



# **Reevaluation Statement #2**

**I-69 Section 6**

**Segment 6.1**

**Minor Right-of-Way Modifications**

**June 28, 2019**

---



## I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

### Section 6—Reevaluation Statement #2

#### I-69 SECTION 6 REEVALUATION STATEMENT #2

##### SEGMENT 6.1

##### MINOR RIGHT-OF-WAY MODIFICATIONS

##### I-69

##### Evansville to Indianapolis, Indiana

Designation Number: 0500430

The Tier 2 Final Environmental Impact Statement (FHWA-IN-EIS-18-01-F) and Record of Decision (ROD) was approved February 18, 2018.

This reevaluation of the Tier 2 Final Environmental Impact Statement (FEIS) was prepared to reflect design changes in Section 6 of the I-69 highway in Morgan, Johnson, and Marion Counties, Indiana. Section 6 will construct a new I-69 interstate facility from the Section 5 terminus south of Indian Creek and the city of Martinsville north to I-465, including improvements to I-465. I-69 Section 6 will be designed in five segments beginning at the southern termini and extending north to I-465.

Reevaluation Statement #2 focuses on Design Contract #1 - known as Segment 6.1 - from the southern terminus of the project north through Martinsville, a distance of approximately 5.5 miles. Modifications to proposed interchanges, local roadways, and maintenance of traffic including the temporary closure of SR 37 are the most substantial changes to the project and were evaluated as part of Reevaluation Statement #1. This Reevaluation focuses on the removal of retaining walls, the replacement of a stormwater outfall, the addition of climbing lanes, the addition of a culvert replacement, minor changes to local access right-of-way, inclusion of new traffic signals through the city of Martinsville including interconnections and preemptions for safety vehicles, and the temporary directional change of Jefferson Street for maintenance of traffic during construction of I-69.

This reevaluation includes design changes to I-69 Section 6 which have occurred since the approval of the FEIS and the Reevaluation Statement #1 and examines the potential impacts on the natural, human, and cultural environments due to the revised design in Segment 6.1.

The analysis in this reevaluation supports the conclusion that this design change will not have impacts sufficient to require the preparation of a Supplemental Environmental Impact Statement (SEIS) for I-69 Section 6. Therefore, the Section 6 Tier 2 FEIS and ROD remain valid.

#### Approval

ES Signature

Date

FHWA Signature

Date



## Table of Contents

<b>CHAPTER 1 – INTRODUCTION .....</b>	<b>1</b>
<b>CHAPTER 2 – PROJECT DESCRIPTION .....</b>	<b>3</b>
2.1 Project Description and Area .....	3
2.2 Approved Environmental Documentation.....	3
2.3 Public Involvement .....	4
2.4 Description of Project Changes.....	6
2.4.1 Design Changes.....	6
<b>CHAPTER 3 – ENVIRONMENTAL CONSEQUENCES.....</b>	<b>10</b>
3.1 Noise Analysis.....	12
3.2 Construction Impacts .....	15
<b>CHAPTER 4 – CONCLUSIONS .....</b>	<b>17</b>

## Tables

Table 1: Changes to Right-of-Way.....	7
Table 2: Total End-to-End Impacts for Segment 6.1 .....	10
Table 3 – Noise Barrier Survey and Response Statistics .....	14
Table 4 – Noise Barrier 2W Comparison .....	15

## Figures

Figure 1-1: Project Location Map.....	2
Figure 2-1: Local Improvements .....	9

## LIST OF APPENDICES

Appendix A - Maps
Appendix B - Table of Reevaluation Area Impacts
Appendix C - Excerpts from Final Noise Evaluation



## CHAPTER 1 – INTRODUCTION

This reevaluation of the Tier 2 Final Environmental Impact Statement (FEIS) was prepared to reflect design changes in Section 6 of the I-69 highway in Morgan, Johnson, and Marion Counties, Indiana. INDOT will construct a new I-69 interstate facility from the Section 5 terminus south of Indian Creek and the city of Martinsville north to I-465, including improvements to I-465. I-69 Section 6 will be designed in five segments beginning at the southern termini and extending north to I-465.

Reevaluation Statement #2 focuses on Design Contract #1 - known as Segment 6.1 - from the southern terminus of the project north through Martinsville, a distance of approximately 5.5 miles. For reference see **Figure 1-1**. Modifications to proposed interchanges and local roadways and maintenance of traffic including the temporary closure of SR 37 are the most substantive changes to the project and were evaluated as part of Reevaluation Statement #1. This reevaluation includes design changes to I-69 Section 6 which have occurred since the approval of the FEIS and Reevaluation #1.

The purpose of this reevaluation document is to examine roadway and right-of-way modifications which were made as part of post-National Environmental Policy Act (NEPA) design efforts to improve upon the project design and further minimize the project footprint and corresponding resource impacts.

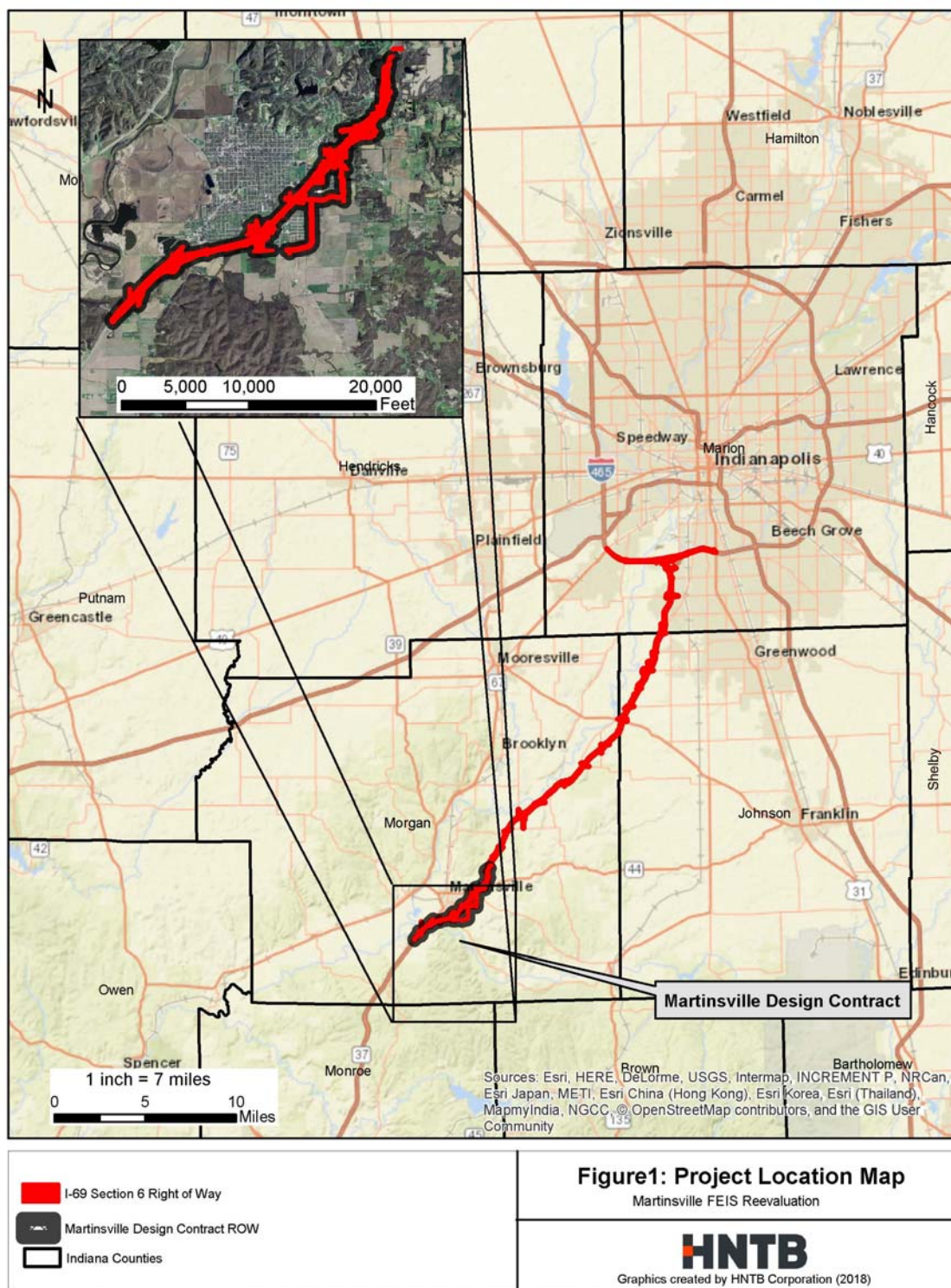
As documented in the Reevaluation #1 document, the post-NEPA design efforts increased existing right-of-way by 16.8 acres and decreased new right-of-way by 2.2 acres for a total change in right-of-way of 14.6 acres and reduced overall relocations by one. Since that time, refinements in right-of-way have continued to decrease the amount of permanent right-of-way required and have shifted right-of-way from limited access to local road right-of-way. The total temporary right-of-way has increased by 1.922 acres predominantly for utility, stormwater outfall, and driveway reconstruction. Key changes in impacts since the I-69 Section 6 FEIS/ROD include:

- Total permanent right-of-way decreased by 0.685 acre
- Total temporary right-of-way increased by 1.922 acres
- Floodplain impacts increased by 1.7 acres and floodway impacts increased by 0.4 acre due to the addition of temporary right-of-way for construction of utilities and stormwater outfall

Design changes since the Reevaluation #1 document include the replacement of the Indian Creek overflow structure instead of the removal, the addition of a stormwater outfall, reduction in mechanically stabilized earth retaining walls, the addition of climbing lanes, inclusion of new traffic signals through the city of Martinsville including interconnections and preemptions for safety vehicles, and a temporary directional change in traffic on Jefferson Street to facilitate traffic flow during I-69 construction. The analysis in this reevaluation supports the conclusion that this design change will not have impacts sufficient to require the preparation of a Supplemental Environmental Impact Statement (SEIS) or an additional Draft Environmental Impact Statement (DEIS) for I-69 Section 6. Therefore, the I-69 Section 6 Tier 2 FEIS and ROD remain valid.



**Figure 1-1: Project Location Map**





## **CHAPTER 2 – PROJECT DESCRIPTION**

### **2.1 *Project Description and Area***

INDOT will construct a new I-69 interstate facility from the Section 5 terminus south of Indian Creek and the city of Martinsville north to I-465, including improvements to I-465 referenced as I-69 Section 6. I-69 Section 6 will be designed in five design segments beginning at the southern termini and extending north to I-465. Each design segment may be broken further into multiple construction contracts.

Reevaluation Statement #2 focuses on Design Contract #1 - known as Segment 6.1 - from the southern terminus of the project north through Martinsville, a distance of approximately 5.5 miles. The Refined Preferred Alternative (RPA) for I-69 Section 6 Martinsville Subsection will begin approximately 1,500 feet south of Indian Creek just south of Martinsville and continue northward to 300 feet south of Morgan Street. Segment 6.1 will be broken into two construction contracts as described below.

Construction Contract 1 (Contract R-40848) includes local access roads within Martinsville including Grand Valley Boulevard and South Street from South Home Avenue east to Cramertown Loop including a new bridge over I-69, a new roadway called Artesian Avenue from Grand Valley Boulevard south and east to East Mahalasville Road, Cramertown Loop from the intersection with Grand Valley Boulevard north past Crestview Drive, and advanced tree clearing for Construction Contract 2. Impacts associated with Construction Contract 1 were evaluated as part of the Reevaluation Statement #1.

Construction Contract 2 (Contract R-33493) includes I-69 mainline roadway, bridges, and culverts from Indian Creek via SR 37 to 1 mile north of SR 44; interchanges at SR 39, Ohio Street, SR 252, and SR 44; local access roadways including Old SR 37, Rogers Road, Commercial Boulevard, Mahalasville Road, Bill's Boulevard, Kristi Road, Southview Drive, Cramertown Loop Road, and Twin Branch Road; and the relocation of Sartor Ditch. In addition to the construction of I-69, there will be work completed through Martinsville including the installation and synchronization of traffic signals to accommodate emergency vehicles and coordinate traffic flow during construction of I-69.

### **2.2 *Approved Environmental Documentation***

The study of I-69 Evansville to Indianapolis was conducted using a two-tiered EIS process as allowed by NEPA. The Tier 1 EIS for I-69 from Evansville to Indianapolis was completed in 2004. The Federal Highway Administration (FHWA) issued the Tier 1 Record of Decision (ROD) on March 24, 2004, approving Alternative 3C as the selected corridor for I-69 between Evansville and Indianapolis.



The I-69 Evansville to Indianapolis corridor was considered in its entirety for the Tier 1 EIS, and divided into six sections for more detailed Tier 2 EIS and project development. I-69 Section 6 is the northernmost of the six sections and is approximately 26 miles long. The RPA for I-69 Section 6 as approved in the Tier 2 FEIS begins 725 feet south of Indian Creek just south of Martinsville and continues north to I-465 in Morgan, Johnson, and Marion counties. The Tier 2 Final Environmental Impact Statement (FHWA-IN-EIS-18-01-F) and Record of Decision for I-69 Section 6 was approved February 18, 2018. Reevaluation Statement #1 was approved on November 9, 2018.

## **2.3 Public Involvement**

No specific public involvement activities have occurred related to the Reevaluation #2; however, several public involvement activities have occurred associated with I-69 Section 6 and local projects. These activities are summarized below and provide a summary of public concerns related to the overall project development in the Martinsville area.

### **2.3.1 I-69 Project Update Meeting**

As part the project development process, a public information meeting was held on September 17, 2018, at the Martinsville High School, 1360 E. Gray Street in Martinsville. Announcements of the meeting were published on the INDOT and I-69 Section 6 list serves via email and text, and a press release was issued. The meeting consisted of an open house followed by a formal presentation. A total of 135 attendees signed in at the meeting.

Design details presented at the public information meeting were also posted with other project documents to the I-69 Section 6 website: <https://www.in.gov/indot/projects/i69/2344.htm>. Comment sheets were available at the meeting and comments were accepted until September 28, 2018 via the project website, mail, or email.

Fourteen comments were received at the meeting. Comments were generally related to impacts expected due to the proposed closure and traffic or concerned with the roadway improvements at a different location. None of the comments were related to the specific design changes in the project since the FEIS. These comments include the following:

- Concerns about traffic and/or access due to closures
  - SR 252 and commute to Indianapolis
  - Burton Lane and Jordan Road
  - General concern regarding traffic and access
  - SR 67 at Camby and I-465
  - SR 144
  - Grand Valley Boulevard
  - Henderson Ford and Centertown Road



- Commercial business along SR 37 indicated proposed noise barriers blocking view of property from I-69 would be detrimental to business.
- Construction phasing and maintenance of local traffic pattern for future segments
  - Access to properties between Egbert Road and Morgan Street which will be served in the future by the new local service road.
  - I-465 and Harding/Epler Street
  - Traffic circle at Ohio Street and Garfield Street
  - Improve SR 39 off alignment

### 2.3.2 Kitchen Table Meetings

In addition to the public information meeting, “kitchen table meetings” or KTM’s have been on-going with affected property owners. KTM’s are individual meetings between project representatives and property owners to review impacts to each property owner, gather information on each property such as locations of drinking water wells and septic systems, and review the property acquisition process. At this time, KTM’s have been held with the majority of affected property owners within Segment 6.1 including those owners affected by the design changes. Where possible, the design has been updated to minimize or avoid impacts on individual properties.

### 2.3.3 Noise Barrier Meeting

On Tuesday March 12, 2019 at 6:00 p.m., INDOT held a public information meeting at the Martinsville High School, 1360 E. Gray Street, to discuss the proposed noise barriers and ask residents and property owners that would benefit from the construction of a proposed noise barrier whether or not they wanted it constructed. A total of 43 people signed in at the meeting.

The meeting consisted of an open house where attendees could review project mapping and discuss the proposed noise barriers with the project team, followed by a short presentation, and additional open house time after the presentation. Blank surveys and comment sheets were available and attendees were encouraged to complete survey cards if they had not previously done so and to submit comments.

Comments and completed surveys were requested by March 29, 2019. No comments relative to the project design were received. Three comments were received at the noise barrier public meeting and one additional comment was submitted via e-mail after the meeting. One comment concerned the use of engine brakes on SR 37 by trucks, one comment was with regards to timing of the barrier construction, and two comments were requests for noise barriers in other locations. No specific concerns regarding the three recommended noise barriers were received beyond a general support for inclusion of the barriers.





