Final Design Noise Analysis
• Key Terms
• Analysis Results

Noise Barrier Design
• Recommended barrier locations and details
• Aesthetics

Noise Barrier Survey
• View of Residents and Property Owners

WHY ARE WE HERE TONIGHT?
MARTINSVILLE UPDATE

2018

- **FEB**: Final Environmental Impacts approved
- **MAR**: Final design began
- **DEC**: Letting for Contract 1

ONGOING

- **FEB**: Construction Begins
- **MAR**: Noise Barrier Meeting
- **Late 2019**: Letting for Contract 2 (includes noise barrier construction)
CONSTRUCTION BY YEAR

2019
- Grand Valley Blvd
- Cramertown Loop
- Artesian Ave

2020/2021
- SR 39
- SR 37 and Interchanges

2022:
- Morgan Street
- Main Street
REAL ESTATE UPDATE

**200+**
Parcels in Martinsville

**Right-of-Way Acquisition in Progress**

**200**
Kitchen Table Meetings (KTM\textsubscript{s})
conducted in Martinsville

**600+**
along the corridor
Final Design Noise Analysis – Key Facts

- Changes since FEIS
- Analysis at 661 locations
- Impacts to 238 Locations
- 7 noise barriers (same as FEIS)
Definitions

Receptor
A dwelling unit or area of frequent human use.

Impacted Receptor
A receptor that’s predicted noise levels approach or exceed the noise abatement criteria (NAC) or the predicted traffic noise will substantially exceed the existing noise level.

Benefited Receptor
Receptors are considered to be benefited when they receive a minimum 5.0 dB(A) reduction in the future noise levels.

First Row Receptor
The first parcel that exhibits the qualities of a receptor that is directly adjacent to the roadway; there is no set distance requirement. Undeveloped land that is permitted or has a foundation under construction can be a first row receptor.

Approach
To be within 1.0 dB(A) of the appropriate noise abatement category. This applies to all of the noise abatement categories which have a noise abatement criteria value.
### Barrier Classifications

<table>
<thead>
<tr>
<th>A barrier is considered FEASIBLE if:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• It can provide a 5 dB(A) reduction at a majority of impacted receivers, AND</td>
</tr>
<tr>
<td>• It can be constructed using sound engineering practices. This considers factors such as environmental, drainage, safety, and other issues to identify best location for a barrier.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A barrier is considered COST EFFECTIVE if:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• It can provide a 5 dB(A) reduction in noise levels, AND</td>
</tr>
<tr>
<td>• It costs no more than $25,000 per benefited receptor.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>A barrier is considered REASONABLE if:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• It is cost effective, AND</td>
</tr>
<tr>
<td>• It is supported by benefited receptors.*</td>
</tr>
</tbody>
</table>

* Includes property owners and tenants.
RECOMMENDED NOISE BARRIER LOCATIONS

Noise Barrier 1W
I-69 SB off-ramp to Morton Avenue/SR 39

Noise Barrier 2W
I-69 SB between Burton Lane and Ohio Street

Noise Barrier 3WA/3WB
I-69 SB north of Ohio Street
NOT RECOMMENDED NOISE BARRIER LOCATIONS

Noise Barrier 1E
NB I-69 at Mahalasville Road and Southview Drive

Noise Barrier 2E
NB I-69 adjacent to Twin Branch Road

Noise Barrier 4W
SB I-69 at John Wooden Drive b/w Hospital Drive and Grand Valley Boulevard

Noise Barrier 5W
SB I-69 at Judy Drive north of Reuben Drive
**NOISE BARRIER 1W** – I-69 SB off-ramp to Morton Avenue/SR 39

- **1,014 feet**
  - TOTAL BARRIER LENGTH
- **16 feet**
  - AVERAGE HEIGHT
- **12-22 feet**
  - HEIGHT RANGE

Barrier located at shoulder of off-ramp
NOISE BARRIER 2W – I-69 SB between Burton Lane and Ohio Street

2,559 feet
TOTAL BARRIER LENGTH

11 feet
AVERAGE HEIGHT

6-18 feet
HEIGHT RANGE

Barrier located at edge of shoulder
Noise Barrier 3WA/3WB – I-69 SB north of Ohio Street

3,398/601 feet
TOTAL BARRIER LENGTH

14 feet
AVERAGE HEIGHT

12-16 feet
HEIGHT RANGE

Barrier located at shoulder of roadway and off-ramp on top of retaining wall / bridge.
Aesthetics: **Noise Barrier**

- Receptor side will be decided by Contractor
- Contacted by Contractor
• Complete Survey – Goal of 50%+ response rate
  • Mailed Survey
  • Door-to-Door
  • Complete Tonight

• Results by May

Due by March 26, 2019
SAFETY is Top Priority!

- All field staff will have project ID cards
- If in doubt, ask to see ID
Section 6
Phone: 855-INDOT4U
855-463-6848
Email: section6pm@indot.in.gov

www.i69indyevn.org