

I-69 Section 6, Martinsville



Noise Barrier Meeting
March 12, 2019

WHY ARE WE HERE TONIGHT?

Final Design Noise Analysis

- Key Terms
- Analysis Results

Noise Barrier Design

- Recommended barrier locations and details
- Aesthetics

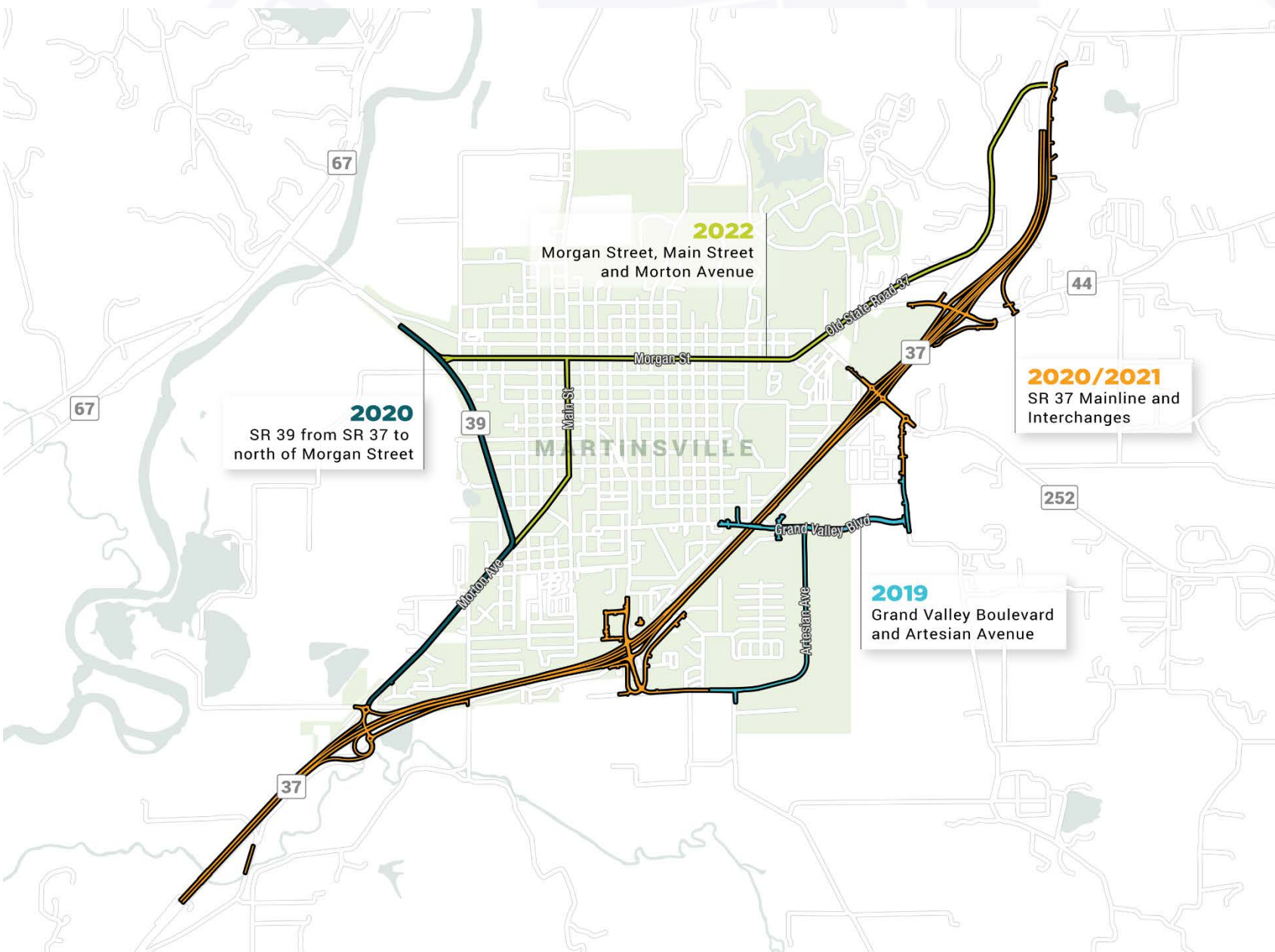
Noise Barrier Survey

- View of Residents and Property Owners

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

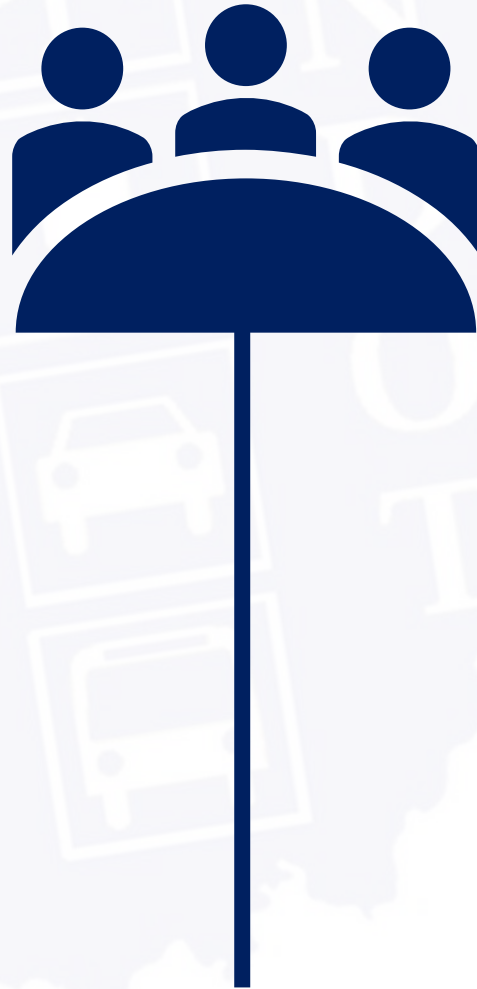
2022:

- Morgan Street
- Main Street

REAL ESTATE UPDATE

200+
Parcels in
Martinsville

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



200
Kitchen Table
Meetings (KTM)
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

A barrier is considered **FEASIBLE** if:

- It can provide a 5 dB(A) reduction at a majority of impacted receivers, AND
- 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.

A barrier is considered **COST EFFECTIVE** if:

- It can provide a 5 dB(A) reduction in noise levels, AND
- It costs no more than \$25,000 per benefited receptor.

A barrier is considered **REASONABLE** if:

- It is cost effective, AND
- It is supported by benefited receptors.*

** Includes property owners and tenants.*

RECOMMENDED NOISE BARRIER LOCATIONS



Noise Barrier 1W

I-69 SB off-ramp to
Morton Avenue/SR 39

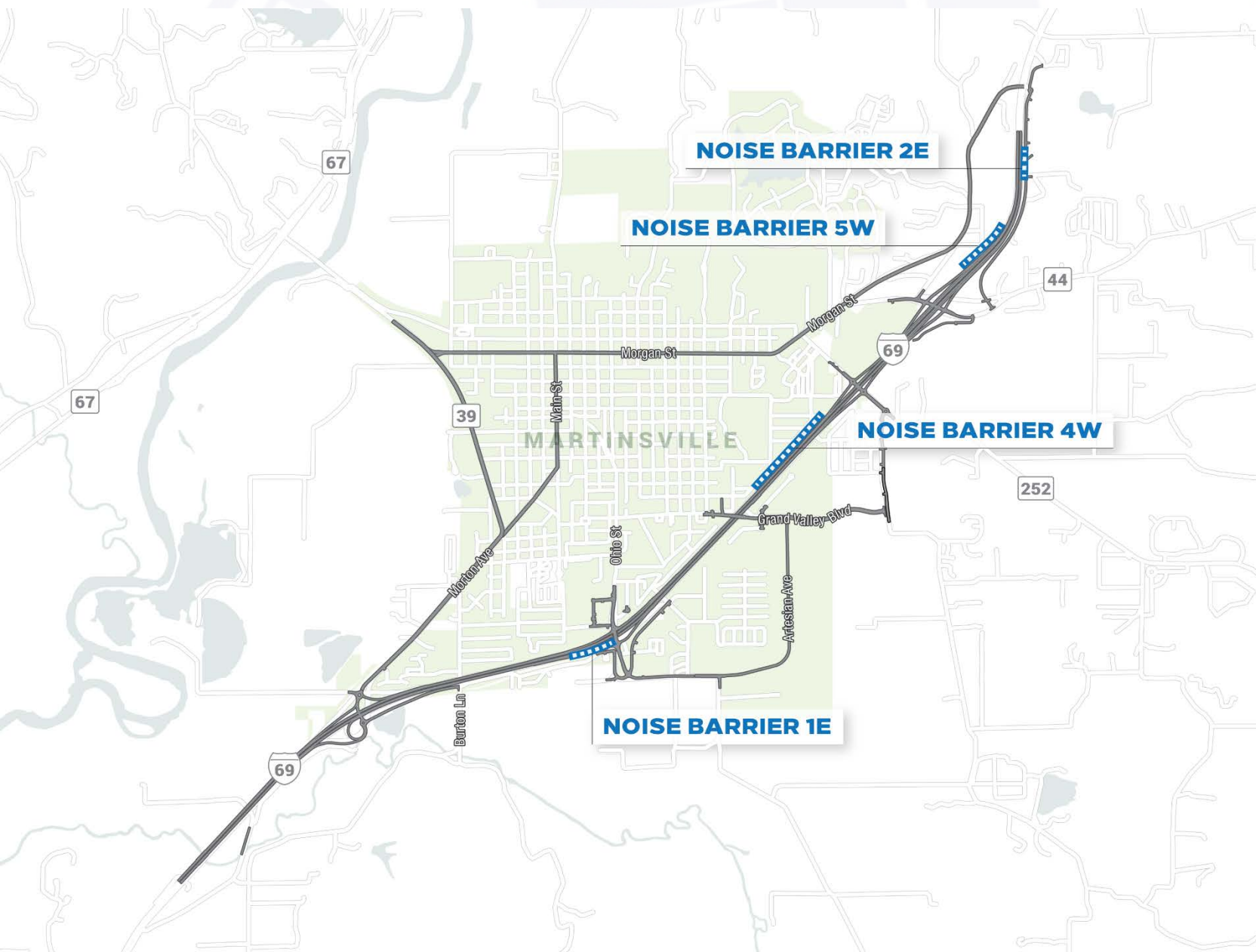
Noise Barrier 2W