### **2.3.4 SR 39 Public Information Meeting**

SR 39 in Martinsville from Rogers Road north to the White River Bridge is being improved as a separate project with independent utility; however, the timeframe for this project has been accelerated due to the anticipated maintenance of traffic plan for I-69 construction. SR 39 will be the official detour route during I-69 construction and will be temporarily restriped adding through and turn lanes to accommodate the diverted traffic.

Monday, May 13, 2019, at the South Central Indiana REMC, 300 Morton Avenue, Martinsville, 46151. The purpose of the public meeting was to share information about planned improvements to SR 39. The meeting consisted of an open house where attendees could review project mapping and discuss the improvements with the project team followed by a short presentation and additional open house. Announcements of the meeting were published in the Times Reporter. A total of 58 attendees signed in at the meeting.

Design details presented at the public information meeting were also posted with other project documents to the I-69 Section 6 website: <https://www.in.gov/indot/3946.htm>. Comment sheets were available at the meeting and comments will be accepted until June 1, 2019 via the INDOT webforms, mail, or email.

## **2.4 Description of Project Changes**

This document serves to further document changes in the project during final design. Changes included in this document do not result in additional impacts beyond that already discussed in the FEIS/ROD and Reevaluation #1. For reference to the design changes see below and the mapping in Appendix A. All design changes occur within the right-of-way as previously documented in the FEIS/ROD and Reevaluation #1.

### **2.4.1 Design Changes**

Additional changes from the FEIS/ROD and Reevaluation #1 include the following.

- Include replacement of the Indian Creek Overflow. As part of the Reevaluation #1, the existing Indian Creek Overflow structure was proposed to be removed, requiring additional work and property acquisition in the floodway to accommodate all flood flows. The additional work included removal of a portion of the Old SR 37 roadway embankment, reconstruction of Old SR 37 as a recreational roadway, and the purchase of a flood easement. Since that time, the design has been updated to include a replacement of the Indian Creek overflow structure instead of a removal. The existing structure is comprised of a multi-cell reinforced concrete box culvert that is 157 feet in length with 4 cells each that are 7.8 feet tall by 10 feet wide. The replacement overflow structure will be 3-sided concrete structure that is 206 feet in length, 10 feet tall, and 18 feet wide. The bottom of the culvert will be 12-inch compacted aggregate, which will make it traversable by wildlife. The flowline ties to the existing roadside ditch





which is 2 feet below the adjacent ground elevation. Replacement of the structure is what was anticipated in the FEIS/ROD. The flood easement downstream of the Indian Creek bridge is no longer required.

- Include replacement of existing stormwater outfall to Sartor Ditch between Burton Lane and Ohio Street along Southview Drive. This includes the addition of 216 linear feet of 24-inch pipe from the I-69 right-of-way south under Southview Drive and extending to Sartor Ditch.
- Eliminate proposed mechanically stabilized earth retaining walls north of Burton Lane on the west side of the roadway and at Ohio Street. The limits of mechanically stabilized earth retaining walls previously proposed north of Burton Lane and along the outside southbound shoulder were substantially reduced during final design due to adjustments in roadway profile and grading beyond the shoulder.
- Add climbing lane on northbound I-69 between Grand Valley and SR 252 extending north of the project limit.
- Add climbing lane on southbound I-69 from the northern project limit south to between SR 44 and SR 252.
- Minor changes in right-of-way resulting in the cumulative increase in right-of-way, excluding excess land acquisition, by 2.4 acre is anticipated. The total permanent right-of-way acquisition is increased by 0.5 acre. The majority of the changes to the right-of-way include changes from local right-of-way to limited access right-of-way and the addition of temporary right-of-way for stormwater outfall or driveway reconstruction. For reference see **Table 1**.

**Table 1: Changes to Right-of-Way**

<b>Right-of-Way</b>	<b>Reevaluation #1 (acres)</b>	<b>Reevaluation #2 (acres)</b>	<b>Difference (acres)</b>
Permanent			
Limited Access	299.1	300.8	1.7
Local Roadway	103.5	102.3	-1.2
Utility	8.7	8.7	0.0
Total Permanent	411.3	411.8	0.5
Temporary	12.8	14.7	1.9
<b>Total ROW</b>	<b>424.1</b>	<b>426.5</b>	<b>2.4</b>

In addition to the above aspects of I-69 Section 6 in Martinsville, improvements are anticipated on Morton Avenue, Main Street, and Morgan Street. These improvements will improve traffic flow



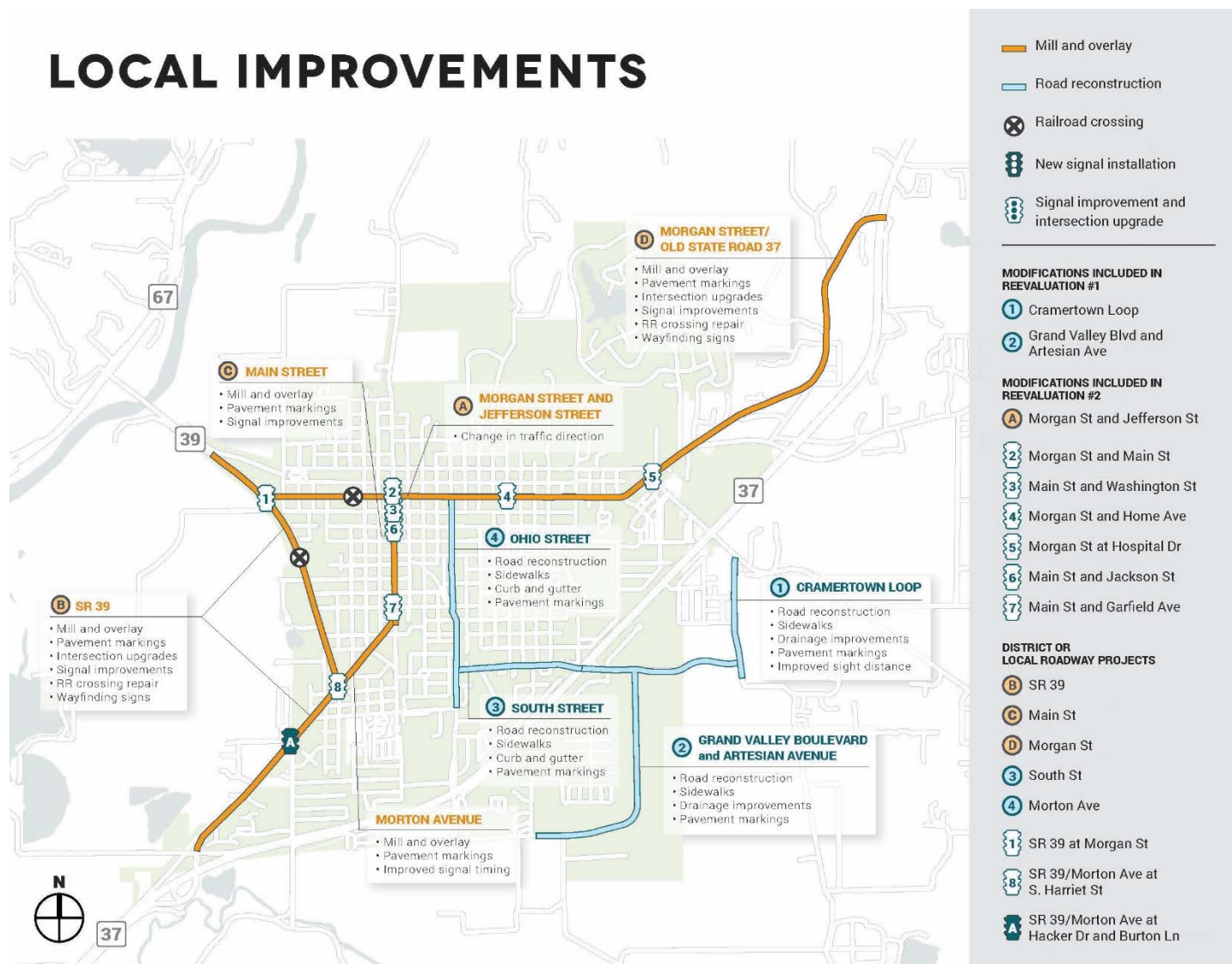
through Martinsville by interconnecting the signals and including preemption for safety vehicles. Traffic signal improvements will occur at East Morgan Street at South Main Street, East Morgan Street at South Home Avenue, East Morgan Street at Hospital Drive, East Washington Street at South Main Street, Main Street at Jackson Street, and Main Street at Garfield Avenue (**Figure 2-1**). Work will include adding an antenna to the existing signal box at each location. The change is intended to manipulate traffic signals in the path of an emergency vehicles, which allows the emergency vehicle to have the right-of-way. The intent is to reduce emergency vehicle response times and enhance traffic safety, especially during the I-69 construction and temporary closure of SR 37.

The direction of traffic on Jefferson Street will be temporarily changed from bi-directional on the block north of Morgan Street to one-way north and from one-way north on the block south of Morgan Street to one-way south. On-street parking will remain on both blocks. The intent of this change is to maintain traffic flow away from Morgan Street around the courthouse without the use of a traffic signal or stop sign as is the present condition.

In addition to the proposed action as discussed above, there are several other local projects being completed either in concurrence or immediately following the I-69 Section 6 project which are included under separate environmental documents.

These projects include improvements to SR 39, Ohio Street, and South Street. Improvements to SR 39 have been accelerated due to anticipated traffic detours resulting for I-69 construction. The SR 39 project includes pavement rehabilitation, addition of turn lanes, signal improvements at SR 39 and Morgan Street and SR 39/Morton Avenue and South Harriett Street, the addition of a traffic signal at SR 39/Morton Avenue and Hacker Drive/Burton Lane and storm water improvements. This project was previously planned and has independent utility. These improvements are being evaluated under a separate environmental document. Other local projects include the Ohio Street and South Street projects, which will be completed by the City of Martinsville, will be evaluated under separate environmental documents. These projects will likely include road reconstruction with curb and gutter and sidewalks. For reference to other local projects see **Figure 2-1**.

Figure 2-1: Local Improvements





## CHAPTER 3 – ENVIRONMENTAL CONSEQUENCES

This section summarizes the resource impacts within Segment 6.1 in comparison to the FEIS RPA impacts. As noted previously, INDOT intends to divide I-69 Section 6 into five design contracts (Segments 6.1 through 6.5) each of which may be divided further into multiple construction contracts. The environmental consequences discussed below are limited to those impacts associated with Segment 6.1 and previously discussed in Reevaluation #1. There are no changes to the overall permanent impacts to natural resources associated with Reevaluation #2.

As part of the Reevaluation #2, there are minor changes to right-of-way acquisition associated with multiple parcels. These changes are predominately associated with changes from local right-of-way to limited access right-of-way and addition of temporary right-of-way. Minor changes in right-of-way resulting in the cumulative increase in right-of-way, excluding excess land acquisition, by 2.4 acres is anticipated. Cumulative changes to permanent right-of-way associated with Reevaluation #2 include the increase in permanent right-of-way acquisition by 0.5 acre and the addition of 1.9 acre of temporary right-of-way. Note there are no changes to relocations. For reference see **Table 2**.

There are no changes in impacts in the City of Martinsville to private managed lands, core forest, wellhead protections areas, wetlands, streams, or historic resources associated with Reevaluation #2. Increase in floodway, floodplain, and agricultural land acquisition is due to temporary right-of-way and excess land associated with utility lines and the stormwater outfall. No permanent impacts are anticipated due to this acquisition.

**Table 2: Total End-to-End Impacts for Segment 6.1**

Impact Criteria	RPA	Segment 6.1 Reevaluation #1	Difference between RPA and Reeval #1	Segment 6.1 Reevaluation #2	Difference between Reeval #1 and Reeval #2
Right-of-Way (acres)					
Existing Right-of-Way	235.1	251.9	16.8	241.9	-10.0
New Right-of-Way	161.6	159.4	-2.2	169.9	10.5
Total Right-of-Way	396.7	411.3	14.6	411.8	0.5
Relocations					
Residential - Single Family Home	55	52	-3	52	0
Residential - Duplex Unit	3	3	0	3	0
Residential - Mobile Home	2	3	1	3	0
Residential - Apartment Unit	1	1	0	1	0



# I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

## Section 6—Reevaluation Statement #2

Impact Criteria	RPA	Segment 6.1 Reevaluation #1	Difference between RPA and Reeval #1	Segment 6.1 Reevaluation #2	Difference between Reeval #1 and Reeval #2
Business	24	24	0	24	0
Non-Profit	1	2	1	2	0
Total Relocations	86	85	-1	85	0
Section 4(f)					
Park (acres)	0	0	0	0	0
Historic or NRHP Eligible (acres)	0	0	0	0	0
Total Wetland (acres)					
Emergent Wetland	0.243	0.195	-0.048	0.195	0
Forested Wetland	0.260	0.284	0.024	0.284	0
Scrub/Shrub Wetland	0.101	0.105	0.004	0.105	0
Open Water	0.090	0.107	0.017	0.107	0
Total Wetland Impacts	0.695	1.041	0.346	1.041	0
Total Stream (linear feet) <sup>1</sup>					
Ephemeral	9,725	9,653	-72	9,653	0
Intermittent	3,639	3,208	-431	3,208	0
Perennial	2,202	2,347	145	2,347	0
Total Stream Impacts	15,566	15,208	-358	15,208	0
Floodplain (acres) <sup>2</sup>	52.3	57.7	5.4	59.4	1.7
Floodway (acres) <sup>3</sup>	46.9	43.5	-3.4	43.9	0.4
Wellhead Protection Areas (acres)	0	0	0	0	0
Agricultural Land (acres)	40.2	37.3	-4.3	37.7	0.4
Managed Lands (acres)	2.0	1.2	-0.8	1.2	0
Publicly Owned	2.0	1.2	-0.8	1.2	0
Privately Owned	0	0	0	0	0
Upland Forest (acres)	32.0	35.1	3.1	35.1	0
Core Forest (acres)	0	0	0	0	0

<sup>1</sup> Includes only permanent impacts.

<sup>2</sup> Includes areas within regulated Sartor Ditch floodway which are mapped as floodplain.

<sup>3</sup> Does not include regulated floodway of Sartor Ditch which is not mapped as floodway.





The following sections discuss anticipated changes to the environment and community based on the alterations to the Refined Preferred Alternative approved in the FEIS. If not specifically included in the discussion below, there are not anticipated to be any changes to impacts as disclosed in the FEIS.

### **3.1 Noise Analysis**

The noise impact analysis associated with the final design for I-69 Section 6 (Segment 6.1) was approved on January 8, 2019. In that analysis, INDOT identified 238 noise receptors that would be exposed to 2045 design year noise levels approaching or exceeding the FHWA noise abatement criteria. To address the predicted noise impacts, INDOT modeled noise barriers at seven locations with FHWA Traffic Noise Model (TNM) Version 2.5 for final design. Three noise barriers were found to be feasible and cost-effective and reasonable as it met design goal and cost effectiveness:

- Noise Barrier 1W – located at the I-69 south bound off-ramp to Morton Avenue/SR 39;
- Noise Barrier 2W – located at I-69 south bound between Burton Lane and Ohio Street; and
- Noise Barrier 3WA/3WB – located at I-69 south bound between Ohio Street and Grand Valley Boulevard

The other four analyzed noise barriers were found to be either not feasible or not reasonable for cost effectiveness. As a result, they were not recommended for implementation.

In accordance with the 2017 INDOT Traffic Noise Analysis Procedure, the viewpoints of benefited residents and property owners needed to be sought and considered in the determination of the reasonableness of highway traffic noise abatement measures for the proposed I-69 Section 6 (Segment 6.1) highway construction project.

To obtain the viewpoints of residents and property owners, a noise barrier survey (survey) was mailed to each resident and property owner who would be benefited by a feasible and reasonable barrier. The survey was mailed to 274 residents or property owners. The survey included a pre-stamped, self-addressed return survey postcard; a letter with a brief project description of the project and noise barrier locations under consideration, maps of the recommended noise barrier locations, and an announcement of a public meeting on March 12, 2019 to discuss the noise barriers. Attachment A contains a copy of the mailed noise barrier survey mailing packet.

