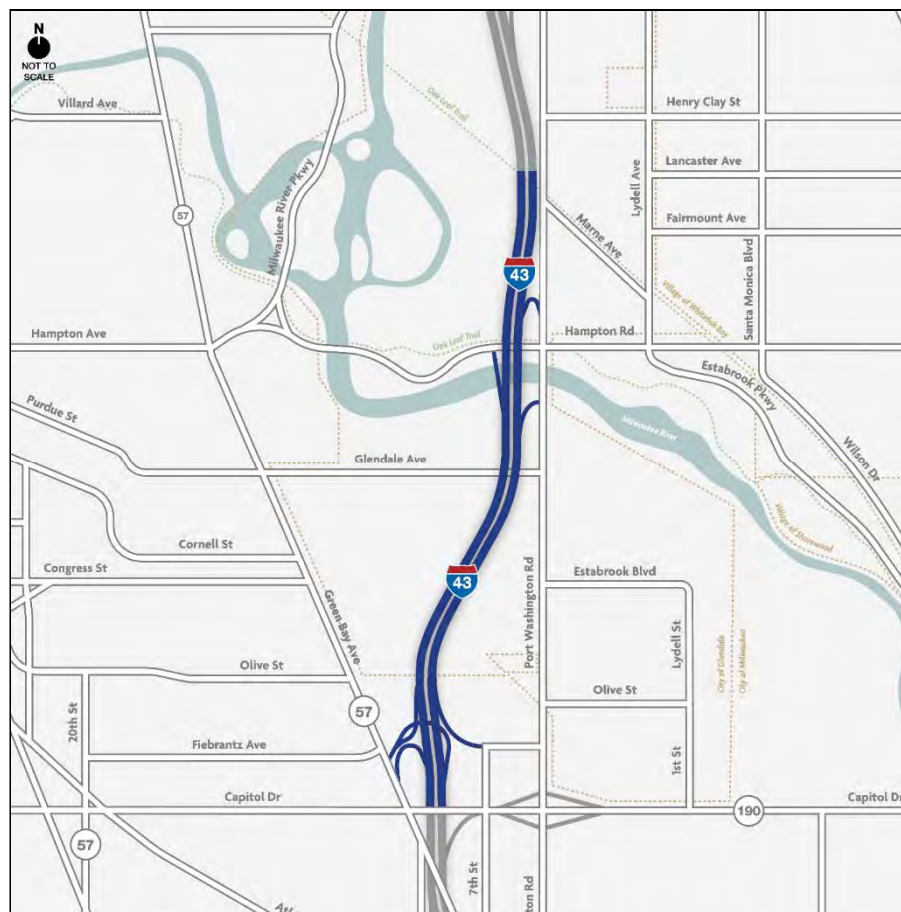
Spring 2020

THIS PRESENTATION

- **THANK YOU** for taking the time to review this information regarding noise barriers which may be built between Capitol Drive and Hampton Avenue on I-43.
- The Wisconsin Department of Transportation (WisDOT) welcomes your feedback on this project.



TAKING A QUICK STEP BACK, WHAT IS INCLUDED IN THIS PROJECT?



The project boundary is I-43 from Capitol Drive to just north of Hampton Avenue and will:

- Rehabilitate or replace bridges in the corridor
- Remove bridge over abandoned railroad yard
- Add auxiliary lane between Capitol Drive and Hampton Avenue
- Remove northbound exit to westbound Hampton Avenue
- Replace existing noise wall just south of the Milwaukee River
- Construct two stormwater ponds on existing right of way

