



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 2—Final Environmental Impact Statement

APPENDIX BB

NOISE CONTOUR MAPPING

**Appendix BB – Noise Contour Mapping**

The proposed I-69 alignment through Section 2 will introduce higher levels of highway noise into currently-undeveloped areas where ambient noise levels are generally lower. To help local officials and developers minimize adverse noise impacts to future development, INDOT is providing mapping of those areas where the future Year 2030 peak hour noise levels are anticipated to reach 66 dBA, the level considered by INDOT to constitute an adverse noise impact for the exterior areas of residential development. By careful land use planning, future noise-sensitive developments can be designed to avoid such impacts.

The approximate 66 dBA contour was generated by utilizing the FHWA’s transportation noise model, TNM 2.5, with the expected approximate I-69 cut and fill sections and the projected Year 2030 peak hour traffic volumes along each mainline segment of I-69.

For future reference, Table 1 presents the projected traffic volumes used to generate the noise contour mapping presented on the following pages.

Table 1: Year 2030 Peak Hour Traffic Volumes For Noise Analysis

	Direction	Autos	Medium Trucks	Heavy Trucks
SR 64 Interchange to SR 61/56	SB	838	11	437
	NB	911	5	442
SR 61/56 Interchange to North Pike Interchange	SB	844	7	443
	NB	899	8	440
North Pike Interchange to South Daviess Interchange	SB	808	7	435
	NB	846	5	437
South Daviess Interchange to US 50 Interchange	SB	799	8	435
	NB	827	7	435



