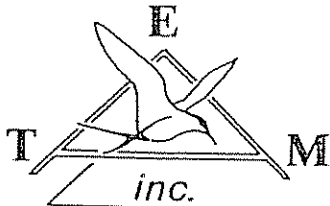


NOISE NOTIFICATION LETTER

**Sent to Local Municipalities
and to Racine and Kenosha County Planning Departments**



Transportation Environmental Management, Incorporated
313 Price Place, Suite 207 • Madison, Wisconsin 53705 • (608) 238-8333

December 4, 1996

Project I.D. 1032-07-05
I-94 South Corridor Study
(Interchange Improvements)
Racine and Kenosha Counties

NOISE NOTIFICATION

You recently received a copy of the Environmental Assessment (EA) for the I-94 interchange improvement project. The EA evaluated existing and future sound levels for developed land (representative receptors) at each interchange.

The Wisconsin Department of Transportation (DOT) believes it is important to do all we can to ensure that the future sound levels we foresee along the I-94 corridor are compatible with land use development decisions. Accordingly, we are providing you with information to help achieve this goal.

Local governments have traditionally been responsible for exercising land development controls and zoning within their jurisdictions. Through authority in these areas, local governments can do much to ensure that future land use and development is compatible with the noise environment of I-94.

The attached graph illustrates future sound levels at varying distances from I-94. To predict these sound levels, we used traffic volumes expected to occur in year 2020. The distances are measured from the center of the median that separates the existing northbound and southbound driving lanes.

The DOT has adopted a sound level of 67 decibels for residential land use, and 72 decibels for commercial/industrial land use as noise abatement threshold criteria. When noise levels "approach or exceed" these criteria for highway reconstruction projects, feasible and reasonable noise abatement measures must be investigated. DOT defines "approach" as 1 decibel less than the abatement criteria. On presently undeveloped land, DOT recommends that no future noise sensitive development be constructed within the areas that will approach or exceed the abatement cri

As shown on the attached graph, a distance of about 1,000 feet to 1,200 feet would be needed to meet the 66 dBA threshold for residential development

You can use this information to ensure compatibility between future development and anticipated highway sound levels. There are several types of administrative controls available, including use of exclusive zoning, public ownership, and various forms of legal controls such as building codes, subdivision regulations, health codes, etc. These and other possible tools are described in the enclosed publication, *The Audible Landscape*, produced by the Federal Highway Administration. While this manual was developed in the mid-1970's, it is still an excellent guide to land use development adjacent to highways.

In summary, we urge you to use this Noise Notification to the extent possible in the interest of ensuring a less noisy environment for future land use along I-94.

Please share this Notification with those you feel would benefit (potential developers), or those who would likely make decisions about what types of development to permit within your jurisdictional area along the I-94 corridor.

If you have any questions, don't hesitate to call or write.

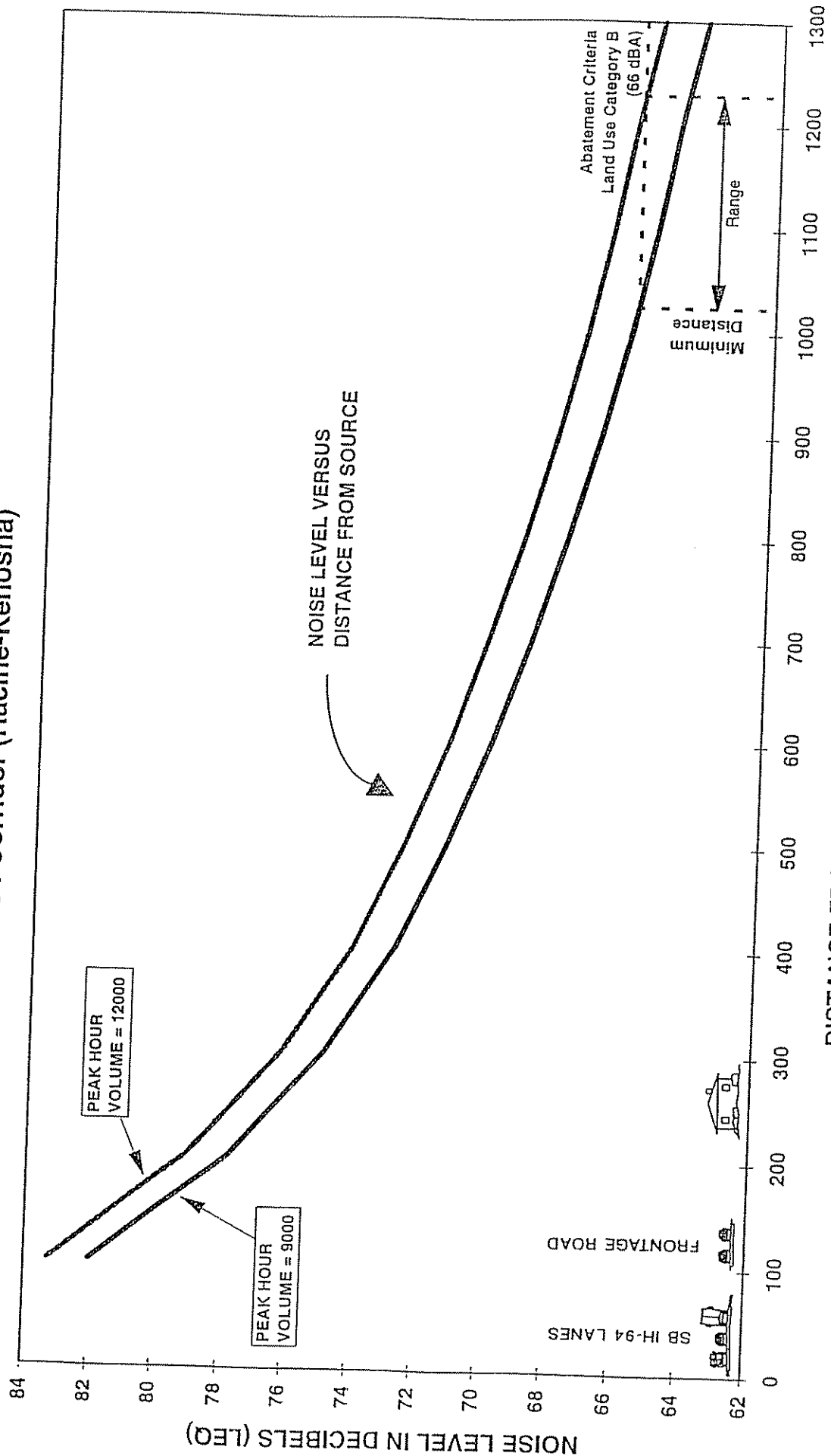
Sincerely,



Mary Ellen O'Brien
I-94 South Corridor Study Team (Environmental activities)

cc: Tom Heydel, WisDOT, Waukesha District Office
Robert Schmidt, WisDOT, Waukesha District Office
Dan Dupies and Tim Neuman, CH2M HILL
Jay Waldschmidt, WisDOT Bureau of the Environment, Madison

Year 2020 Projected Noise Levels I-94 Corridor (Racine-Kenosha)



DISTANCE FROM IH-94 MEDIAN CENTERLINE (FEET)

PROJECT I.D. 1032-07-05
INTERSTATE 94
RACINE AND KENOSHA COUNTIES

PEAK HOUR
VOLUME = 12000

PEAK HOUR
VOLUME = 9000

NOISE LEVEL VERSUS
DISTANCE FROM SOURCE

FRONTAGE ROAD

SB IH-94 LANES

Abatement Criteria
Land Use Category B
(66 dBA)

Minimum
Distance

Range