 **1228-22-01/71**
(Capitol Drive to 2100 feet north of Hampton Avenue)



I-43: NORTH-SOUTH



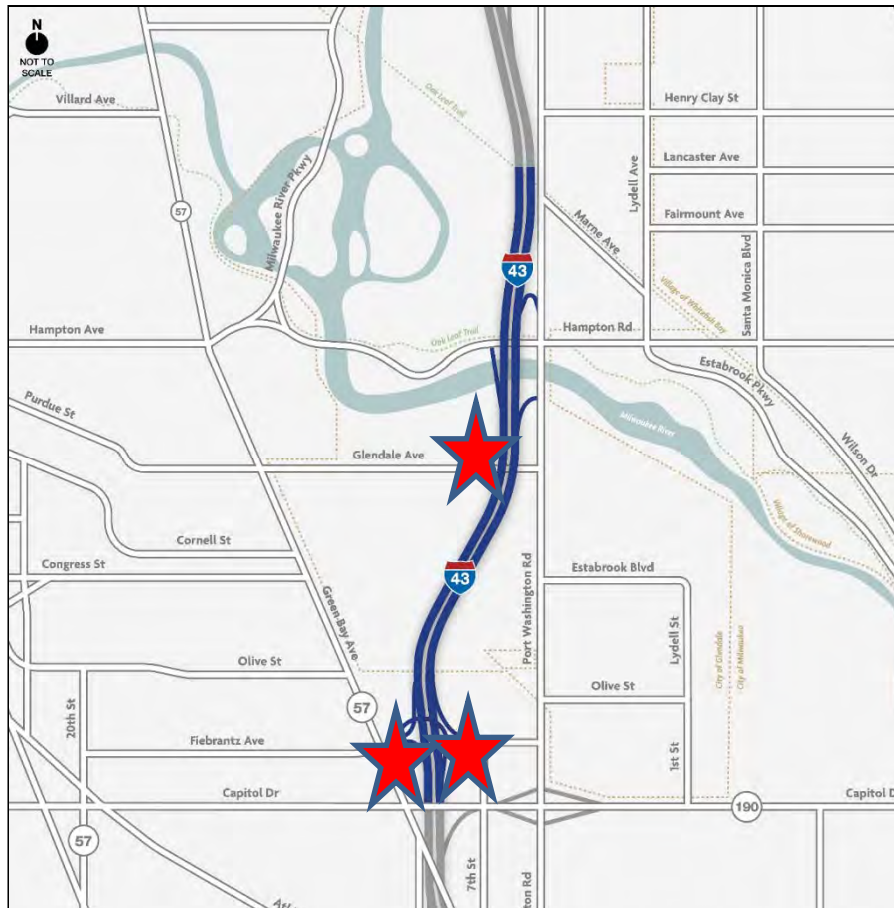
OTHER I-43 PROJECTS



- The project from Capitol Drive to Hampton is one of the on-going I-43 projects.
- WisDOT is planning projects throughout the I-43 corridor –from the Marquette Interchange to Grafton
- Information on all the projects is on the Southeast region website:
<https://wisconsindot.gov/Pages/projects/by-region/se/default.aspx>
- These are major investments by the State and Federal government



I-43 - POTENTIAL NOISE BARRIERS



- As part of this project, three sites ★ are being considered for noise barriers.
- The existing green noise barrier just south of the Milwaukee River on the west side of I-43 will be replaced as part of this project.
- Two new noise barriers are being considered for neighborhoods just north of Capitol Drive, on the east and west side of the freeway.

■ 1228-22-01/71
(Capitol Drive to 2100 feet north of Hampton Avenue)



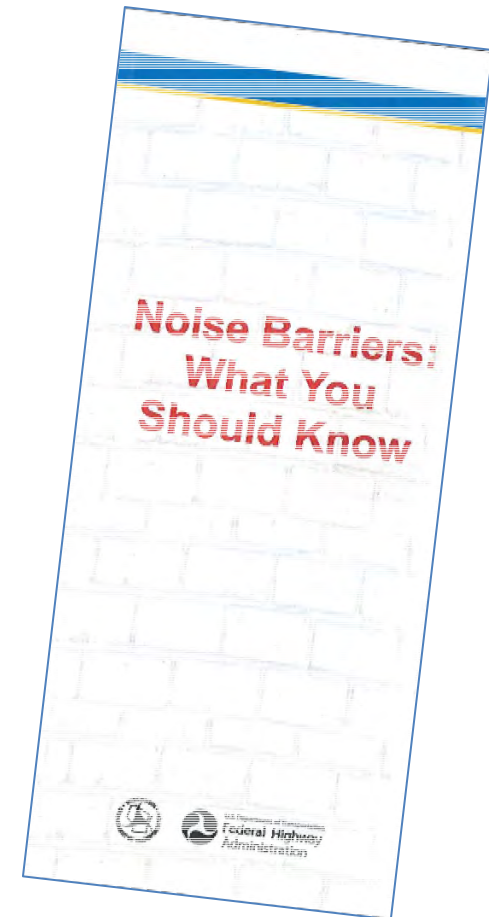
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HOW WILL WISDOT DECIDE IF THE NOISE BARRIERS ARE BUILT?