The survey was mailed via U.S. Postal Service in an 8.5” by 11” envelope with an INDOT/I-69 Section 6 logo on it so that it would stand out in the mail. The survey was mailed on February 25, 2019. Surveys were mailed to every lot within the two mobile home communities, every apartment unit within the two apartment complexes, and to the corresponding property owners of these four facilities. For individual properties, surveys were mailed to both the owner and the tenant, if those two addresses were different. The addresses of the owners were compiled using data from the Morgan County Assessor’s office. A total of 42 surveys were returned as non-deliverable due to vacancy or an incorrect address.



On March 8, 2019, two teams of project representatives went door-to-door to the each of the homes and apartment units that were mailed a survey and from whom a completed survey had not yet been received. The intent of this effort was to encourage residents and property owners to complete the survey and to encourage them to attend the meeting to discuss the noise barriers on March 12, 2019. Blank survey cards were provided to those that did not receive or no longer had the originally mailed survey card. Survey cards were also collected from residents if they wished to complete the survey at that time.

On Tuesday March 12, 2019 at 6:00 p.m., INDOT held a public information meeting at the Martinsville High School, 1360 E. Gray Street, to discuss the noise barriers and ask residents and property owners that would benefit from the construction of a noise barrier whether or not they wanted it constructed. A total of 43 people signed in at the meeting.

The meeting consisted of an open house where attendees could review project mapping and discuss the noise barriers with the project team, followed by a short presentation, and additional open house time after the presentation. Blank surveys and comment sheets were available and attendees were encouraged to complete survey cards if they had not previously done so and to submit comments. Comments and completed surveys were requested by March 29, 2019.

By the end of the comment period on March 29, 2019, a majority of the benefited receptors (property owners and tenants) returned a survey response. All benefited receptors for Noise Barrier 1W that returned a survey were in favor of the noise barrier. The total percentage of benefited receptors in favor of Noise Barrier 1W was 86 percent, which represents a majority.

For Noise Barrier 2W, 86 percent of the benefited receptors returning a survey indicated they were in favor of the barrier. This includes the property managers for both the Pines of Martinsville (32 potential tenants of which 16 are benefitted) and the Southfield Apartments (16 potential tenants of which 8 are benefitted). The total percentage of benefited receptors in favor of the barrier was 86 percent, which represents a majority.

All three benefited commercial receptors for Noise Barrier 2W indicated they would prefer the visibility rather than have a noise barrier. As a result, the barrier design was updated to reflect this feedback. More specifically, the northern end of Noise Barrier 2W was updated to terminate at the property line between the Southfield Apartments and the undeveloped commercial property adjacent to the north. The southern end of the Noise Barrier 2W was updated to terminate at the northern end of the Martinsville Baptist Tabernacle Church and School. The refined barrier design was agreed to by the Martinsville Baptist Tabernacle Church and School as it would provide the most visibility to the church while, at the same time, providing the most benefit to their playground and the adjacent residential properties. The Martinsville Baptist Tabernacle Church and School did request replacement signage along their property.

The Waters of Martinsville, a rehabilitation and skilled nursing center, is located in the center of Noise Barrier 2W. The Waters of Martinsville indicated they would prefer to have the noise barrier and would like to have their sign raised above the height of the barrier to maintain visibility. If



raising the sign above the barrier is acceptable, they would prefer the noise barrier be constructed. This request is under consideration based on INDOT design constraints and local ordinances. Resolution of the placement of the sign is on-going.

For Noise Barrier 3W, 73 percent of the benefited receptors returning a survey indicated they were in favor of the barrier. This includes the property owners for both the Sun Valley Mobile Home Park (104 potential tenants) and Spring Valley Mobile Home Park (29 potential tenants). The total percentage of benefited receptors in favor of Noise Barrier 3W was 73 percent, which represents a majority.

**Table 3** contains a summary of the noise barrier survey and response statistics. Due to the presence of tenants, the number of surveys mailed exceeds the number of benefited receptors. For all three noise barriers, a majority of the benefited receptors were in favor of constructing the noise barriers, including the managers of both apartment complexes and the owners/managers of both mobile home facilities.

**Table 3 – Noise Barrier Survey and Response Statistics**

Noise Barrier	Benefited Receptors	Number of Surveys Mailed	Number of Surveys Returned as "Not Deliverable"	Number of Surveys Returned <sup>4</sup>	Number of Surveys in Favor of Barrier	Percent of Benefited Receivers in Favor of Barrier
1W	21	27	1	18	18	86%
2W	36	65	3	34	31 <sup>5,6</sup>	86%
3W	171	182	38	129	125 <sup>7</sup>	73%
Total	228	274	42	190		

Three comments were received at the noise barrier public meeting and one additional comment was submitted via e-mail after the meeting. One comment concerned the use of engine brakes on SR 37 by trucks, one comment was with regards to timing of the barrier construction, and two comments were requests for noise barriers in other locations. No specific concerns regarding the three recommended noise barriers were received beyond a general support for inclusion of the barriers.

<sup>4</sup> If no resident or tenant survey was returned, the owner preference was recorded for each apartment or mobile home receiver.

<sup>5</sup> Property managers for both the Pines of Martinsville (32 potential tenants) and the Southfield Apartments (16 potential tenants) indicated their preference for the Noise Barrier 2W. These responses, in addition to the other residential benefited receptor responses were determined to constitute a majority of the benefited receptors.

<sup>6</sup> The preference for the noise barrier includes all single family residential property owners.

<sup>7</sup> Property owners for both the Sun Valley Mobile Home Park (104 potential tenants) and Spring Valley Mobile Home Park (29 potential tenants) indicated their preference for the Noise Barrier 3W.



As a result of the input received during the public involvement process, Noise Barrier 2W (NB2W) was reduced in length, see **Table 4**. The Martinsville Baptist Tabernacle Church and School, represented by receivers N1071 and N1072 in the approved noise impact assessment, requested that NB2W terminate at the northern end of their property, reducing the southern length of the proposed noise barrier by approximately 725 feet. As a result of this reduction, impacted receivers N1071 and N1072 would no longer be benefited.

The owner of the vacant commercial lot located north of the Pines of Martinsville and Southfield Apartments, identified as parcel number 55-13-09-180-016.003-021, also requested that NB2W not impede visibility of the property. As a result of this request, the northern end of NB2W was reduced by approximately 255 feet. Two impacted residential receivers, N1015 and N1017, are located behind this vacant property. These receivers were not considered benefited by NB2W in the approved noise impact assessment.

**Table 4 – Noise Barrier 2W Comparison**

Source	Length (ft)	Avg. Height	Impacted Receptors	Benefited Receptors	Cost of Barrier (\$30/sq. ft.)	Cost Per Benefited Receptor
I-69 Segment 6.1 Noise Impact Analysis	2,559	11	33	36	\$849,423	\$23,595
I-69 Segment 6.1 Public Involvement Addendum	1,579	12	33	34	\$569,544	\$16,751

No other noise barriers were changed based on the public involvement process. Noise Barriers 1W, 2W, and 3W will be incorporated into the final design plans for the I-69 Section 6 (Segment 6.1) project.

### **3.2 Traffic Signals**

In addition to the above aspects of I-69 Section 6 in Martinsville, improvements are anticipated on Morton Avenue, Main Street, Morgan Street, and Jefferson Street to improve traffic flow through the interconnection of signals and a directional change in traffic flow on Jefferson Street. Work will include adding an antenna to the existing signal box and restriping of parking on Jefferson Street. There is not anticipated to be a loss in parking. Traffic signal improvements will occur at East Morgan Street at South Main Street, East Morgan Street at South Home Avenue, East Morgan Street at Hospital Drive, East Washington Street at South Main Street, Main Street at Jackson Street, and Main Street at Garfield Avenue. These changes are intended to facilitate traffic flow through Martinsville, especially during construction of I-69 and the temporary closure of SR 37. No permanent impacts are anticipated as a result of these modifications.



### **3.3 I-69 Construction Impacts**

Construction sequencing and phasing has not changed since the Reevaluation #1 document was completed. It is anticipated that SR 37 from SR 39 north to Morgan Street at the northern end of the I-69 Section 6 Martinsville will be closed for one construction season in order to facilitate I-69 construction. Local roadway improvements will be completed during the initial construction phases in order to accommodate local and traffic diversion during later phases of construction including the mainline of I-69. Access across SR 39, Hospital Drive/SR 252 and South Street/Grand Valley Boulevard will be maintained during all phases of construction. Closure of SR 37 and detours will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no substantial delays are anticipated and all inconveniences will cease upon project completion.

Outreach to the public and coordination with the emergency management and local officials has been on-going through the design process to minimize impacts to the local community. Further outreach will occur during construction to keep the motoring public informed of construction activities, including lane restrictions and closures. This outreach was initiated as part of the public meeting in Martinsville on September 17, 2018, and will continue through construction. It is anticipated that a minimum of one public meeting will occur annually to update the community on the project status and maintenance of traffic plans.





## CHAPTER 4 – CONCLUSIONS

The analysis of the impacts from the additional permanent right-of-way areas required by the design changes included in Segment 6.1 supports the conclusion that these modifications will not cause significant environmental impacts that were not evaluated in the I-69 Section 6 FEIS. The proposed right-of-way modifications offer no new information or circumstances relevant to environmental concerns, nor will it result in significant environmental impacts that were not discussed in the I-69 Section 6 FEIS. Additionally, no new environmental commitments were identified as part of the modifications to the design changes included in Segment 6.1. The analysis in this reevaluation supports the conclusion that the design modifications in Segment 6.1 will not have impacts sufficient to require the preparation of a Supplemental Environmental Impact Statement.

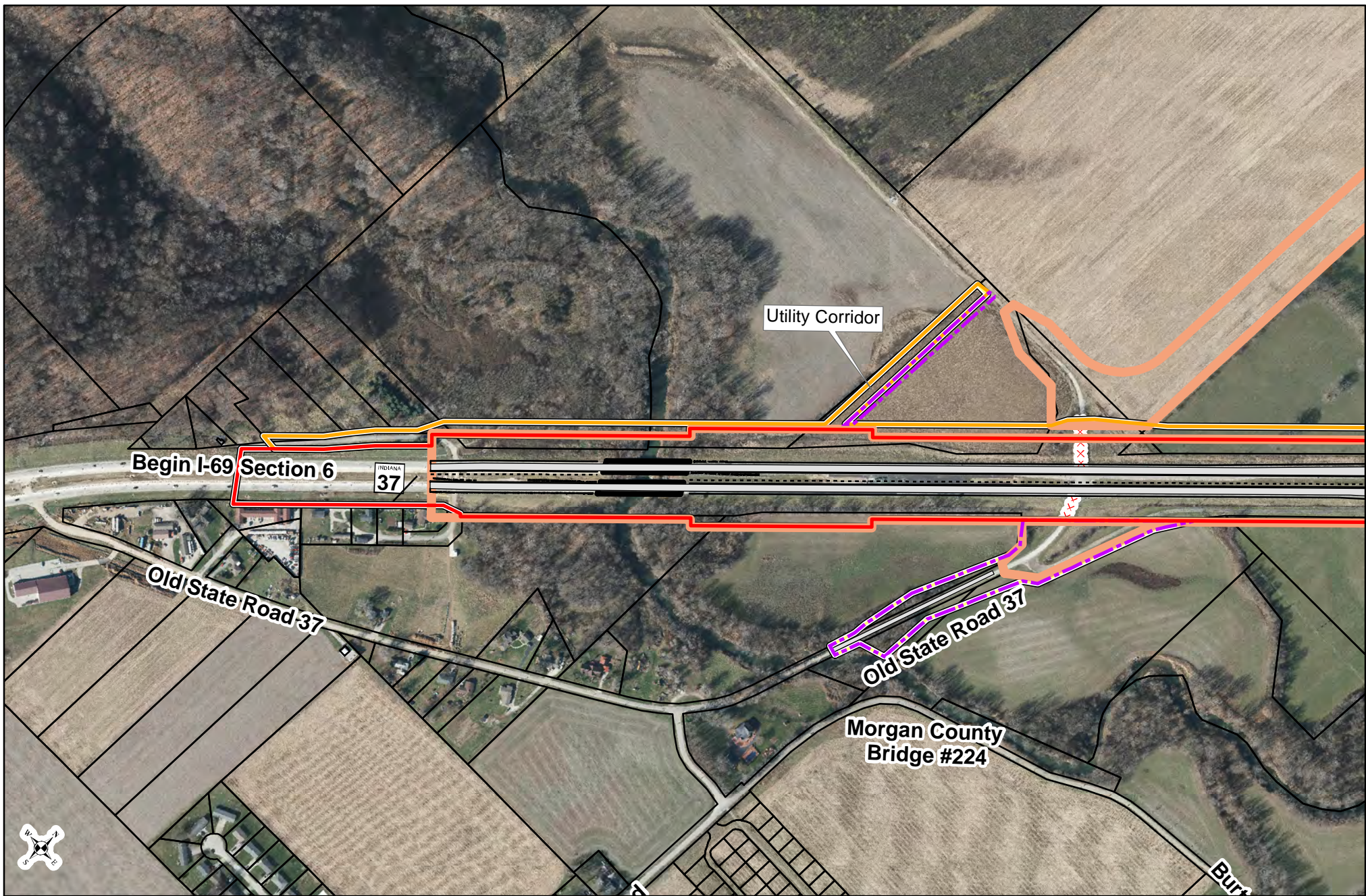


## Appendix A – Maps



## Appendix A1: Segment 6.1



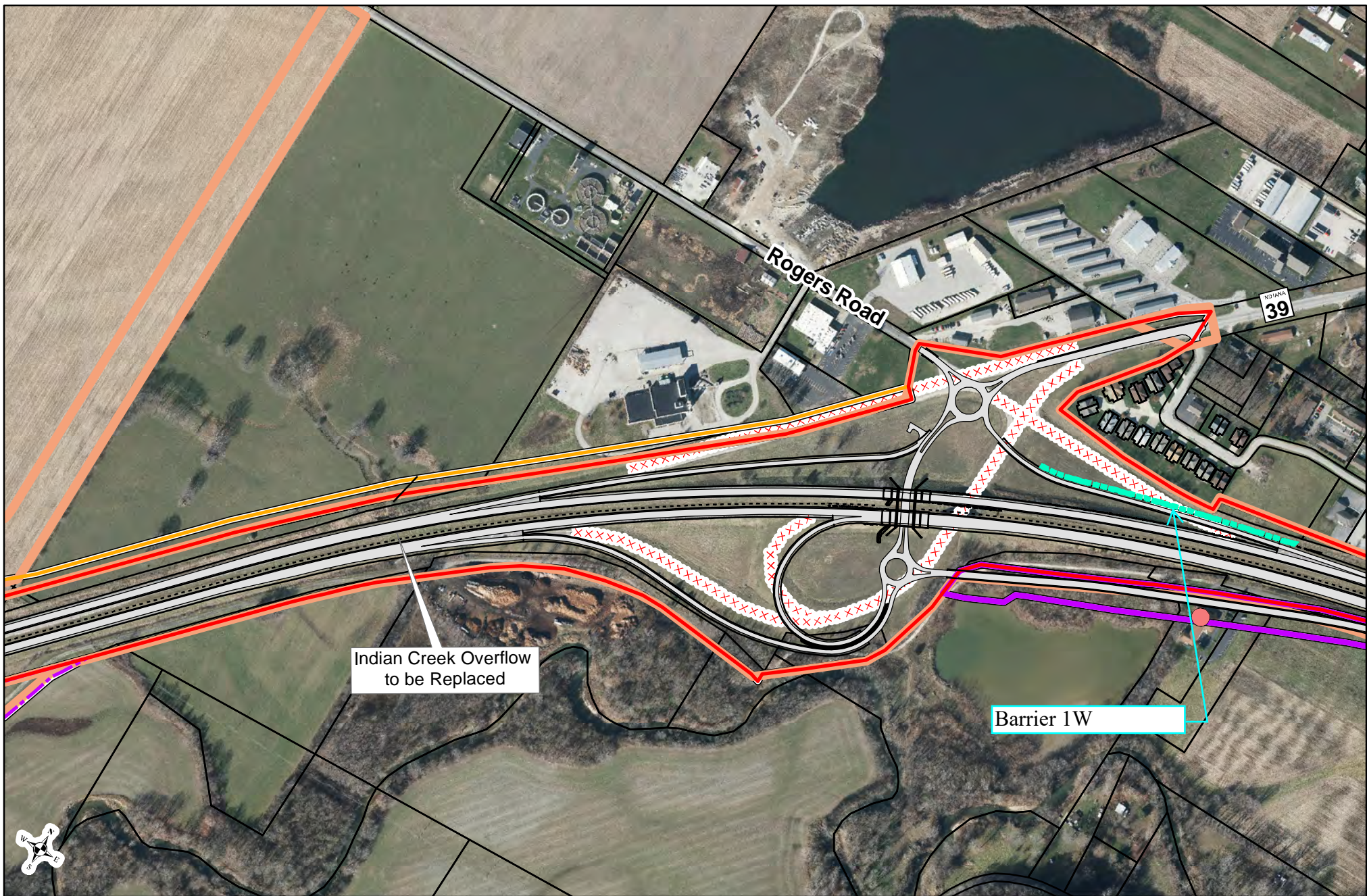


Reevaluation #2 Right-of-Way		Bridges and Structures	Proposed Pavement	Reevaluation #1 Right-of-way	Cemetery
	Limited Access Right-of-Way		Noise Barrier		
	Local Right-of-Way		Guardrail		Roads Closed or Removed
	Temporary Right-of-Way		Shoulders		Parcel Boundary
	Utility Right-of-Way		Sidewalk		FEIS Right of Way

