



# NOISE BARRIER PROJECT

## 76TH STREET TO LOOMIS ROAD

September 2024

**These are the parameters the Wisconsin Department of Transportation is working under to perform noise analysis impact determination and mitigation for the I-894 effort.**

- WisDOT must abide by the **WisDOT Facilities Development Manual, Chapter 23**, Noise (FDM 23) for all noise analyses and mitigation.
- FDM 23 is the **FHWA-approved** written noise policy for WisDOT
- A provision in **2023 Wisconsin Act 19 (State Budget 2023-25)** allows WisDOT the ability to work outside the FDM 23 requirements even though the action included in Act 19 is not related to a Type I roadway project for noise
- The provision in Act 19 limited the I-894 project analysis to the area **between Loomis Road and 76<sup>th</sup> Street**
- The provision in Act 19 limited the set aside amount of money to be spent on noise barrier construction to **\$7 million dollars**
- WisDOT determined **all of the \$7.0 million dollars would be spent on the physical noise barriers**. WisDOT would use other funding to pay for the noise analysis and barrier design.
- WisDOT, with agreement from the city of Greenfield, determined the **noise barriers analyzed would be ranked based on the cost per benefited receptor** reasonableness criteria detailed in FDM 23.
- WisDOT, with agreement from the city of Greenfield, determined the ranking would be determined which noise barriers would be built, starting with the **most cost-reasonable barrier and proceeding to the next until the \$7.0 million dollar limit** included in the Act 19 provision was exceeded or the next barrier proposed for construction greatly exceeded the \$7.0 million dollar limit.
- The two barriers proposed for construction (**Barrier B and Barrier D**), **were the two most cost-reasonable barriers**. These two barriers slightly exceed the \$7.0 million dollar provision limit in Act 19. Consideration of the barrier ranked 3<sup>rd</sup> most cost-effective or additions to Barrier D extending across the 51<sup>st</sup> Street bridge and to the west would cause the \$7.0 million dollar provision limit in Act 19 to be substantially exceeded.
- Per FDM 23, the **noise barriers will be constructed of an absorptive material**. No noticeable increase in noise due to reflected sound bouncing off the south side barrier back to the north side receptors will occur.