Noise barrier process

- Technical analysis - Noise analysis determines future noise level based on traffic and proximity of roadway to the homes
- Is the barrier reasonable and feasible.
- Vote from receptors most benefiting
- Funded as part of construction project
- The brochure on the right (link below) explains the noise barrier process.



<https://wisconsindot.gov/Documents/doing-bus/eng-consultants/cnslt-rsrcs/environment/noisebarrierbrochure.pdf>

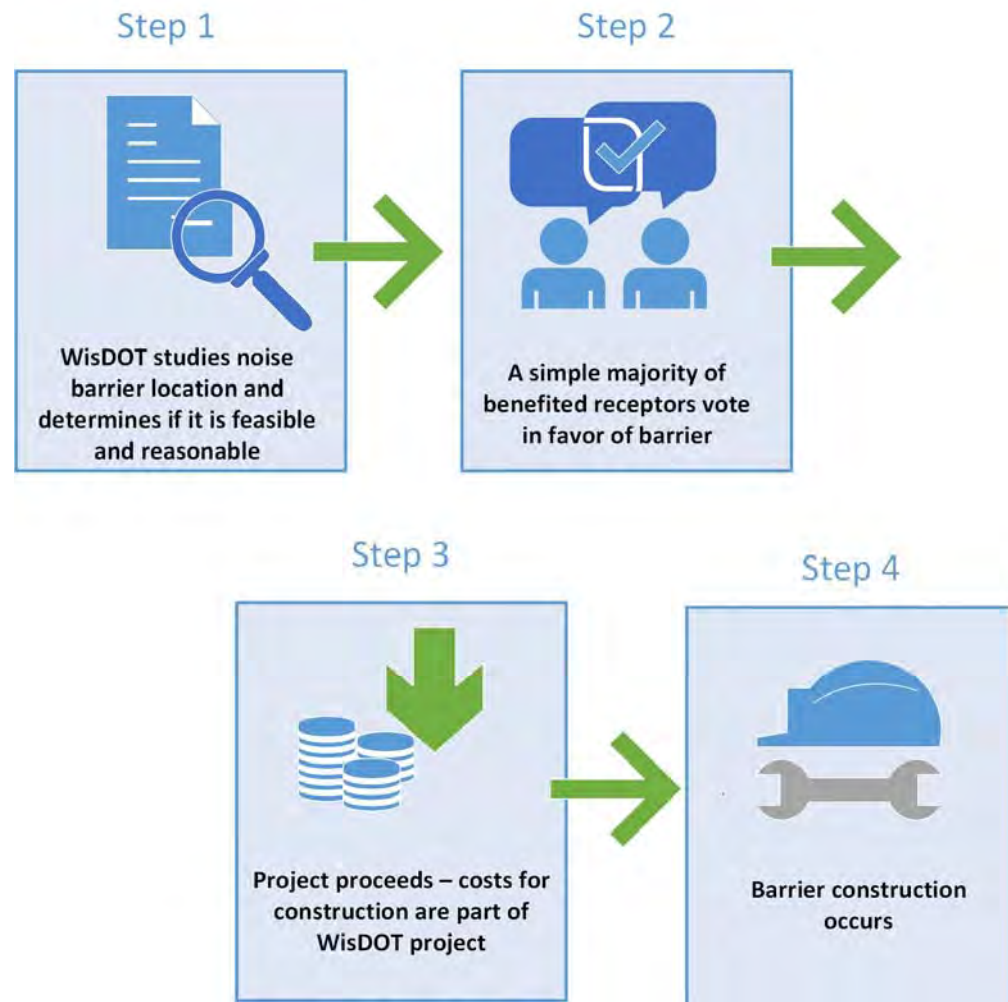
HOW IS REPLACING THE EXISTING NOISE BARRIER DIFFERENT THAN PROPOSED NEW BARRIERS?