**MARTINSVILLE**  
**FEIS REEVALUATION #2**

0 500 1,000  
 Feet





#### Reevaluation #2 Right-of-Way

- Limited Access Right-of-Way
- Local Right-of-Way
- Temporary Right-of-Way
- Utility Right-of-Way

#### Infrastructure

- Bridges and Structures
- Guardrail
- Shoulders
- Sidewalk

#### Proposed Pavement

- Relocations
- FEIS Right of Way

#### Reevaluation #1 Right-of-way

- Roads Closed or Removed
- Parcel Boundary

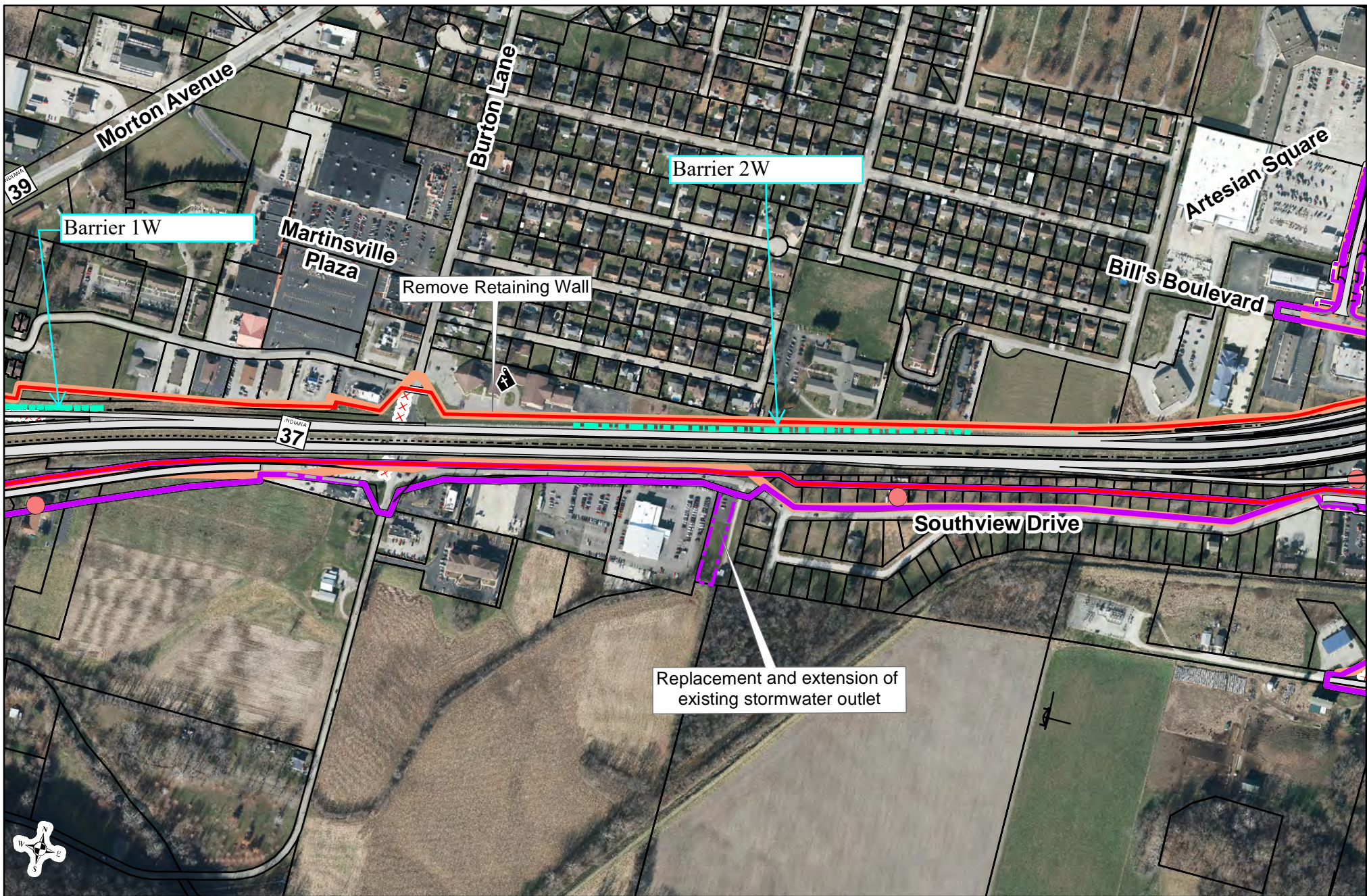
#### Landmarks

- Cemetery
- Church
- Fire Station

### MARTINSVILLE FEIS REEVALUATION #2

0 500 1,000  
Feet





#### Reevaluation #2 Right-of-Way

- Limited Access Right-of-Way
- Local Right-of-Way
- Temporary Right-of-Way
- Utility Right-of-Way

— Bridges and Structures

- - - - - Guardrail

— Shoulders

— Sidewalk

Proposed Pavement

● Relocations

FEIS Right of Way

Reevaluation #1 Right-of-way

XXX Roads Closed or Removed

Parcel Boundary

†† Cemetery

⛪ Church

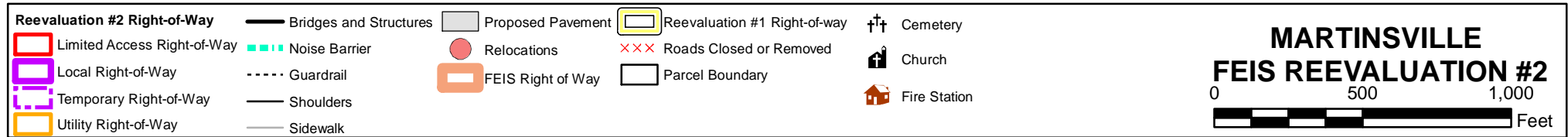
🚒 Fire Station

**MARTINSVILLE  
FEIS REEVALUATION #2**

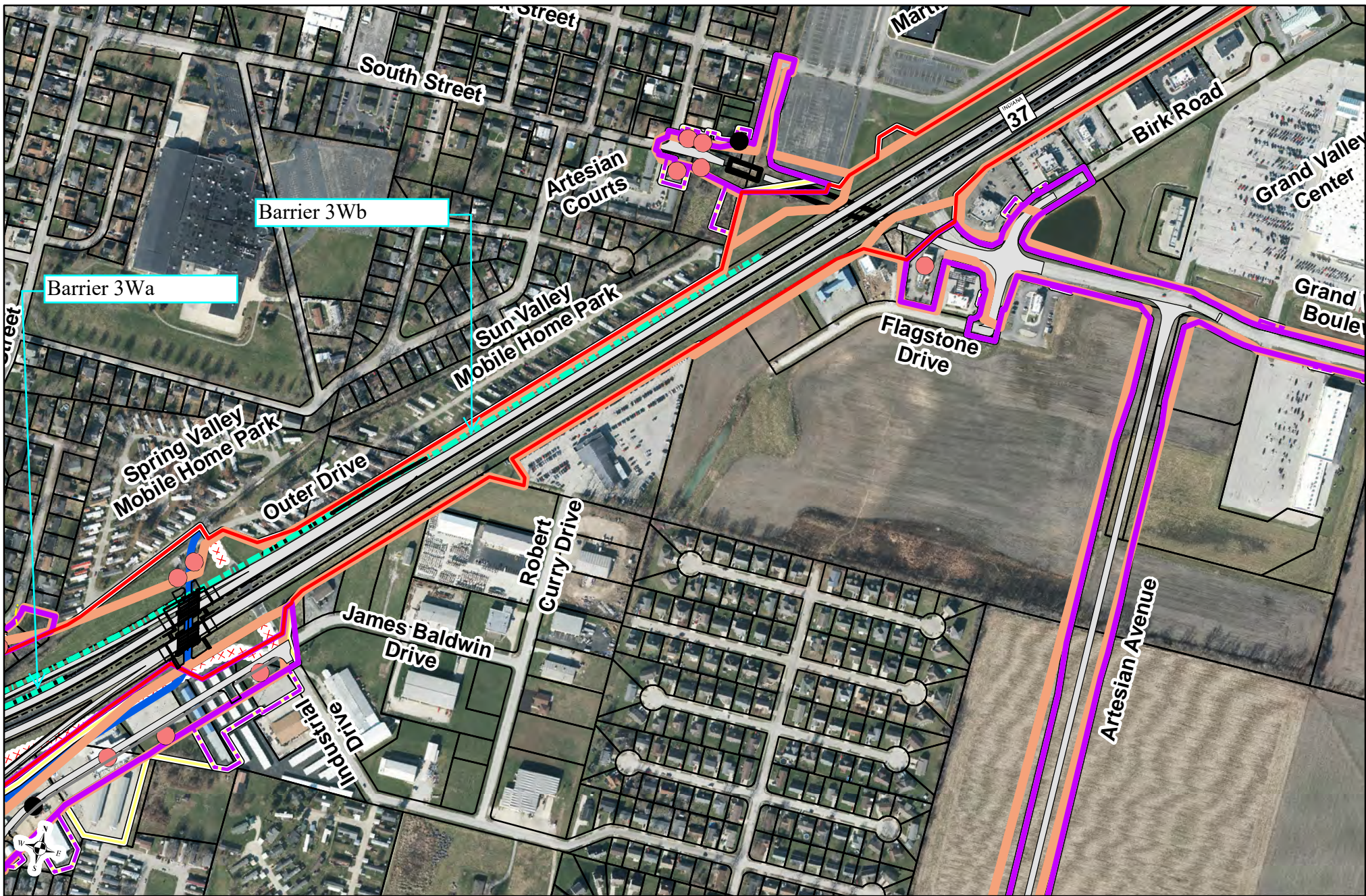
0                      500                      1,000

Feet







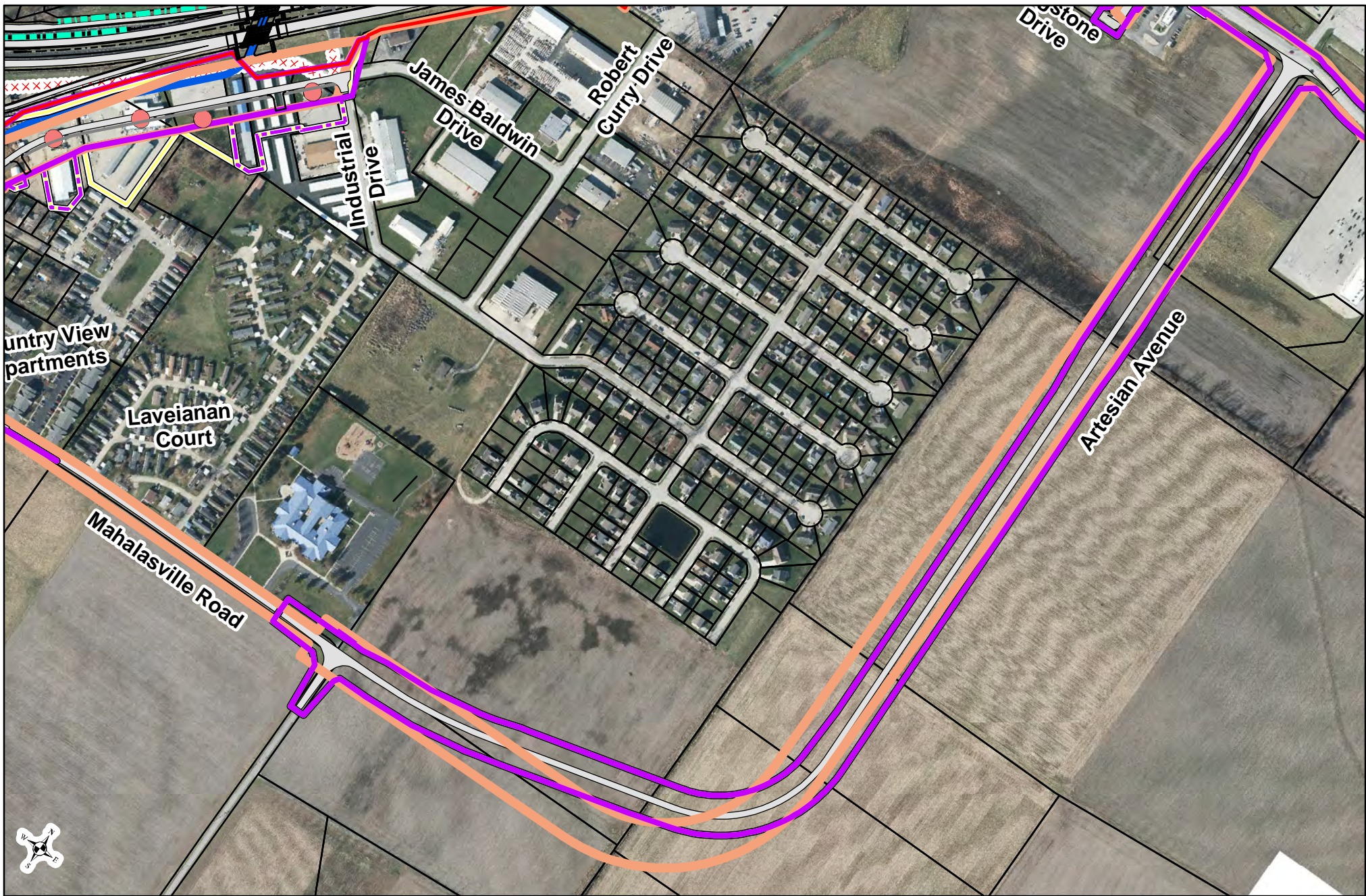


<b>Reevaluation #2 Right-of-Way</b>		<b>Reevaluation #1 Right-of-way</b>	
Limited Access Right-of-Way	Bridges and Structures	Reevaluation #1 Right-of-way	Cemetery
Local Right-of-Way	Noise Barrier	Roads Closed or Removed	Church
Temporary Right-of-Way	Guardrail	Parcel Boundary	Fire Station
Utility Right-of-Way	Relocations		
	FEIS Right of Way		
	Proposed Pavement		
	Shoulders		
	Sidewalk		

**MARTINSVILLE  
FEIS REEVALUATION #2**

0 500 1,000  
Feet





<b>Reevaluation #2 Right-of-Way</b> Limited Access Right-of-Way Local Right-of-Way Temporary Right-of-Way Utility Right-of-Way	Bridges and Structures Noise Barrier Guardrail Shoulders Sidewalk	Proposed Pavement Relocations FEIS Right of Way	Reevaluation #1 Right-of-way Roads Closed or Removed Parcel Boundary	Cemetery Church Fire Station
--	---	---	--	------------------------------------

