



CLEAR PATH 465 NOISE MEETING

August 7, 2019 (Noise Barrier 8)

The proposed Clear Path 465 project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek (approximately 2.15 miles south of I-69) on the northeast side of Indianapolis. Portions of I-69 will be reconstructed between I-465 and 82nd Street (Exit 201) to accommodate a modified I-465 and I-69 interchange configuration. The purpose of the Clear Path 465 project is to improve overall traffic operation by increasing capacity and reducing congestion, and to improve safety by reducing the rate of crashes.



Project Schedule

Presently, the project team is preparing an Environmental Assessment which evaluates all potential social, economic, and environmental impacts that would occur if the Clear Path 465 proposed improvements are constructed. This includes an evaluation of noise impacts and potential noise mitigation. The Environmental Assessment is scheduled for completion later in 2019 and would be followed by a Public Hearing. Preparation of final design plans and property acquisition will occur in 2020 and 2021. Project construction is expected to begin in late 2021.



Traffic Noise Impact Analysis

A traffic noise impact analysis is underway for the Clear Path 465 project in accordance with Federal Highway Administration and Indiana Department of Transportation guidelines. The analysis consists of the following steps:

- Identify areas of frequent outdoor human use
- Conduct field measurements of existing noise levels
- Predict future noise levels based on year 2040 traffic forecasts
- Determine impacts
- Evaluate abatement measures for impacts

What is a Feasible and Reasonable Noise Barrier?

Feasible

- **Acoustic feasibility:** 5 decibel reduction at a majority of impacted receptors.
- **Engineering feasibility:** consider environmental, drainage, safety, and other issues to identify best location for a barrier.

Reasonable

- **Noise reduction goal:** 7 decibel reduction for majority of receptors on property directly adjacent to the roadway.
- **Cost-Effectiveness:** Cost per benefited receptor of \$25,000 or less is considered cost-effective. Cost per benefited receptor goes up to \$30,000 if the majority of the homes were built prior to initial construction of the roadway.
- **Views of residents and property owners:** INDOT considers the views of all benefited residents and property owners to determine whether a barrier is appropriate for a given location.