Noise barrier process – I-43, just south of the Milwaukee River

- The existing barrier will be replaced without a vote
- The new barrier will be built in a similar footprint and height to the existing barrier



WHO MAKES THE DECISIONS AND WHO PAYS FOR THE NOISE BARRIERS?



*Benefited receptor – receive a minimum of eight (8) dB noise reduction

HOW WE MEASURE NOISE

- The decibel (abbreviated dB) is the unit used to measure the intensity of a sound
- Distance affects the intensity of sound -- if you are far away, the power is greatly diminished



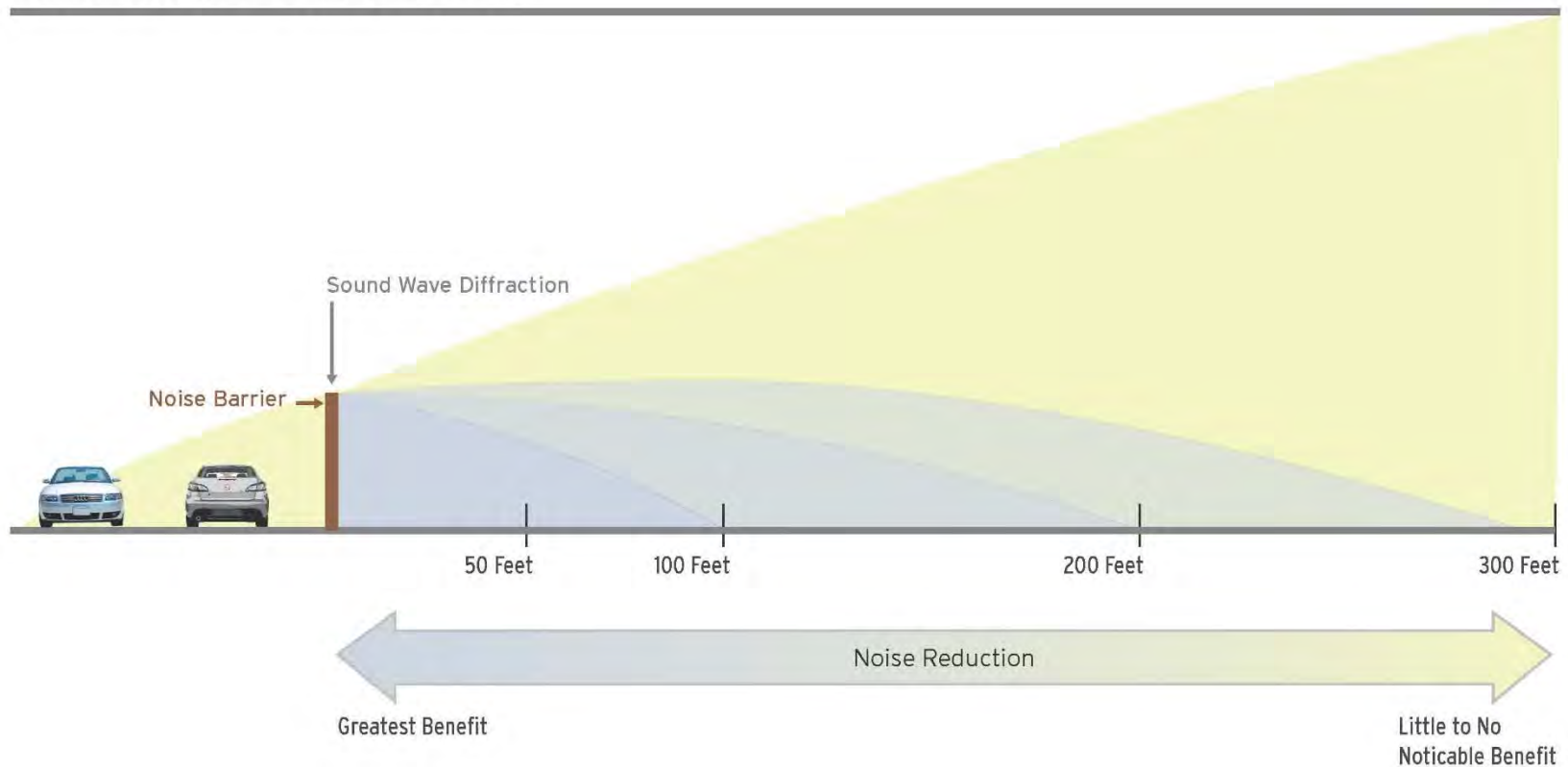
UNDERSTANDING NOISE LEVELS

Common Outdoor Noise Levels	Noise Level (dBA)	Common Indoor Noise Levels
Jet flyover at 1000 feet	110	Rock band