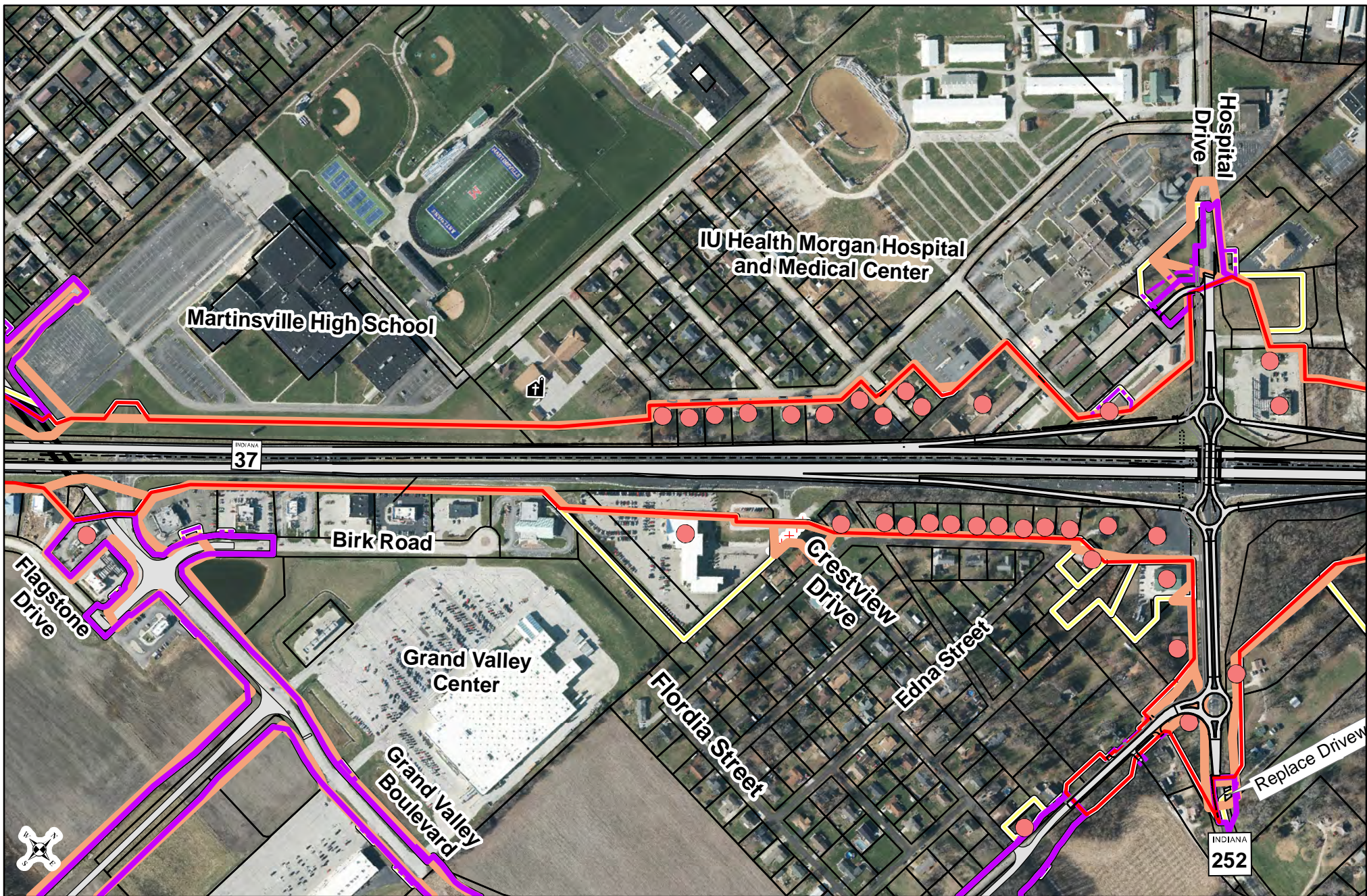
## MARTINSVILLE

### FEIS REEVALUATION #2

0
500
1,000

Feet





#### Reevaluation #2 Right-of-Way

- Limited Access Right-of-Way
- Local Right-of-Way
- Temporary Right-of-Way
- Utility Right-of-Way

— Bridges and Structures

— Noise Barrier

--- Guardrail

— Shoulders

— Sidewalk

— Proposed Pavement

● Relocations

FEIS Right of Way

Reevaluation #1 Right-of-way

××× Roads Closed or Removed

— Parcel Boundary

†† Cemetery

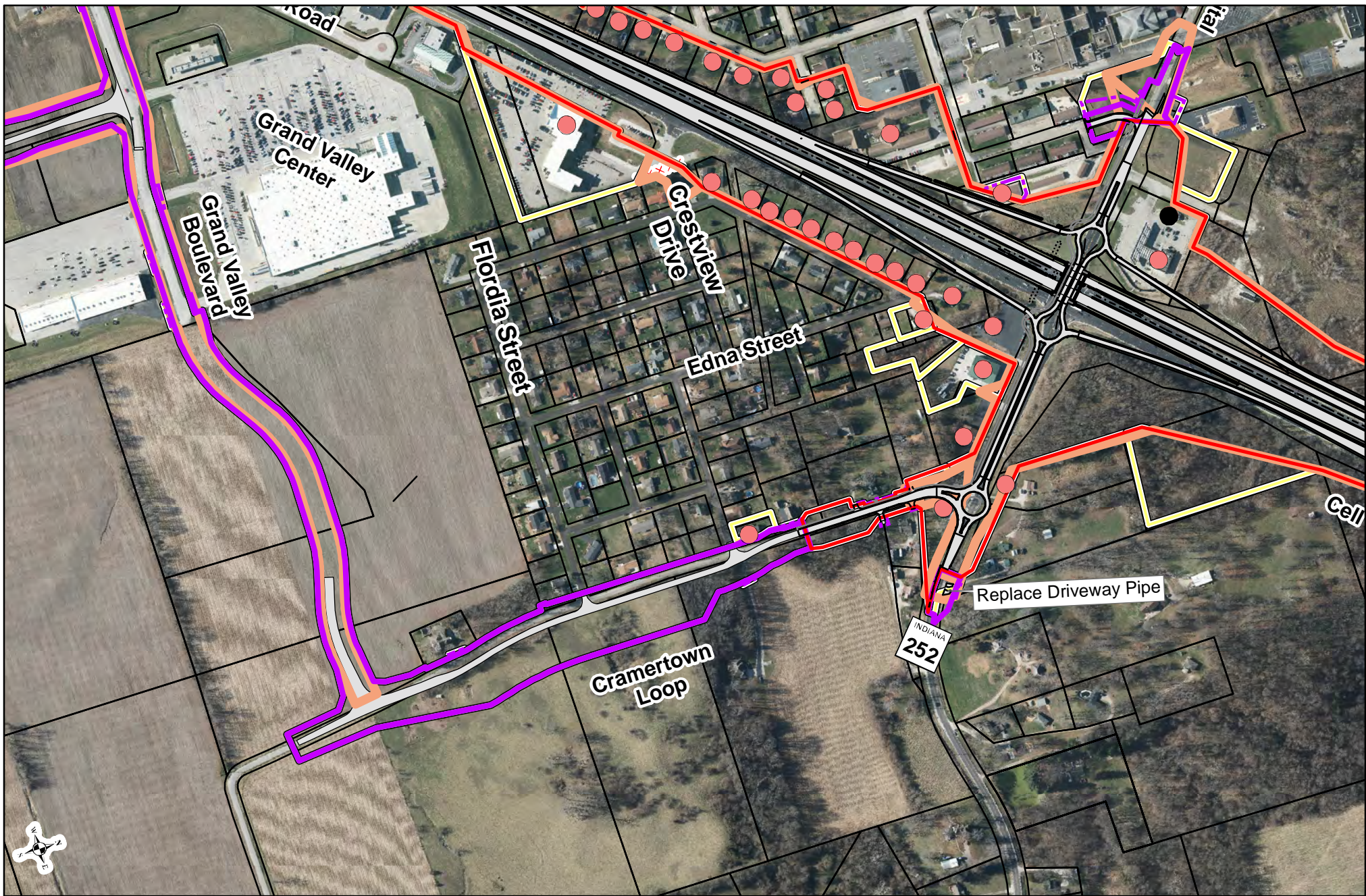
⛪ Church

🚒 Fire Station

**MARTINSVILLE**  
**FEIS REEVALUATION #2**

0 500 1,000  
 Feet



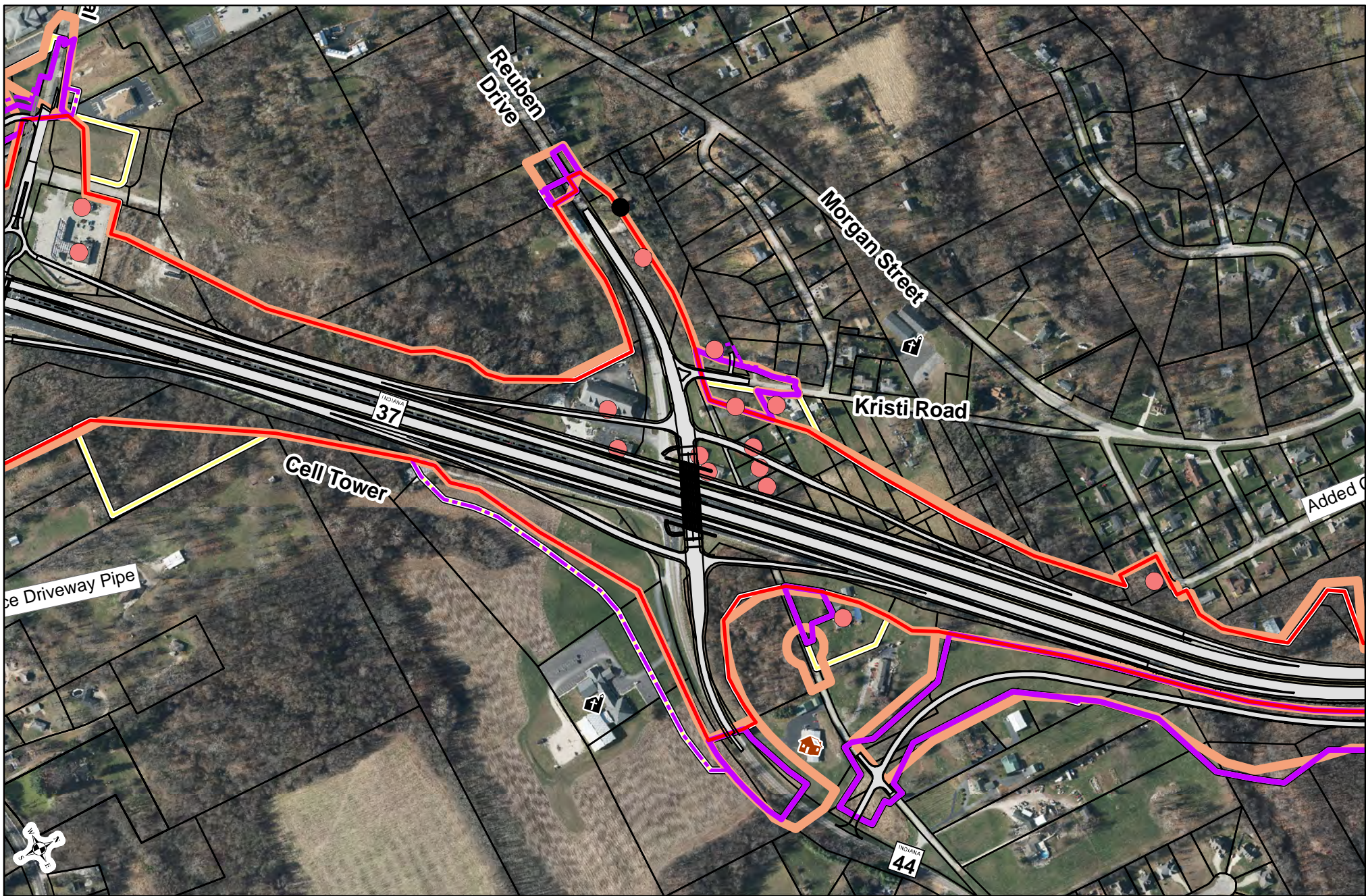


- |                                     |                        |                   |                              |              |
|-------------------------------------|------------------------|-------------------|------------------------------|--------------|
| <b>Reevaluation #2 Right-of-Way</b> | Bridges and Structures | Proposed Pavement | Reevaluation #1 Right-of-way | Cemetery     |
| Limited Access Right-of-Way         | Noise Barrier          | Relocations       | Roads Closed or Removed      | Church       |
| Local Right-of-Way                  | Guardrail              | FEIS Right of Way | Parcel Boundary              | Fire Station |
| Temporary Right-of-Way              | Shoulders              |                   |                              |              |
| Utility Right-of-Way                | Sidewalk               |                   |                              |              |

**MARTINSVILLE  
FEIS REEVALUATION #2**

0 500 1,000  
Feet





#### Reevaluation #2 Right-of-Way

- Limited Access Right-of-Way
- Local Right-of-Way
- Temporary Right-of-Way
- Utility Right-of-Way

- Bridges and Structures
- Noise Barrier
- Guardrail
- Shoulders
- Sidewalk

- Proposed Pavement
- Relocations
- FEIS Right of Way

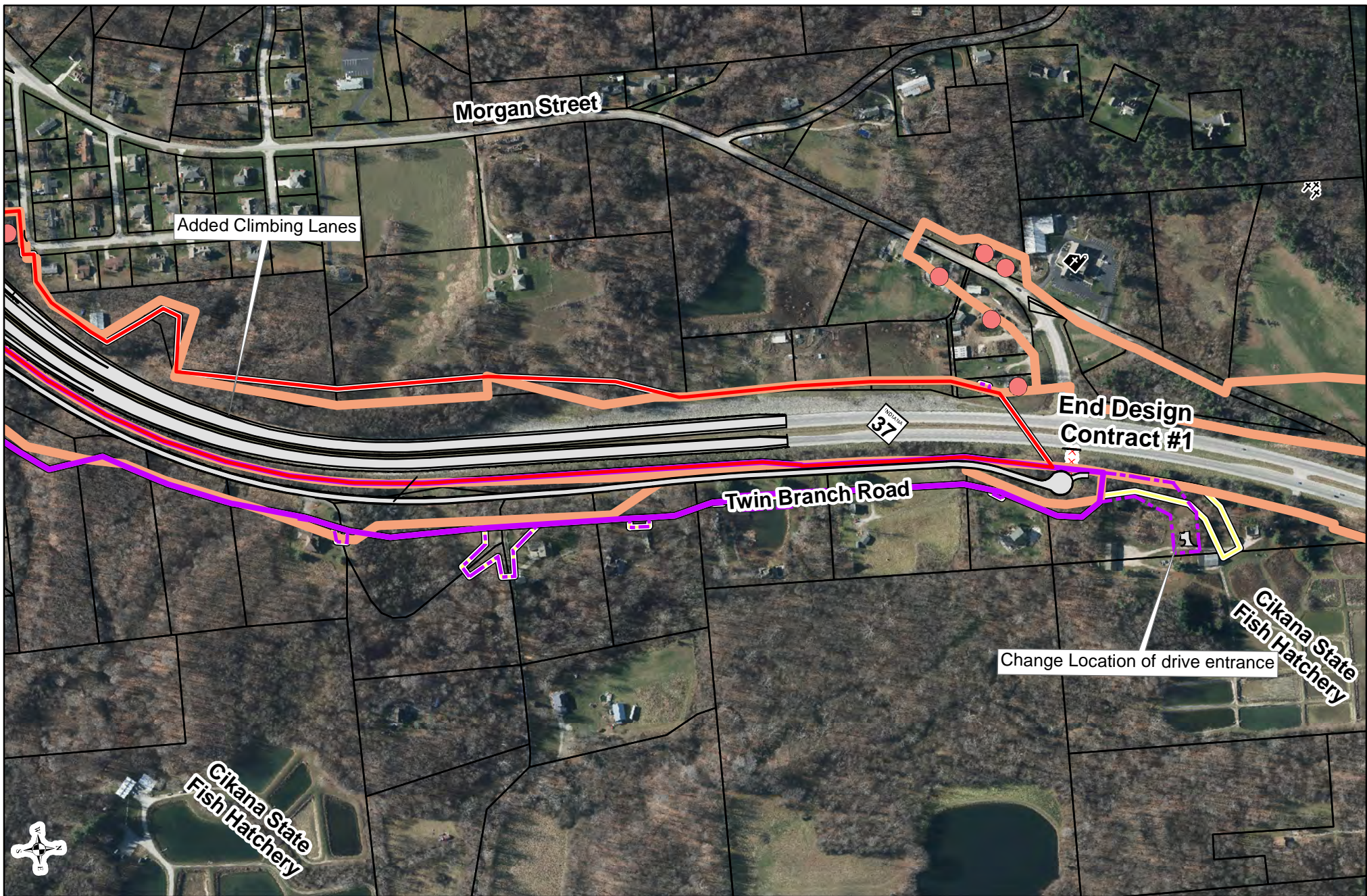
- Reevaluation #1 Right-of-way
- XXX Roads Closed or Removed
- Parcel Boundary

- †† Cemetery
- ⛪ Church
- 🏠 Fire Station

**MARTINSVILLE**  
**FEIS REEVALUATION #2**

0                      500                      1,000  
 Feet





#### Reevaluation #2 Right-of-Way

- Limited Access Right-of-Way
- Local Right-of-Way
- Temporary Right-of-Way
- Utility Right-of-Way

