

May 24, 2001

To the Honorable, the Common Council

Subject: Noise Barrier #18 Located on the west side of I-94 along the
Plainfield Curve Between West Howard Avenue and South 6th Street

Dear Council Members:

In May of 1990 the Wisconsin Department of Transportation, (WISDOT) completed a study entitled Wisconsin Noise Barrier Study which identified 209 locations, state wide, that would benefit from the installation of noise barrier walls. In accordance with criteria established in TRANS 405 of the Wisconsin Administrative Code (1989), a cost of \$30,000 per residence abutting a barrier could be spent by the WISDOT on these projects. If the cost of the barrier exceeds \$30,000/residence, local participation would be required to fund the excess cost. Sixty-eight of the 209 state-wide locations met the \$30,000 threshold, thus requiring no local participation. With respect to the City of Milwaukee, sixty-seven locations were identified as being suitable for barriers, with 35 falling under the No-Local-Participation threshold. Technical and fiscal review of the 67 locations indicated it prudent to apply to the WISDOT for only those locations where no local participation was required.

Common Council Resolution File Number 900693, adopted September 4, 1990, authorized and directed the City Engineer to submit applications to the WISDOT for programming the construction of freeway noise barriers in the City of Milwaukee where no local participation would be required.

Application was submitted to WISDOT by the City for the programming of noise barrier Number 18, proposed to be located along the Plainfield Curve on the west side of I-94 between West Howard Avenue and South 6th Street, in the 13th Aldermanic District.

TRANS 405 of the Wisconsin Administrative Code established procedures and criteria to be used by the WISDOT to evaluate and select site location for freeway noise barriers to be constructed. Included in these procedures is the provision requiring WISDOT to hold a public informational meeting to solicit comments from the local residents and to seek Local Jurisdictional support prior to proceeding into final design and construction. A public informational meeting for the noise barrier was held on April 19, 2001. Comments received indicate that a majority of the affected residents support construction of the noise barrier.

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Based on this public support, we have prepared the attached resolution for council consideration. Said resolution supports in principle the construction of the noise barrier at no cost to the City of Milwaukee. Further, the City's support for the construction of the freeway noise barrier is contingent upon approval of the freeway noise barrier final design with respect to appearance and location, by the Common Council.

Very truly yours,

Jeffrey S. Polenske, P.E.
City Engineer

JJM:cjt

Attachment

cc: Alderman Jeffrey A. Pawlinski
Mr. Hans Higdon