Gas lawn mower at 3 feet	100	Inside a subway train
Diesel truck at 50 feet	90	Blender at 3 feet
Noisy urban daytime	80	Garbage disposal at 3 feet Shouting at 3 feet
Gas lawnmower at 100 feet	70	Vacuum cleaner at 10 feet
Commercial area	60	Normal speech at 3 feet Large business office
Quiet urban daytime	50	Dishwasher next room
Quiet urban nighttime Quiet suburban nighttime	40	Small theater (background)
Quiet rural nighttime	30	Library Bedroom at night
	20	Concert hall (background)
	10	Broadcast and recording studio
		Threshold of hearing



UNDERSTANDING HOW EFFECTIVE NOISE BARRIERS ARE AT BLOCKING FREEWAY NOISE

Noise Barrier Effectiveness



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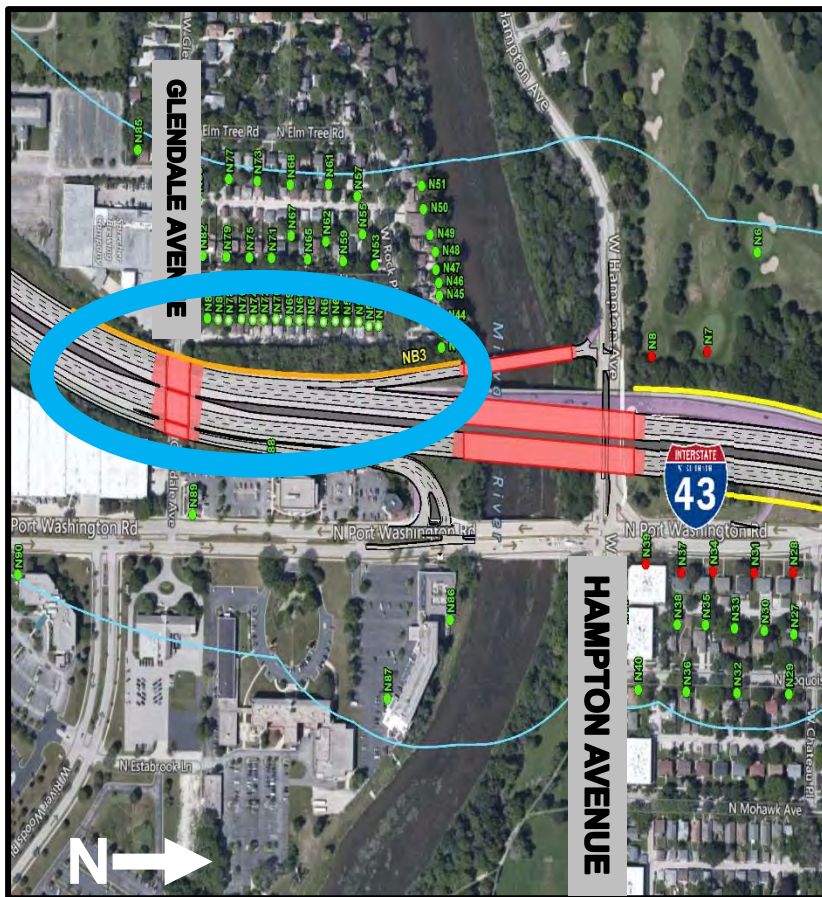


WHO GETS TO VOTE?