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 Mahalassville 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**



▲ Brick texture sound wall

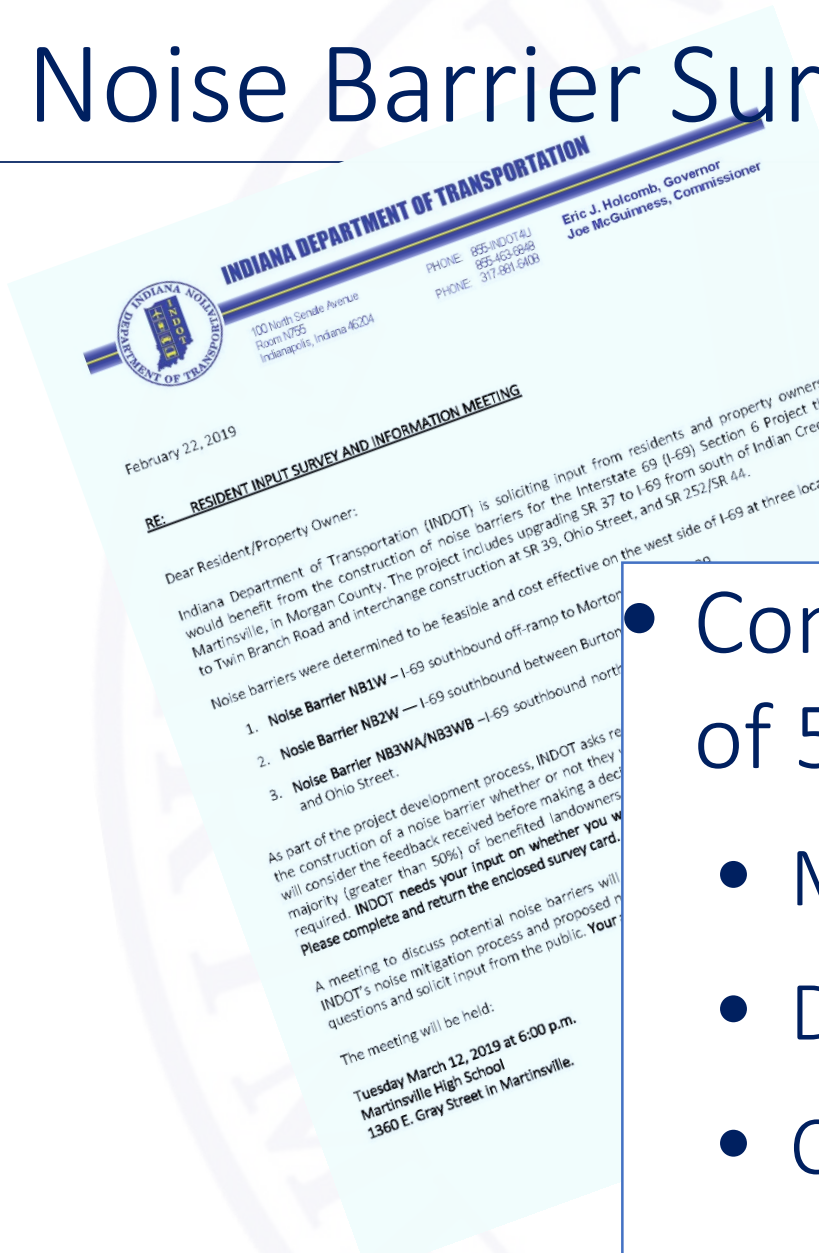
- Receptor side will be decided by Contractor
- Contacted by Contractor