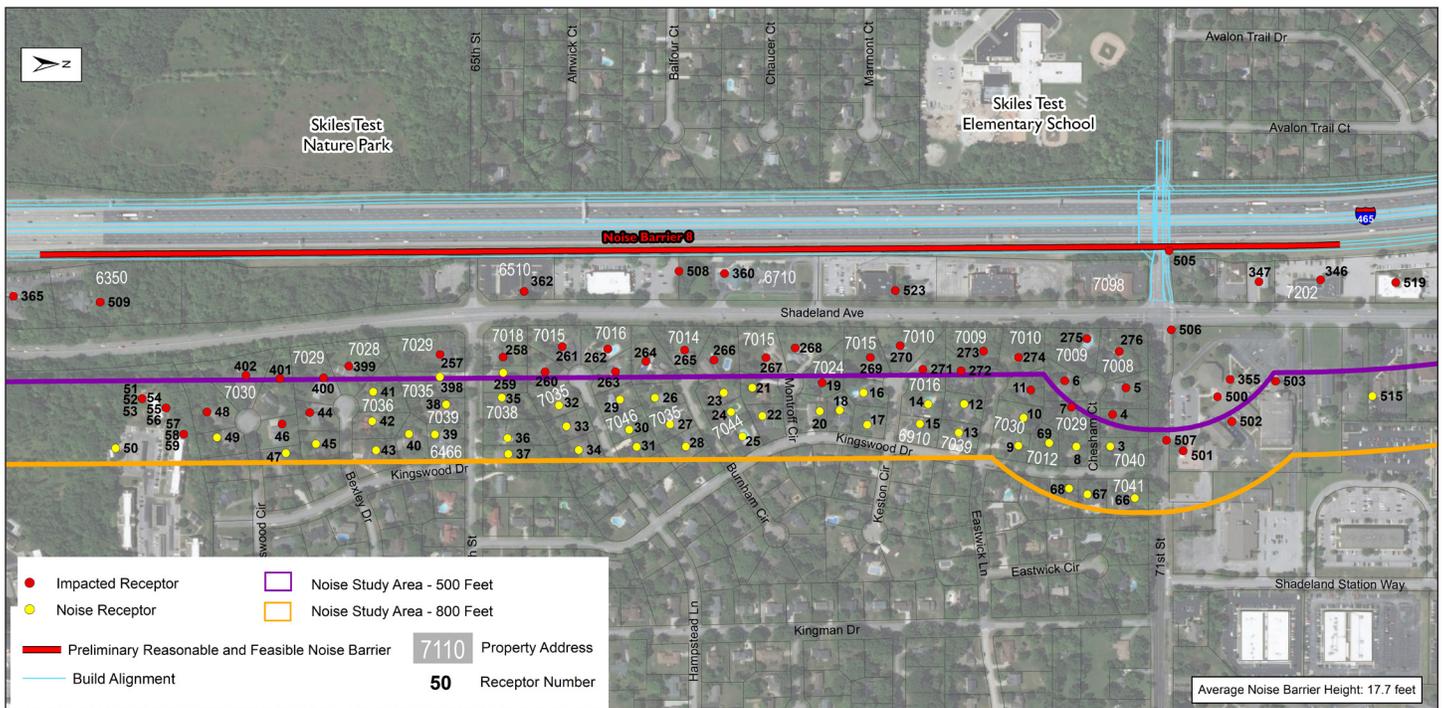


Noise Barrier Evaluation

Noise barriers were evaluated in the project area where potential noise impacts were identified. Noise barriers are evaluated to determine if they are feasible and reasonable per INDOT policy. Part of the noise barrier evaluation process is to obtain and consider the views of affected residents and property owners. In December 2018, INDOT sent noise surveys and conducted a noise meeting for those noise barriers that were preliminarily identified as feasible and reasonable. Since that time, additional analysis of potential noise abatement has been conducted in the project area. Part of this additional analysis included extending the noise study area from 500 to 800 feet along the east side of I-465 in the vicinity of 71st Street. This extension of the study area was done because some predicted noise impacts extend out past the 500-foot study area. As a result of this additional analysis, the noise barrier in this location (Noise Barrier 8) is now identified as preliminarily feasible and reasonable. The table below summarizes the changes that have occurred since December 2018.

	DEC 2018	AUG 2019
Study Area Size	500 feet	800 feet
Number of Residential Receptors Evaluated	28	110
Noise Impacts Identified (greater than 66 decibels at residential receptors)	✔	✔
Noise Barrier Analysis – Feasible		
Acoustic Feasibility (5 decibel reduction of impacted receptors)	✔	✔
Engineering Feasibility	✔	✔
Noise Barrier Analysis – Reasonable		
Noise reduction goal achieved (7 decibel reduction at majority of first row receptors)	✔	✔
Benefited Receptors (5 decibel reduction with noise barrier)		
Residential	21	83
Non-Residential	17	10
Total	38	93
Cost-Effectiveness (Needs to be below \$30,000 per benefited receptor)	\$96,000	\$28,000
Noise Survey and Noise Meeting	✘	✔
Obtain Views of Residents and Property Owners	Not Applicable	To be determined

As part of determining if a noise barrier is reasonable, views of affected residents and property owners are obtained and considered. Noise surveys were sent out to all benefited property owners/ residents/tenants to solicit views regarding Noise Barrier 8. If the total respondents to the survey does not total a majority (more than 50%) of the benefited receptors and affected property owners, then a second survey will be mailed to solicit the views of those who did not respond. INDOT will consider the opinions of all survey respondents to determine whether a noise barrier is appropriate for this location.



In order to complete the property owner survey, you can turn in your survey cards tonight or mail the survey cards, postmarked no later than **August 21st** to:

IN. Dept of Transportation; c/o: Parsons
Clear Path 465 Project
Attn: Daniel J. Miller
Email: daniel.j.miller@parsons.com
 101 W. Ohio St., Suite 2121
 Indianapolis, IN 46204



Clear Path 465 Website:
www.clearpath465.indot.in.gov

2017 INDOT Traffic Noise Analysis Procedure:
<https://www.in.gov/indot/files/2017%20INDOT%20Noise%20Policy.pdf>