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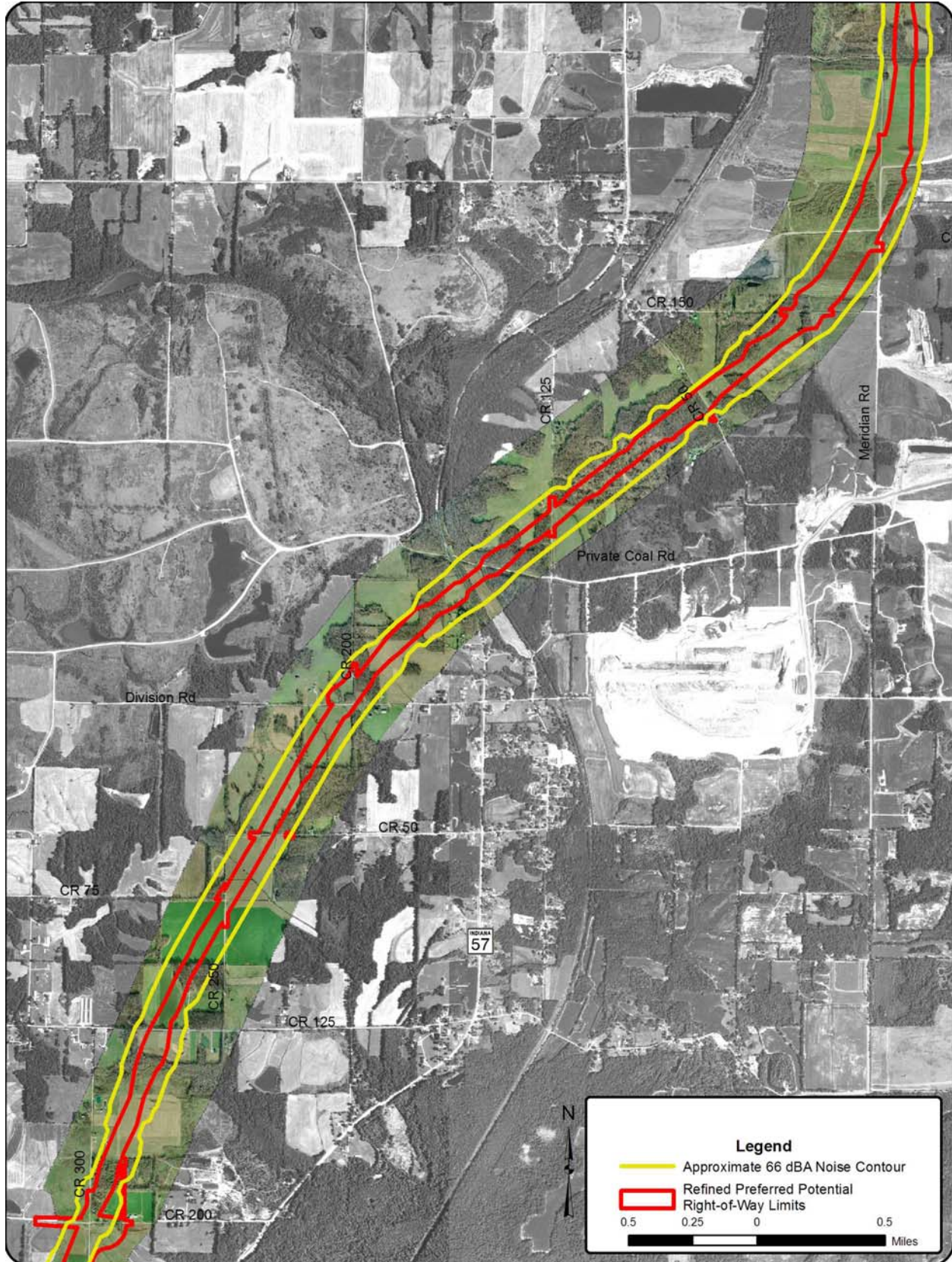
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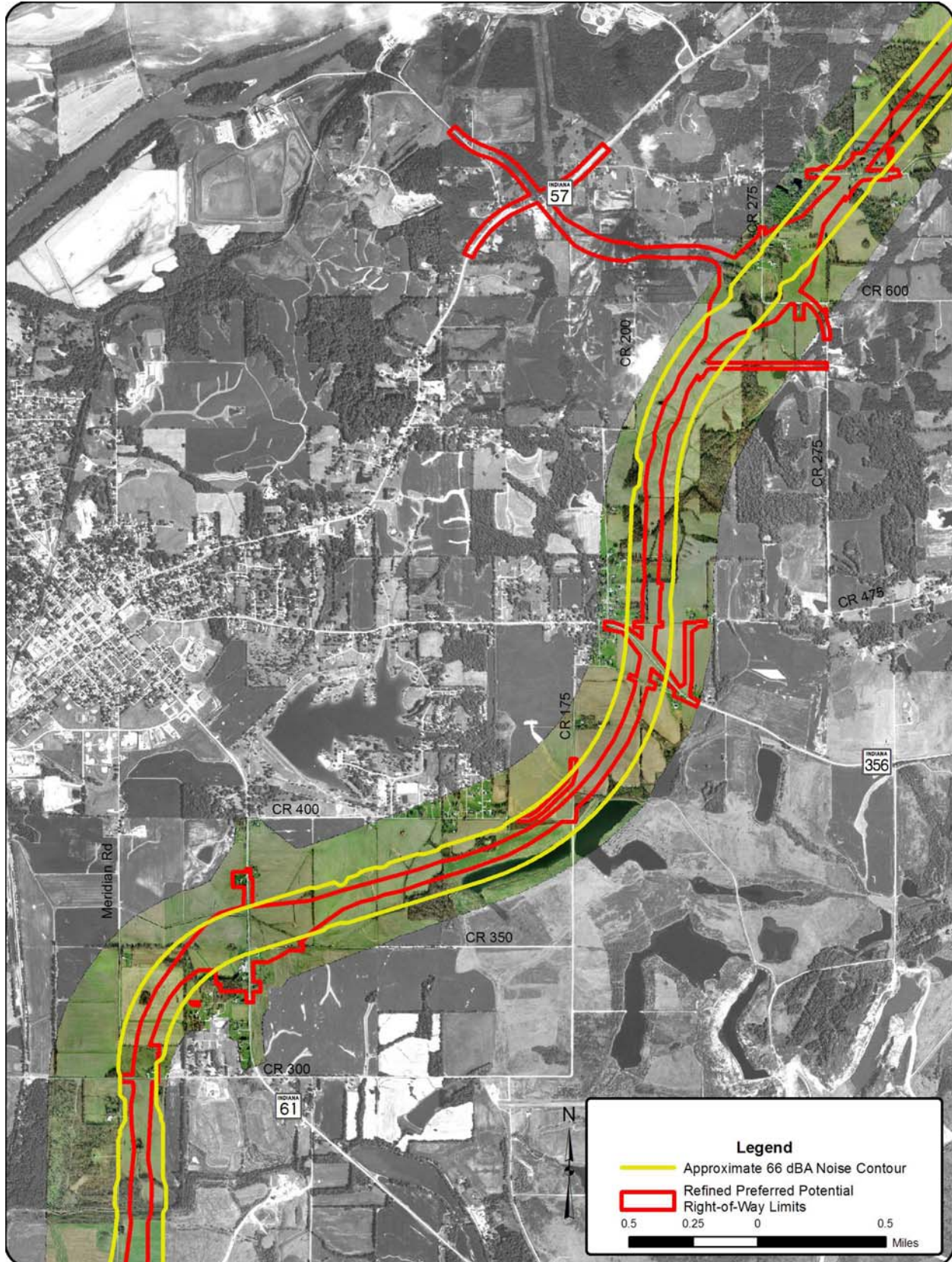