Snap brick retaining wall ▶

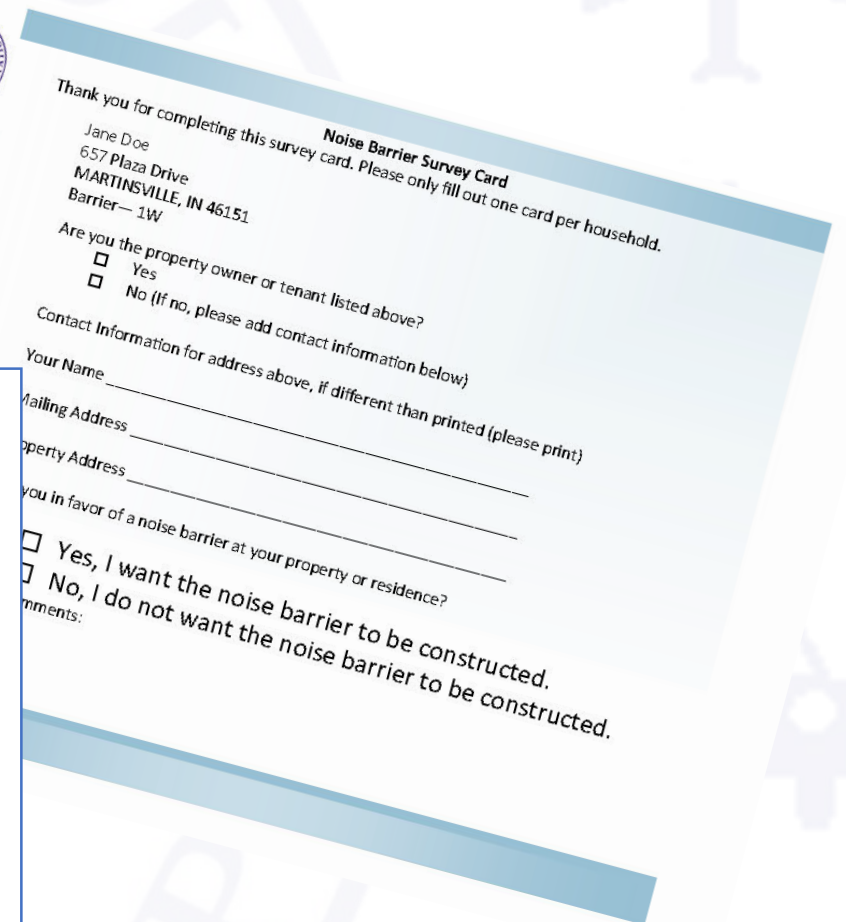


Noise Barrier Survey

Due by March 26, 2019



- Complete Survey – Goal of 50%+ response rate
 - Mailed Survey
 - Door-to-Door
 - Complete Tonight
- Results by May



SAFETY is Top Priority!

- All field staff will have project ID cards
- If in doubt, ask to see ID





Section 6

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