- Bridges and Structures
- Noise Barrier
- Guardrail
- Shoulders
- Sidewalk

- Proposed Pavement
- Relocations
- FEIS Right of Way

- Reevaluation #1 Right-of-way
- XXX Roads Closed or Removed
- Parcel Boundary

- †† Cemetery
- ⛐ Church
- 🏠 Fire Station

### MARTINSVILLE FEIS REEVALUATION #2

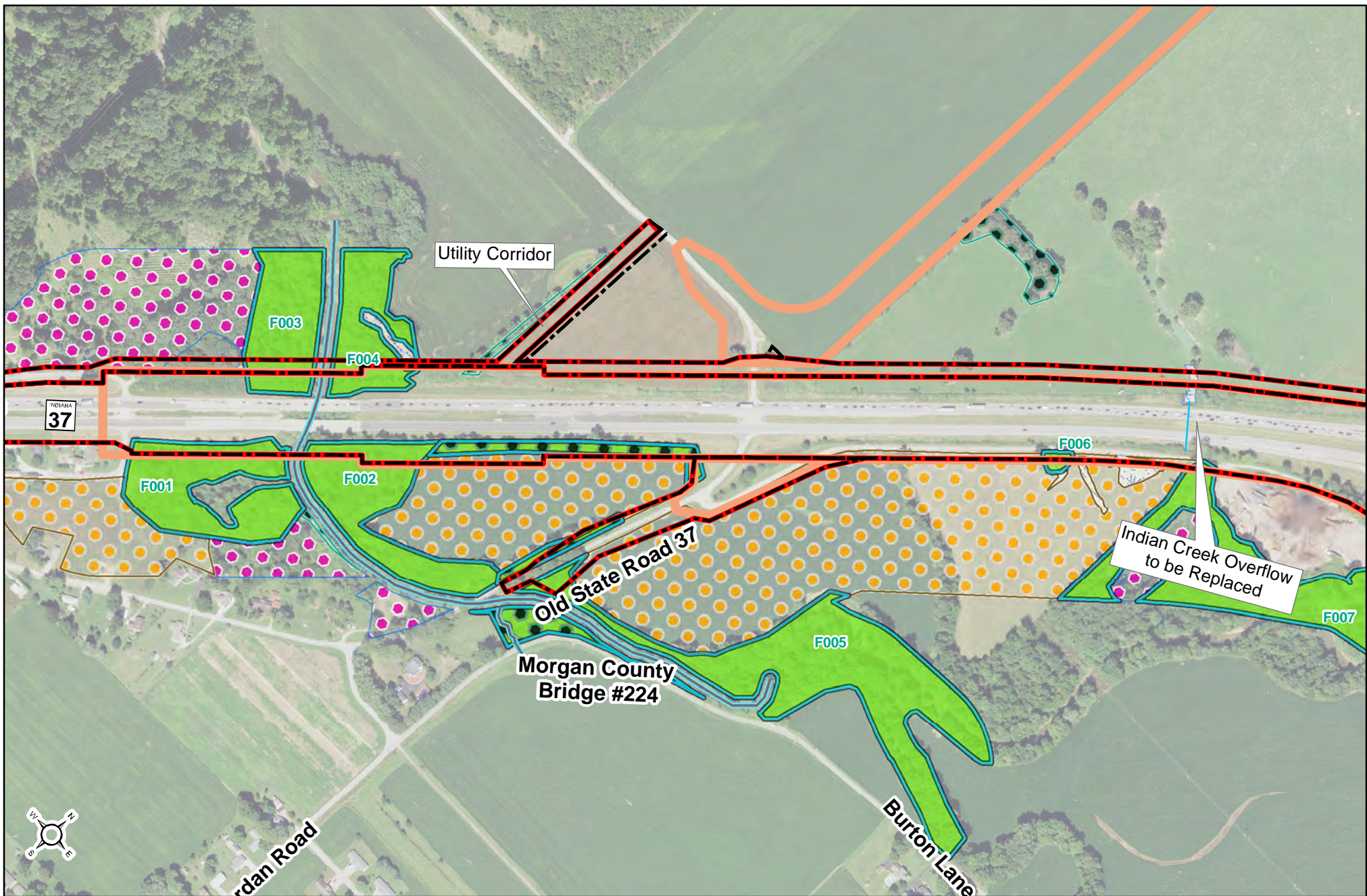
0
500
1,000

Feet





## Appendix A2: Natural Resources and Habitat



- Reevaluation #2 Right-of-Way
- Reevaluation #1 Right-of-Way
- FEIS Right of Way
- Classified Forest and Wildlands
- Delineated Streams

- Elm / Ash / Cottonwood
- Maple / Beech / Birch
- Non-Native Dominant Stand
- Oak / Hickory
- White / Red / Jack Pine

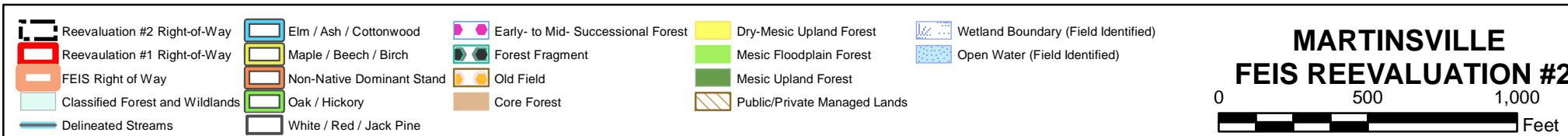
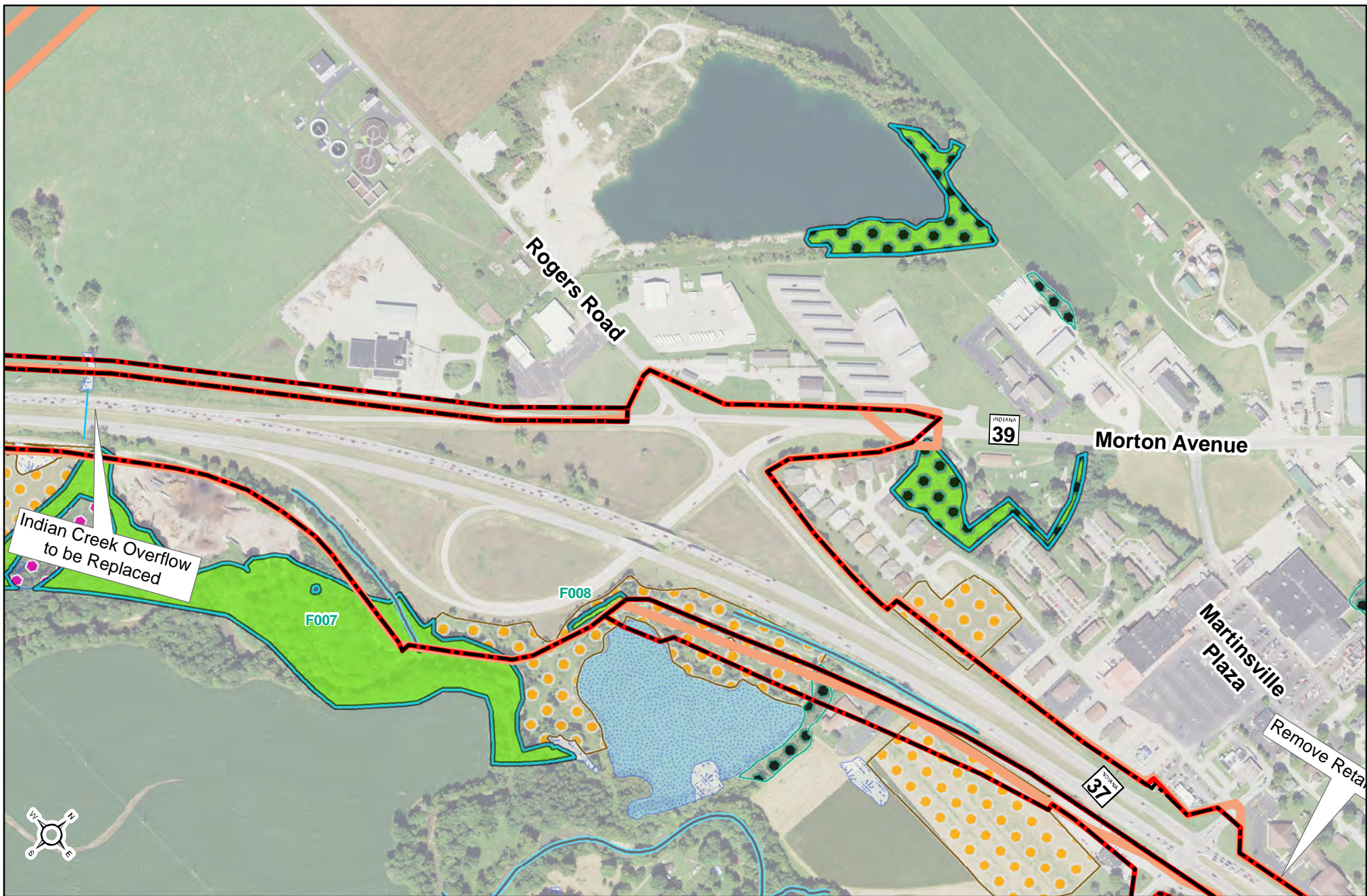
- Early- to Mid- Successional Forest
- Forest Fragment
- Old Field
- Core Forest

- Dry-Mesic Upland Forest
- Mesic Floodplain Forest
- Mesic Upland Forest
- Public/Private Managed Lands

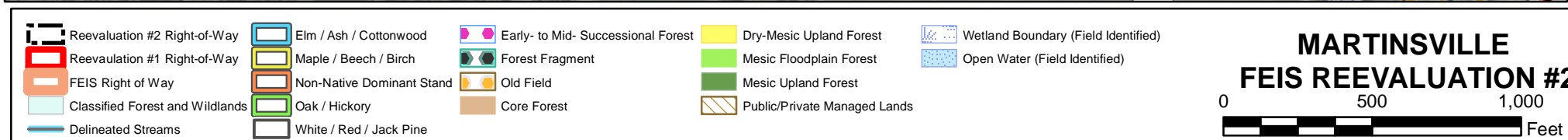
- Wetland Boundary (Field Identified)
- Open Water (Field Identified)





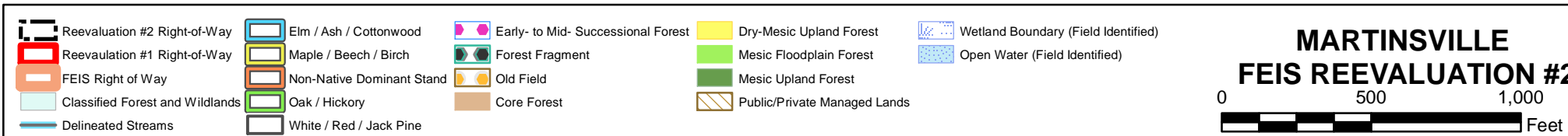
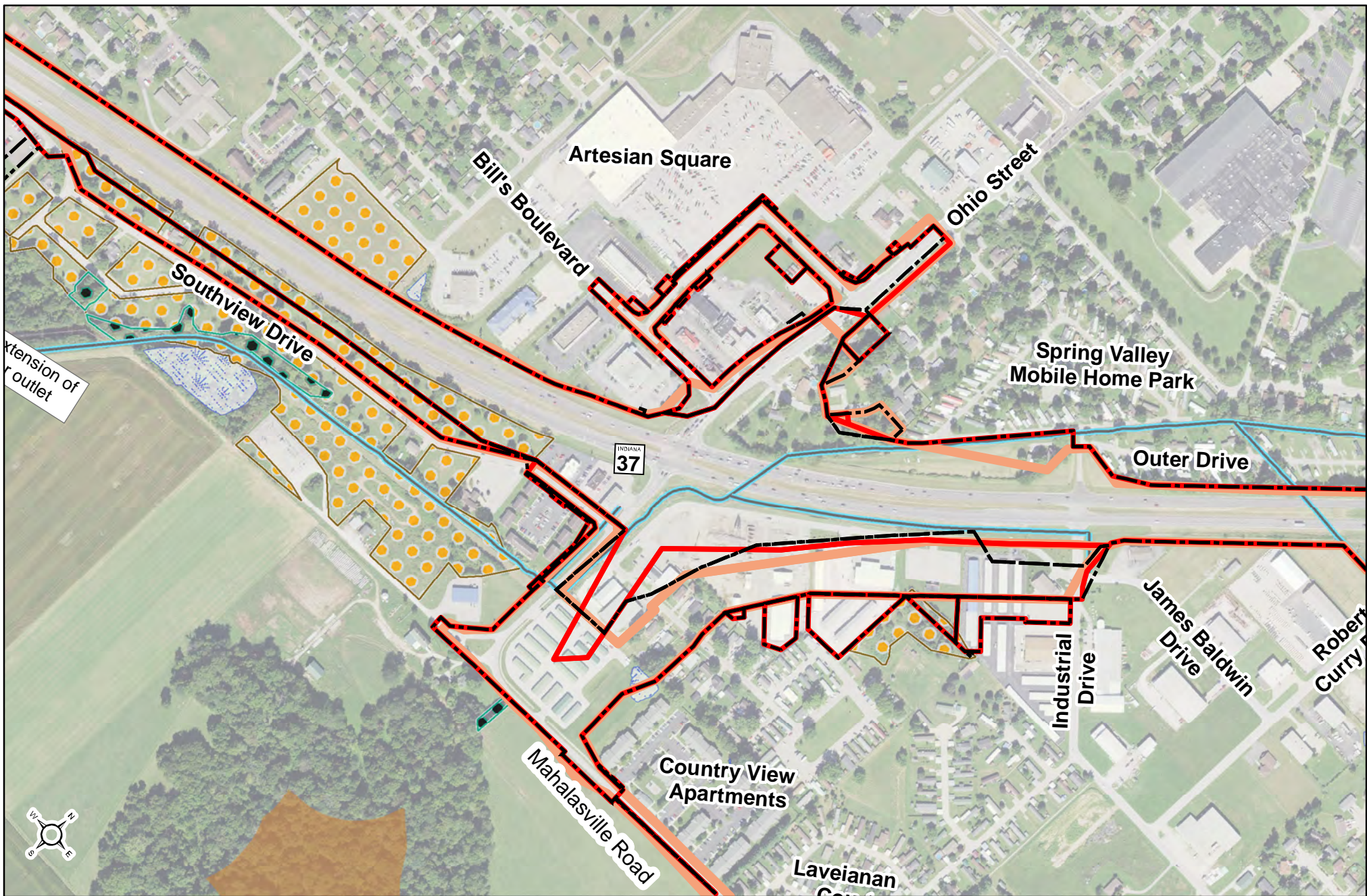




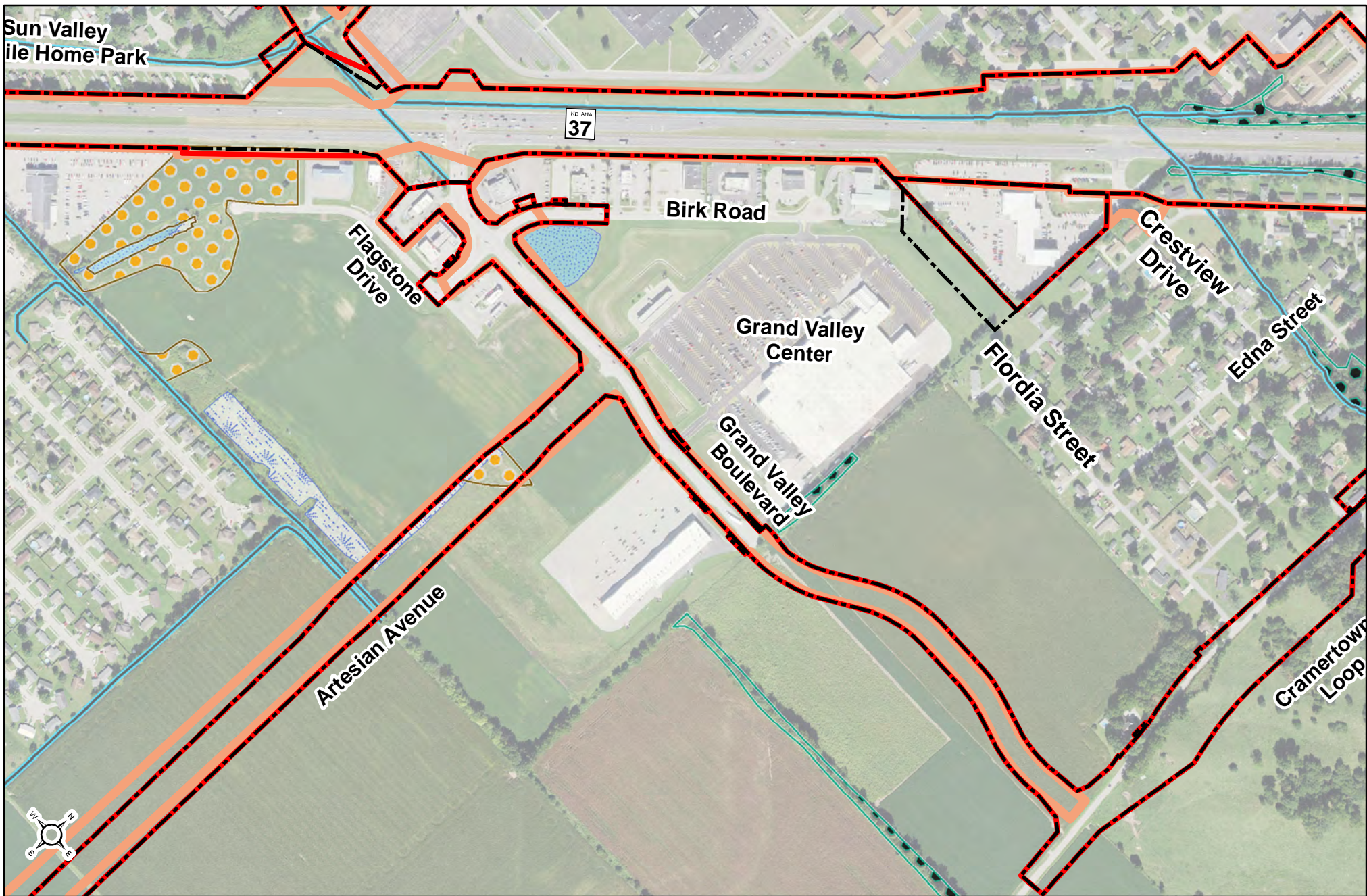


A horizontal scale bar with markings at 0, 500, and 1,000 feet. The bar is divided into segments, with the first segment being white and the others black.