- Benefited receptors get to vote. Benefited receptor = a location receiving a minimum of eight (8) dB noise reduction
- Property owners and one occupant on non-owner occupied units get a vote
- Simple majority of votes cast will determine if barrier is built

WHAT IS THE REDUCTION IN NOISE LEVELS?

Here is a chart on noise reduction for the barrier just south of the Milwaukee River on the west side of I-43.



Receptor number	Address	Future Sound level - (dBA Without Wall)	Future Sound level - (dBA With Wall)	Change
52	4684 N Ironwood Lane	68	60	8
54	4678 N Ironwood Lane	69	60	9
56	4672 N Ironwood Lane	69	60	9
58	4666 N Ironwood Lane	69	60	9
60	4662 N Ironwood Lane	69	60	9
63	4658 N Ironwood Lane	69	60	9
64	4654 N Ironwood Lane	69	60	9
66	4648 N Ironwood Lane	69	60	9
69	4642 N Ironwood Lane	69	60	9
70	4636 N Ironwood Lane	69	60	9
72	4632 N Ironwood Lane	69	60	9
74	4626 N Ironwood Lane	69	60	9
76	4620 N Ironwood Lane	69	60	9
78	4616 N Ironwood Lane	69	61	8
80	4610 N Ironwood Lane	69	61	8

The height of noise barrier #3 is very similar to the existing noise barrier in this location.



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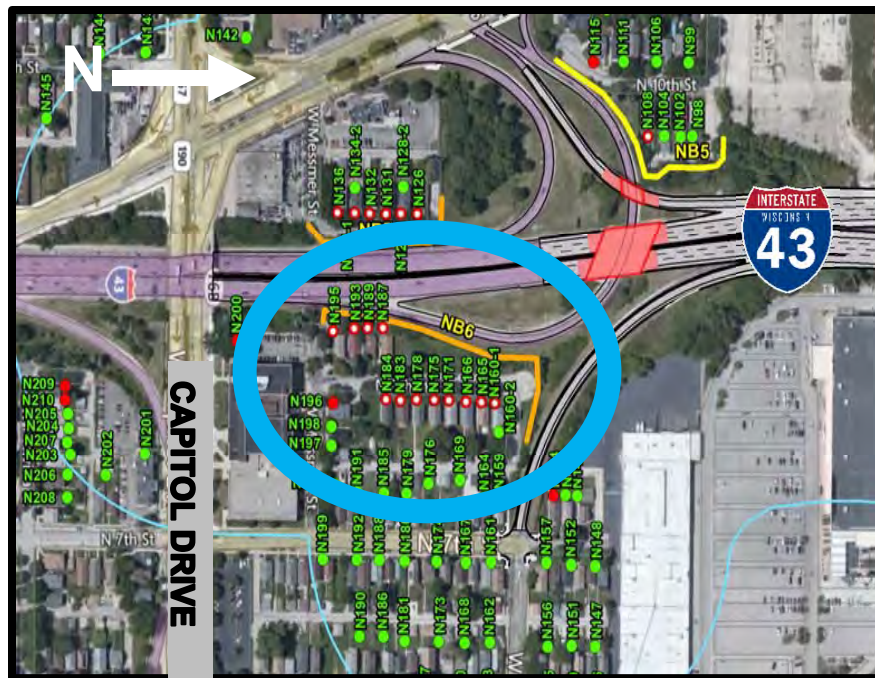
WHAT WILL THE NOISE BARRIER LOOK LIKE?

Here are some before/after renderings of what noise barrier #3 may look like just south of the Milwaukee River on the west side of I-43.



WHAT IS THE REDUCTION IN NOISE LEVELS?

