



:: Clarkson Road Soundwall Project ::

What Has Happened Since the Last Open House Meeting?

Draft Supplement To The Environmental Assessment Completed

As a result of the lawsuit filed by the city of Clarkson Valley, MoDOT has drafted a supplement to the original Environmental Assessment (EA) that was completed in the mid 1980s. The supplement to the EA addresses the impacts of traffic noise on Olive Boulevard (Route 340) and how to mitigate those noise impacts. In particular, three components were reviewed:

Traffic Noise Impacts

MoDOT conducted a second sound study to verify the noise impacts on Clarkson Road. This study showed that noise levels in several locations along Clarkson Road were above 66 decibels and that sound abatement is warranted and meets MoDOT criteria.

Sound Abatement Alternatives

MoDOT has investigated sound abatement alternatives along Clarkson Road, including earth berms, soundwalls, quiet pavement alternatives, and lower speed limits. There is not enough right of way to build earth berms, and mature trees would have to be removed for the berms. Soundwalls will reduce the sound levels by at least five decibels and meet MoDOT's criteria for sound abatement. The sound study that was recently completed compared the sound levels with the existing pavement and an "open graded" asphalt pavement. The computer model did not show significant differences in the sound levels with open graded asphalt and the existing asphalt pavement. Because of the minimal sound reduction of open graded asphalt, and the impacts of berms on mature trees, MoDOT's preferred alternate is to build soundwalls. The sound studies also showed that the speed limit would have to be lowered to 30 mph to lower the sound levels below 66 decibels. This is not a reasonable speed limit on an arterial route such as Clarkson.

Property Values Issue Addressed

An independent appraisal company looked at property values along Route 141 before and after soundwalls were built and compared them with the property values in Clarkson Valley. The results showed that the property values in both communities increased at the same rate. The study concluded that property values do not appear to be reduced when soundwalls are constructed.

What Happens After Today's Meeting?

Comments will be addressed in the supplement to the EA. The finalized supplement to the EA will be supplied to the federal judge who is presiding over the lawsuit filed by the city of Clarkson Valley. MoDOT will determine when to begin construction pending the outcome of the lawsuit filed by the city of Clarkson Valley.

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What Is The Current Plan For Building Soundwalls Along Clarkson Road?

MoDOT is proposing to construct three soundwalls along Clarkson between Kehrs Mill and Clayton Rd. Two of the walls would be on the east side of the road, one on the west. The longest wall would be 2,200 feet in length and the shortest would be 1,000 feet in length. The height would range between 6 and 12 feet. The soundwalls would provide noise relief for 21 homes near the road, reducing noise levels by at least five decibels.

What Is The Cost Of This Project? When Will It Begin?

The programmed amount for this project is \$790,000. Eighty percent comes from federal funding and 20 percent comes from state funding. MoDOT will determine when to begin construction pending the outcome of the lawsuit filed by the city of Clarkson Valley.

Why Does MoDOT Have To Build Soundwalls?

The Federal Highway Administration (FHWA) requires MoDOT to complete a sound study any time it plans to add through lanes to an existing highway or change the location of a road. Clarkson Road was widened between Manchester Road and Kehrs Mill beginning in the early 1990s. Under federal guidelines, MoDOT is required to investigate sound levels along a roadway when it is widened.

Officials from the city of Clarkson Valley approached MoDOT and requested that we look into sound levels along Clarkson Road. Communities are eligible for sound abatement only if noise levels are at 66 decibels or above. MoDOT found that noise levels along Clarkson were well above the 66-decibel level requirement. Some residents live with 75-decibel noise levels, which is equal to someone constantly shouting at you three feet away.

Will MoDOT Build "Sound Absorbing" Soundwalls?

Yes. MoDOT has discussed this option with the committee and has thoroughly investigated the possibility of using a sound absorbing material on the soundwalls. Although the level of reflected noise is barely detectable to the human ear, sound-absorbing walls would decrease the possibility of having noise reflected to other homes. MoDOT will specify the use of a sound absorbing material on the soundwalls along Clarkson Road.

What Is The Federal Soundwall Policy?

According to Federal guidelines, impacted residents are those at or above 66 decibels. MoDOT is required by Federal guidelines (23 CFR Pt. 772) to provide sound abatement where it is feasible and reasonable. The money that will be used has been earmarked specifically for sound abatement.

Who Do I Contact For More Information?

- Contact MoDOT Area Engineer **Karen Yeomans** at 1-888 ASK MODOT (275-6636) or e-mail Karen.Yeomans@modot.mo.gov
- Contact MoDOT Project Manager **Tom Montes de Oca** at 1-888 ASK MODOT (275-6636) or e-mail Thomas.Montes-De-Oca@modot.mo.gov
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