- Reevaluation #2 Right-of-Way
- Reevaluation #1 Right-of-Way
- FEIS Right of Way
- Classified Forest and Wildlands
- Delineated Streams

- Elm / Ash / Cottonwood
- Maple / Beech / Birch
- Non-Native Dominant Stand
- Oak / Hickory
- White / Red / Jack Pine

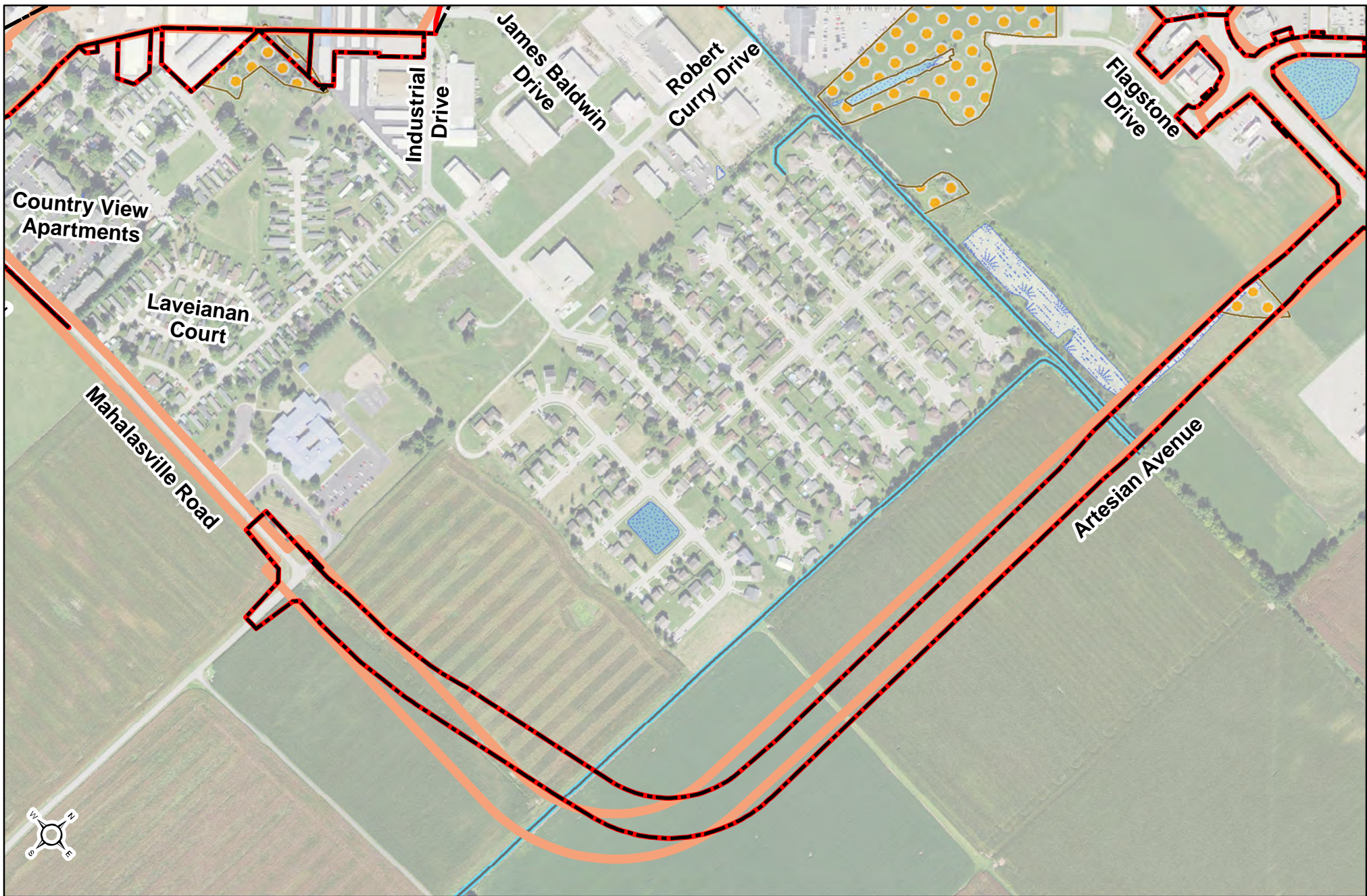
- Early- to Mid- Successional Forest
- Forest Fragment
- Old Field
- Core Forest

- Dry-Mesic Upland Forest
- Mesic Floodplain Forest
- Mesic Upland Forest
- Public/Private Managed Lands

- Wetland Boundary (Field Identified)
- Open Water (Field Identified)







- Reevaluation #2 Right-of-Way
- Reevaluation #1 Right-of-Way
- FEIS Right of Way
- Classified Forest and Wildlands
- Delineated Streams

- Elm / Ash / Cottonwood
- Maple / Beech / Birch
- Non-Native Dominant Stand
- Oak / Hickory
- White / Red / Jack Pine

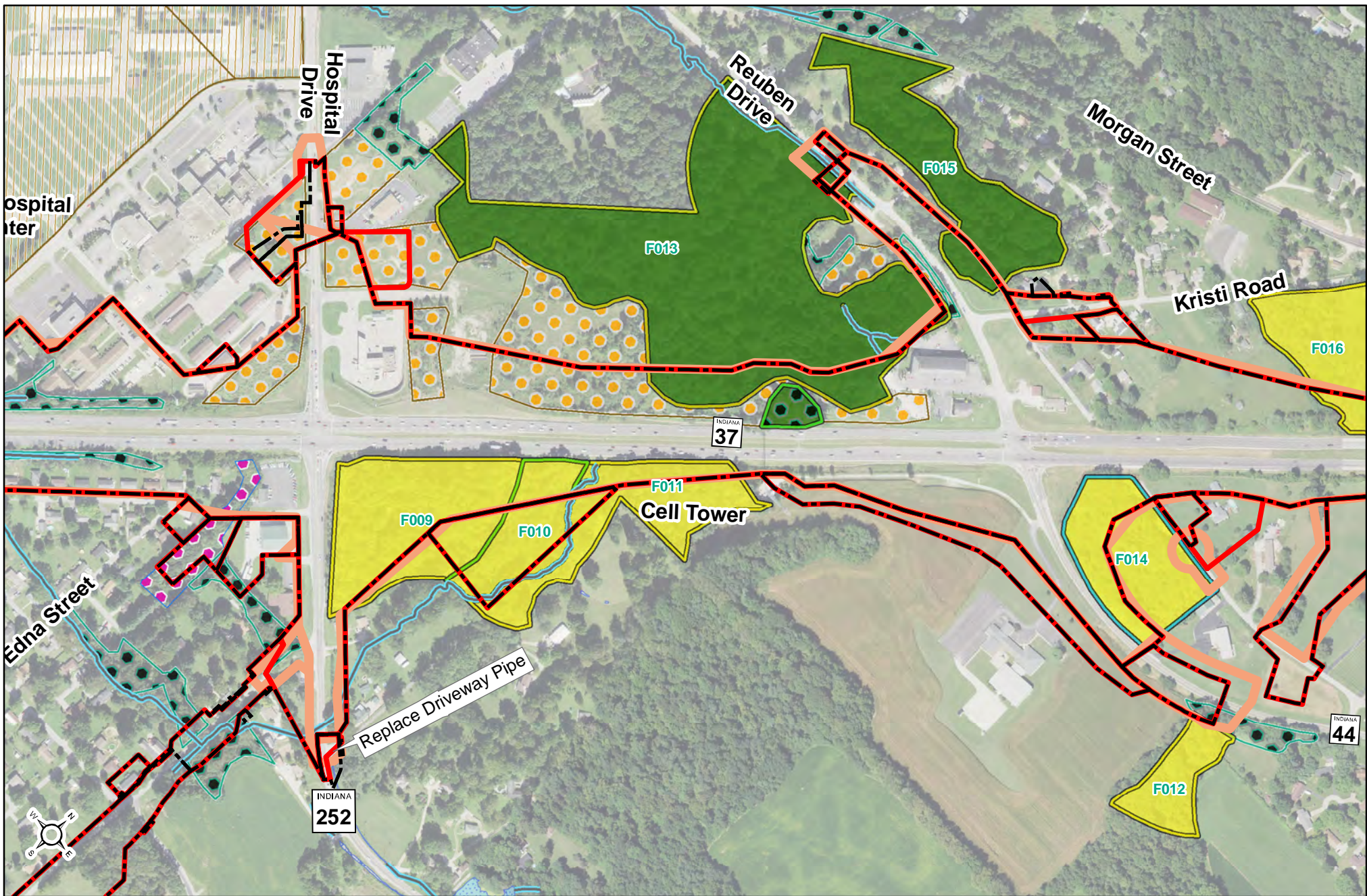
- Early- to Mid- Successional Forest
- Forest Fragment
- Old Field
- Core Forest

- Dry-Mesic Upland Forest
- Mesic Floodplain Forest
- Mesic Upland Forest
- Public/Private Managed Lands

- Wetland Boundary (Field Identified)
- Open Water (Field Identified)







<ul style="list-style-type: none"> <li>Reevaluation #2 Right-of-Way</li> <li>Reevaluation #1 Right-of-Way</li> <li>FEIS Right of Way</li> <li>Classified Forest and Wildlands</li> <li>Delineated Streams</li> </ul>	<ul style="list-style-type: none"> <li>Elm / Ash / Cottonwood</li> <li>Maple / Beech / Birch</li> <li>Non-Native Dominant Stand</li> <li>Oak / Hickory</li> <li>White / Red / Jack Pine</li> </ul>	<ul style="list-style-type: none"> <li>Early- to Mid- Successional Forest</li> <li>Forest Fragment</li> <li>Old Field</li> <li>Core Forest</li> </ul>	<ul style="list-style-type: none"> <li>Dry-Mesic Upland Forest</li> <li>Mesic Floodplain Forest</li> <li>Mesic Upland Forest</li> <li>Public/Private Managed Lands</li> </ul>	<ul style="list-style-type: none"> <li>Wetland Boundary (Field Identified)</li> <li>Open Water (Field Identified)</li> </ul>
--	--	---	---	--

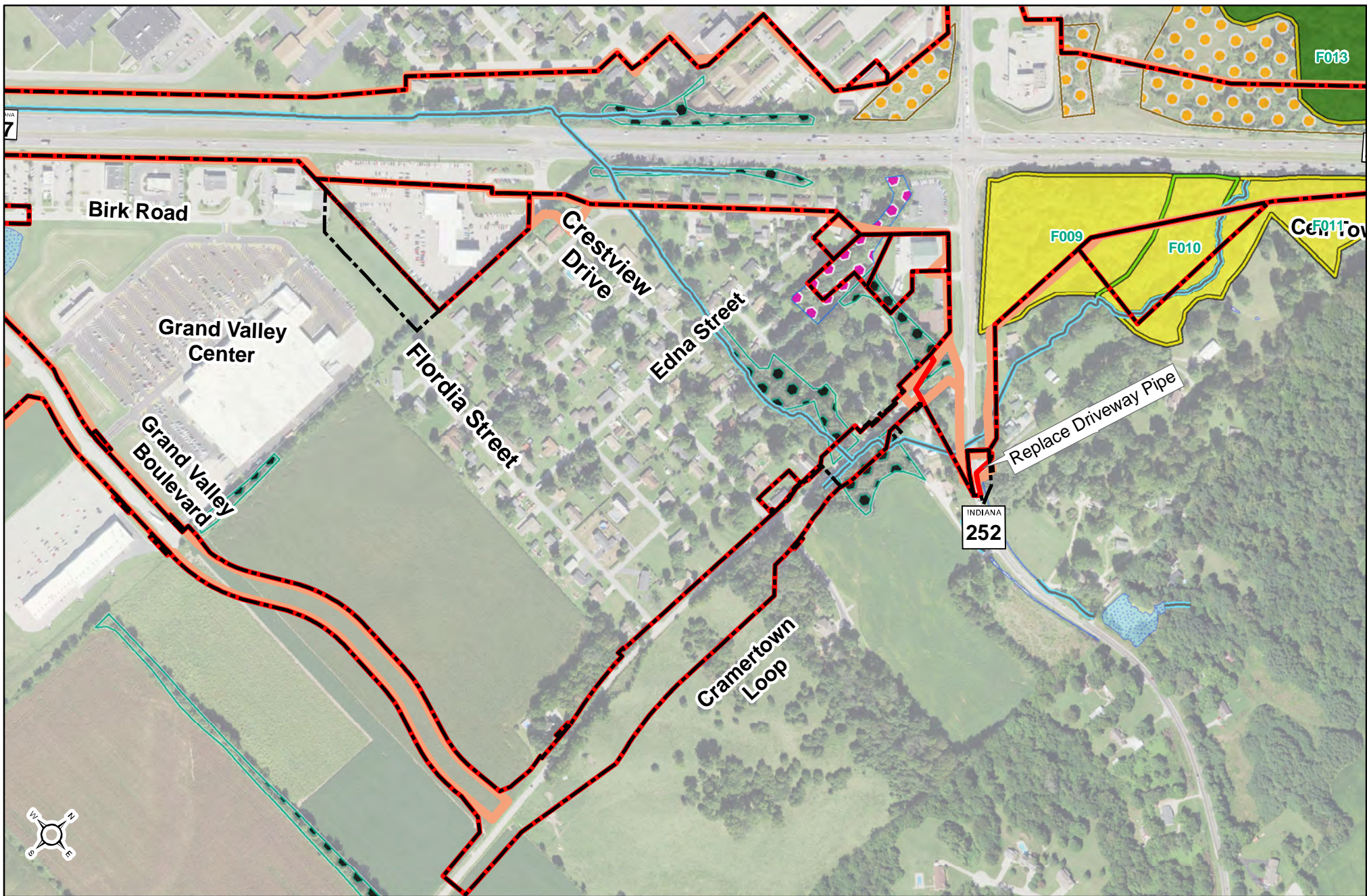
## MARTINSVILLE

### FEIS REEVALUATION #2

0      500      1,000

Feet





- Reevaluation #2 Right-of-Way
- Reevaluation #1 Right-of-Way
- FEIS Right of Way
- Classified Forest and Wildlands
- Delineated Streams