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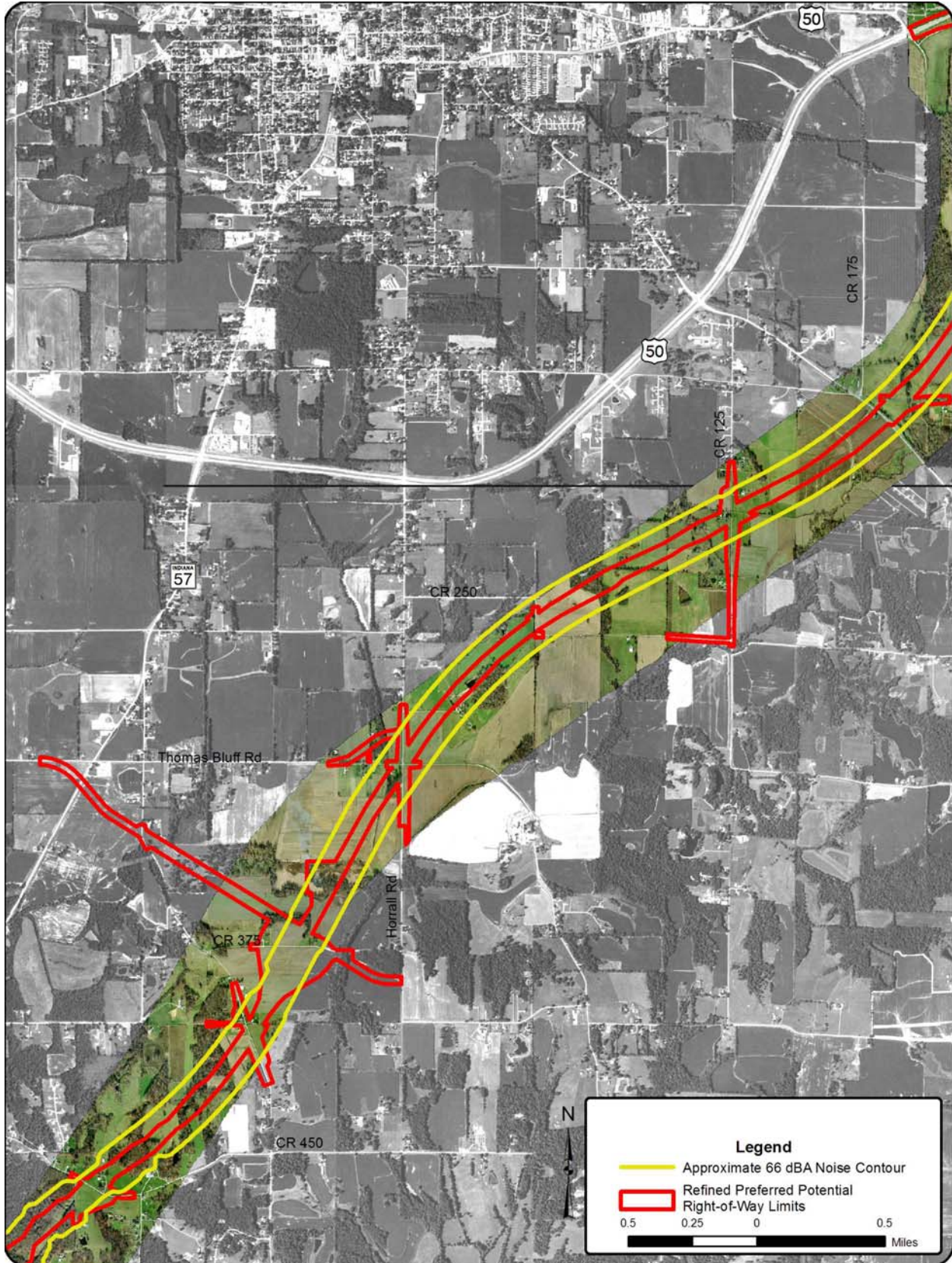
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