Here is a chart on noise reduction for the barrier just north of Capitol Drive and just east of I-43



Receptor number	Address	Future Sound level - (dBA Without Wall)	Future Sound level - (dBA With Wall)	Change
160-1	4092 N. 8 th Street	66	58	8
165	4088 N. 8 th Street	66	58	8
166	4084 N. 8 th Street	66	58	8
171	4078 N. 8 th Street	67	59	8
175	4072 N. 8 th Street	68	59	9
178	4066 N. 8 th Street	69	60	9
183	4062 N. 8 th Street	69	60	9
184	4056 N. 8 th Street	69	60	9
187	4057 N. 8 th Street	77	62	15
189	4053 N. 8 th Street	77	63	14
193	4045 N. 8 th Street	77	64	13
195	4041 N. 8 th Street	76	68	8

The height of noise barrier #6 varies. On the south end it is 14ft, the north end is 18 ft, and the area in the middle of the wall is 22-24 ft.



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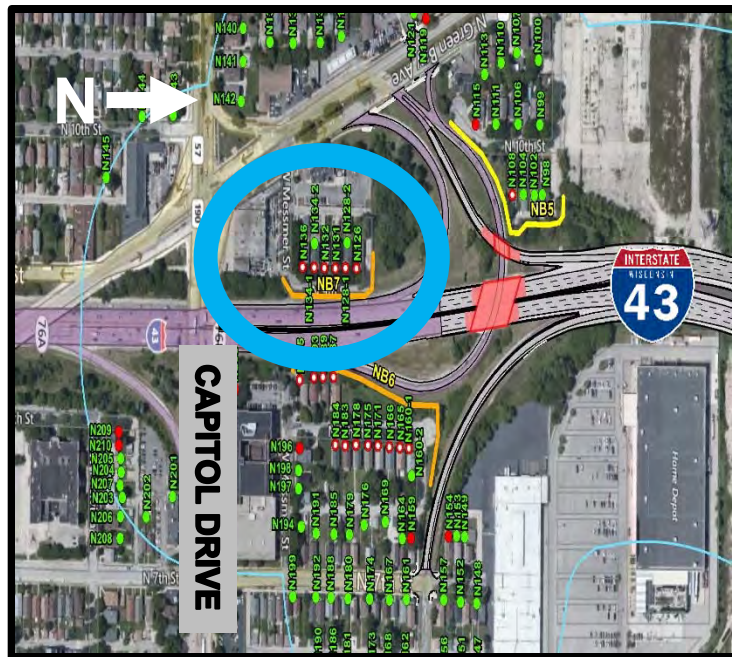
WHAT WILL THE NOISE BARRIER LOOK LIKE?

Here are some before/after renderings of what noise barrier #6 may look like just north of Capitol Drive and just east of I-43.



WHAT IS THE REDUCTION IN NOISE LEVELS?

Here is a chart on noise reduction for the barrier just north of Capitol Drive and just west of I-43.



Receptor number	Address	Future Sound level - (dBA Without Wall)	Future Sound level - (dBA With Wall)	Change
126-1	4067 N. 9 th Street	75	63	12
126-2	4069 N. 9 th Street	77	69	8
128-2	4061 N. 9 th Street	75	64	11
131-1	4055 N. 9 th Street	75	65	10
131-2	4057 N. 9 th Street	77	69	8
132	4051 N. 9 th Street	75	64	11
134-2	4047 N. 9 th Street	74	65	9
136	4041 N. 9 th Street	75	65	10

The height of noise barrier #7 ranges from 14-16 feet



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WHAT WILL THE NOISE BARRIER LOOK LIKE?

Here are some before/after renderings of what noise barrier #7 may look like just north of Capitol Drive and just west of I-43.



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THANK YOU!

- Thank you for your interest in the I-43 project
- If you are a benefited receptor, you will receive a ballot via certified mail. Please return the ballot by **June 15, 2020**



PROJECT TIMING

- **2021** – preliminary work will begin, generally off the freeway with little impact to traffic
- **2022-23** – freeway reconstruction, including noise barriers



SEND US YOUR FEEDBACK!

Comments on the noise barrier process are welcome and needed.
Please provide your input.

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- Website:

<https://wisconsindot.gov/Pages/projects/by-region/se/43north/default.aspx>