- Elm / Ash / Cottonwood
- Maple / Beech / Birch
- Non-Native Dominant Stand
- Oak / Hickory
- White / Red / Jack Pine

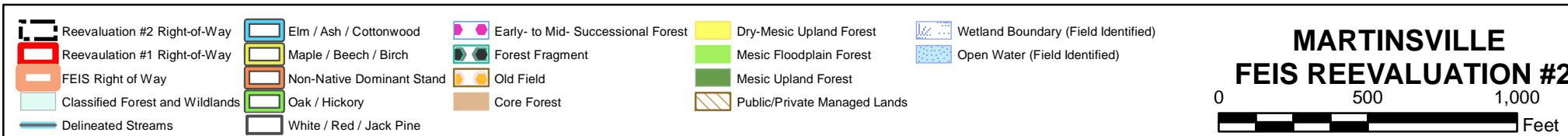
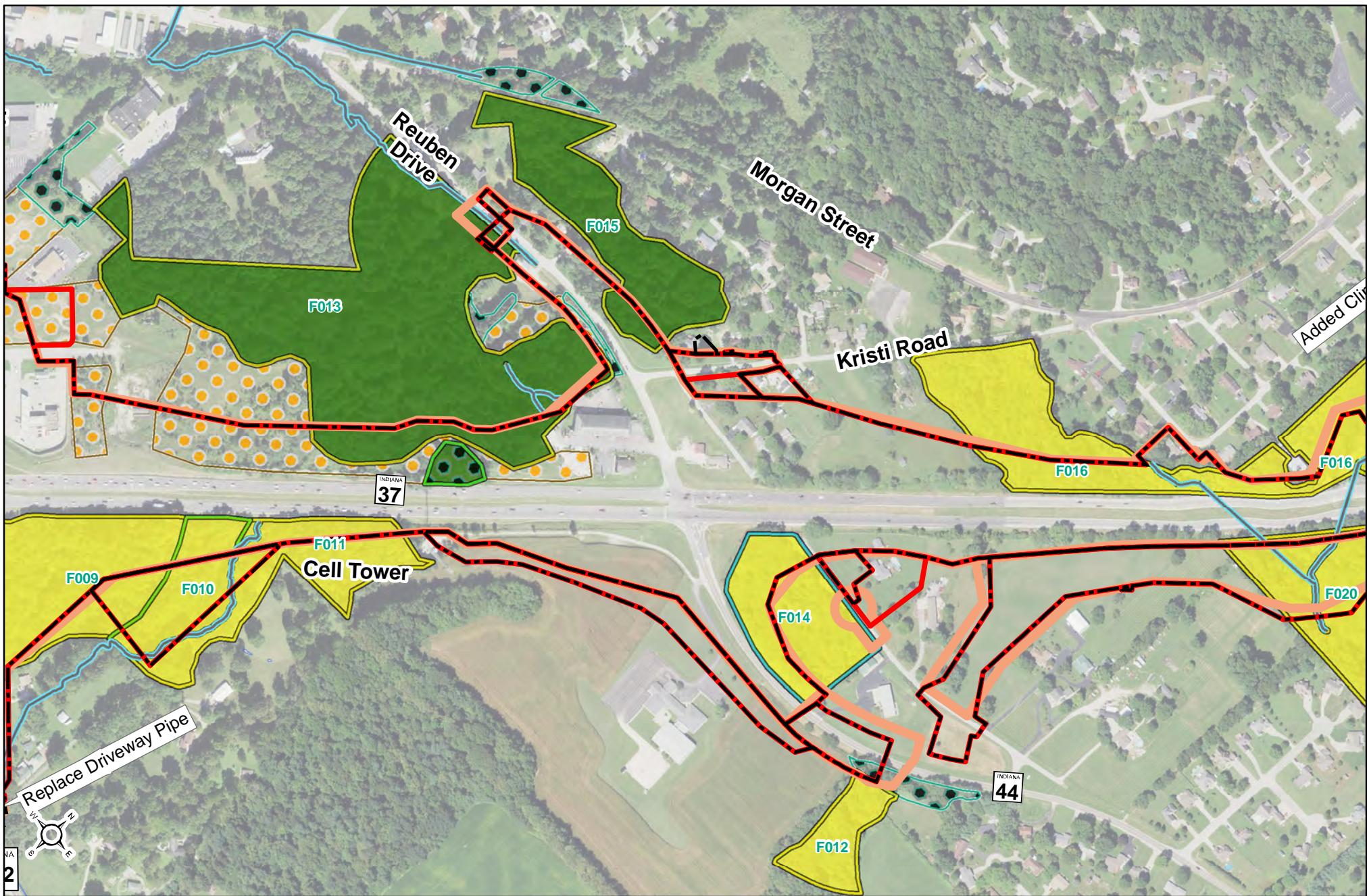
- Early- to Mid- Successional Forest
- Forest Fragment
- Old Field
- Core Forest

- Dry-Mesic Upland Forest
- Mesic Floodplain Forest
- Mesic Upland Forest
- Public/Private Managed Lands

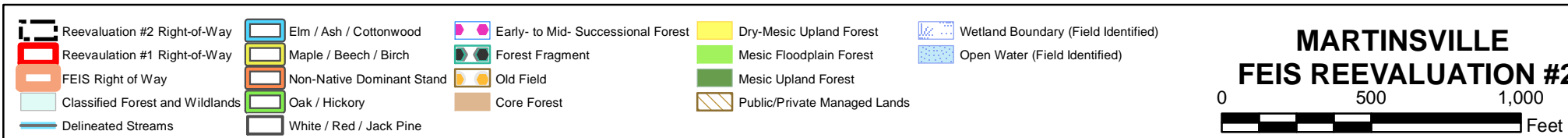
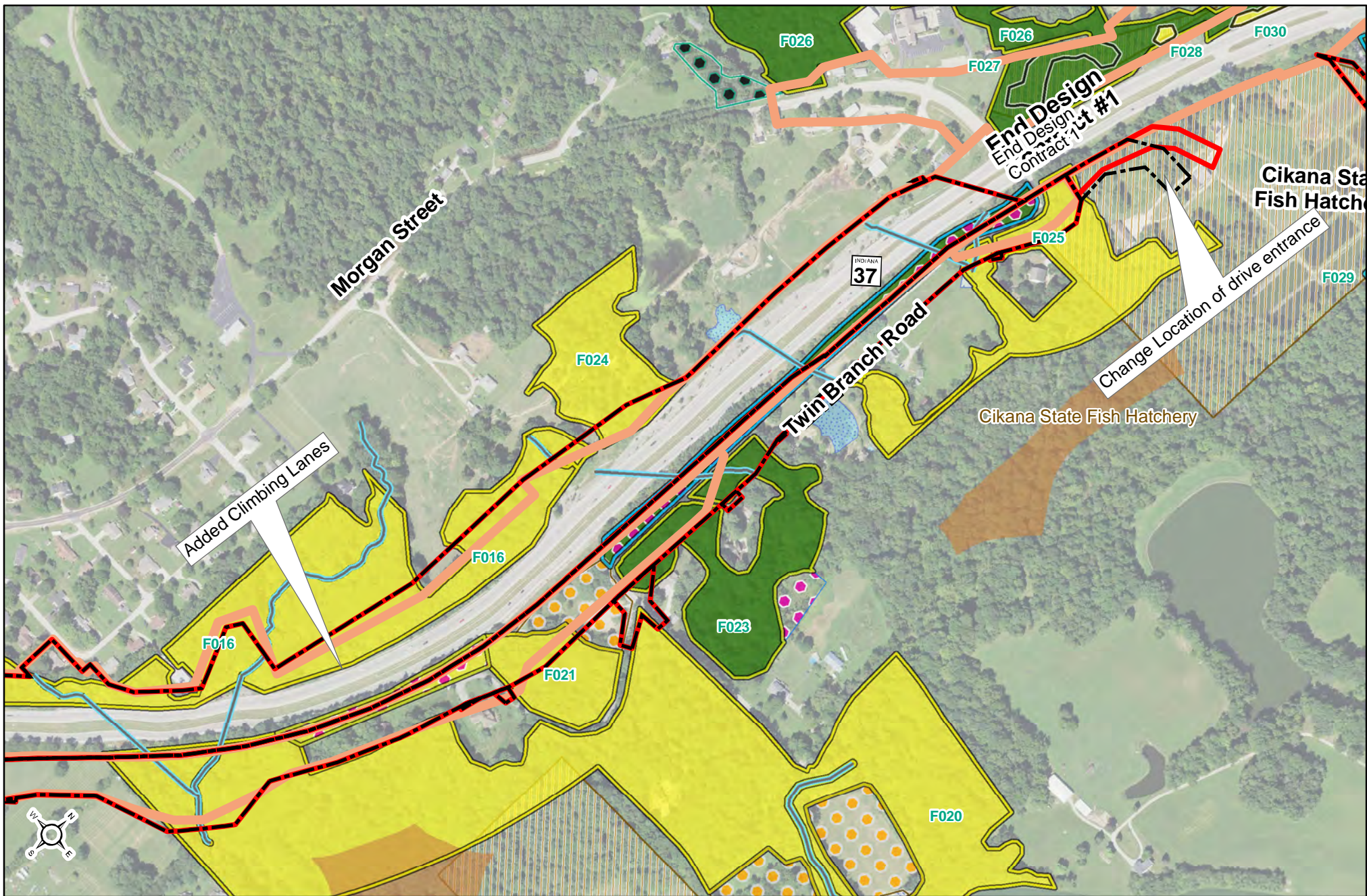
- Wetland Boundary (Field Identified)
- Open Water (Field Identified)













## Appendix B – Table of Reevaluation Area Impacts





# I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

## Section 6— Reevaluation Statement #2

Impact Criteria	RPA	Segment 6.1 Reevaluation #1	Difference	Segment 6.1 Reevaluation #2	Difference
Right-of-Way (acres)					
Existing Right-of-Way	235.1	251.9	16.8	241.9	-10.0
New Right-of-Way	161.6	159.4	-2.2	169.9	10.5
Total Right-of-Way	396.7	411.3	14.6	411.8	0.5
Relocations					
Residential - Single Family Home	55	52	-3	52	0
Residential - Duplex Unit	3	3	0	3	0
Residential - Mobile Home	2	3	1	3	0
Residential - Apartment Unit	1	1	0	1	0
Business	24	24	0	24	0
Non-Profit	1	2	1	2	0
Total Relocations	86	85	-1	85	0
Section 4(f)					
Park (acres)	0	0	0	0	0
Historic or NRHP Eligible (acres)	0	0	0	0	0
Total Wetland (acres)					
Emergent Wetland	0.243	0.195	-0.048	0.195	0
Forested Wetland	0.260	0.284	0.024	0.284	0
Scrub/Shrub Wetland	0.101	0.105	0.004	0.105	0
Open Water	0.090	0.107	0.017	0.107	0
Total Wetland Impacts	0.695	1.041	0.346	1.041	0
Total Stream (linear feet) <sup>10</sup>					
Ephemeral	9,725	9,653	-72	9,653	0
Intermittent	3,639	3,208	-431	3,208	0
Perennial	2,202	2,347	145	2,347	0
Total Stream Impacts	15,566	15,208	-358	15,208	0

<sup>10</sup> Includes only permanent impacts.



Impact Criteria	RPA	Segment 6.1 Reevaluation #1	Difference	Segment 6.1 Reevaluation #2	Difference
Floodplain (acres) <sup>11</sup>	52.3	57.7	5.4	59.4	1.7
Floodway (acres) <sup>12</sup>	46.9	43.5	-3.4	43.9	0.4
Wellhead Protection Areas (acres)	0	0	0	0	0
Agricultural Land (acres)	40.2	37.3	-4.3	37.7	0.4
Managed Lands (acres)	2.0	1.2	-0.8	1.2	0
Publicly Owned	2.0	1.2	-0.8	1.2	0
Privately Owned	0	0	0	0	0
Upland Forest (acres)	32.0	35.1	3.1	35.1	0
Core Forest (acres)	0	0	0	0	0

<sup>11</sup> Includes areas within regulated Sartor Ditch floodway which are mapped as floodplain.

<sup>12</sup> Does not include regulated floodway of Sartor Ditch which is not mapped as floodway.



## Appendix C – Excerpts from Final Noise Evaluation





# **NOISE TECHNICAL REPORT**

**Des 0500430**

**I-69 Section 6**

**Segment 6.1**

**Final Design Memo**

**January 8, 2018**



### EXECUTIVE SUMMARY

This report evaluates the potential noise impacts of the proposed improvements within I-69 Section 6 (Segment 6.1) in conformance with corresponding federal regulations and guidance and the National Environmental Policy Act (NEPA). The noise analysis presents the existing and future acoustical environment at various receptors located along the proposed I-69 Section 6 (Segment 6.1) for the project's final design.

The determination of noise abatement measures and locations is in compliance with the Federal Highway Administration (FHWA) Procedures for Abatement of Highway Traffic Noise and Construction Noise as presented in the Code of Federal Regulations, Title 23 Part 772 (23 CFR 772) and the Indiana Department of Transportation (INDOT) 2017 Traffic Noise Analysis Procedure.

Existing noise level measurements were conducted on December 15 and 16, 2015, at thirty-seven representative sites in the I-69 Section 6 corridor. Eleven (11) field measurements are located within the I-69 Section 6 (Segment 6.1) corridor. A 20-minute measurement was taken at each site during free flow traffic conditions. See **Table 2** for additional information about the sites and measurement conditions. The measurements were made in accordance with FHWA and INDOT guidelines using an integrating sound level analyzer meeting American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) Type 1 specifications. Traffic counts were taken concurrently with the noise measurements.

Traffic data from the INDOT statewide travel demand model, based on 2010 traffic data, and the I-69 corridor model were used in the latest version of the FHWA Traffic Noise Model, TNM<sup>®2.5</sup><sup>1</sup>, to model 2010 (referred to as existing) and 2045 (design year) worst hourly traffic noise levels within the I-69 Section 6 (Segment 6.1) study area. A total of 465 TNM noise receivers representing 661 receptors, were modeled for the existing condition and final design alternative. These receivers were selected to model representative noise impacts at 594 Activity Category B receptors (residences), seven Category C receptors (day cares, medical facilities, places of worship, schools, etc.), three Category D receptors (interiors of Category C), 21 Category E receptors (hotels, offices, and restaurants), and 36 Category F receptors (industrial, retail, etc.). Descriptions of the Activity Categories are presented in **Table 1**. The location of each receiver is shown in **Appendix A** of this report.

Based on the final design model analysis, existing (2010) worst (noisiest) traffic hour noise levels range from 41.1 to 72.1 dB(A)  $L_{eq}(h)$ . Worst traffic hour noise levels in the design year (2045) range from 44.9 to 79.7 dB(A)  $L_{eq}(h)$ . Existing and design year traffic worst hour noise levels are found in **Appendix D**. Predicted future noise level changes range from a -0.8 dB(A) decrease to an 18 dB(A) increase for the final design alternatives. Substantial noise level increases, defined by

---

<sup>1</sup> M.C. Lau, C.S.Y. Lee, J.L. Rochat, E.R. Boeker, and G.C. Fleming. FHWA Traffic Noise Model<sup>®</sup> Users Guide (Version 2.5 Addendum). Federal Highway Administration, April 2004





the INDOT Traffic Noise Analysis Procedure as 15.0 dB(A) or greater, are projected to occur at four residences with implementation of the final design alternative.

Based on the studies completed to date, INDOT has identified those noise receptors that would be exposed to 2045 design year noise levels approaching or exceeding the FHWA noise abatement criteria. The final design alternative would expose 238 receptors to 2045 design year noise levels approaching or exceeding the FHWA noise abatement criteria.

Traffic noise barriers for final design have been analyzed at seven locations with TNM<sup>®</sup>2.5. INDOT has determined that noise abatement is reasonable and feasible at three locations. Noise abatement at these locations is based upon estimated costs and final design criteria. Noise abatement in these locations has been estimated to range in cost from \$524,132 to \$1,524,683 and will reduce the noise level by a minimum of 7 dB(A) at a majority of the identified impacted receptors.

The viewpoints of the benefited residents and property owners will be sought and considered in determining the reasonableness of the highway traffic noise abatement measures for the proposed I-69 Section 6 (Segment 6.1) highway construction project. The viewpoints will be collected through mailed surveys or public meetings. INDOT will incorporate highway traffic noise consideration in on-going I-69 Section 6 (Segment 6.1) public involvement through the completion of the proposed project.