

# Project Location & Description



## Existing Aerial Drone Photography:



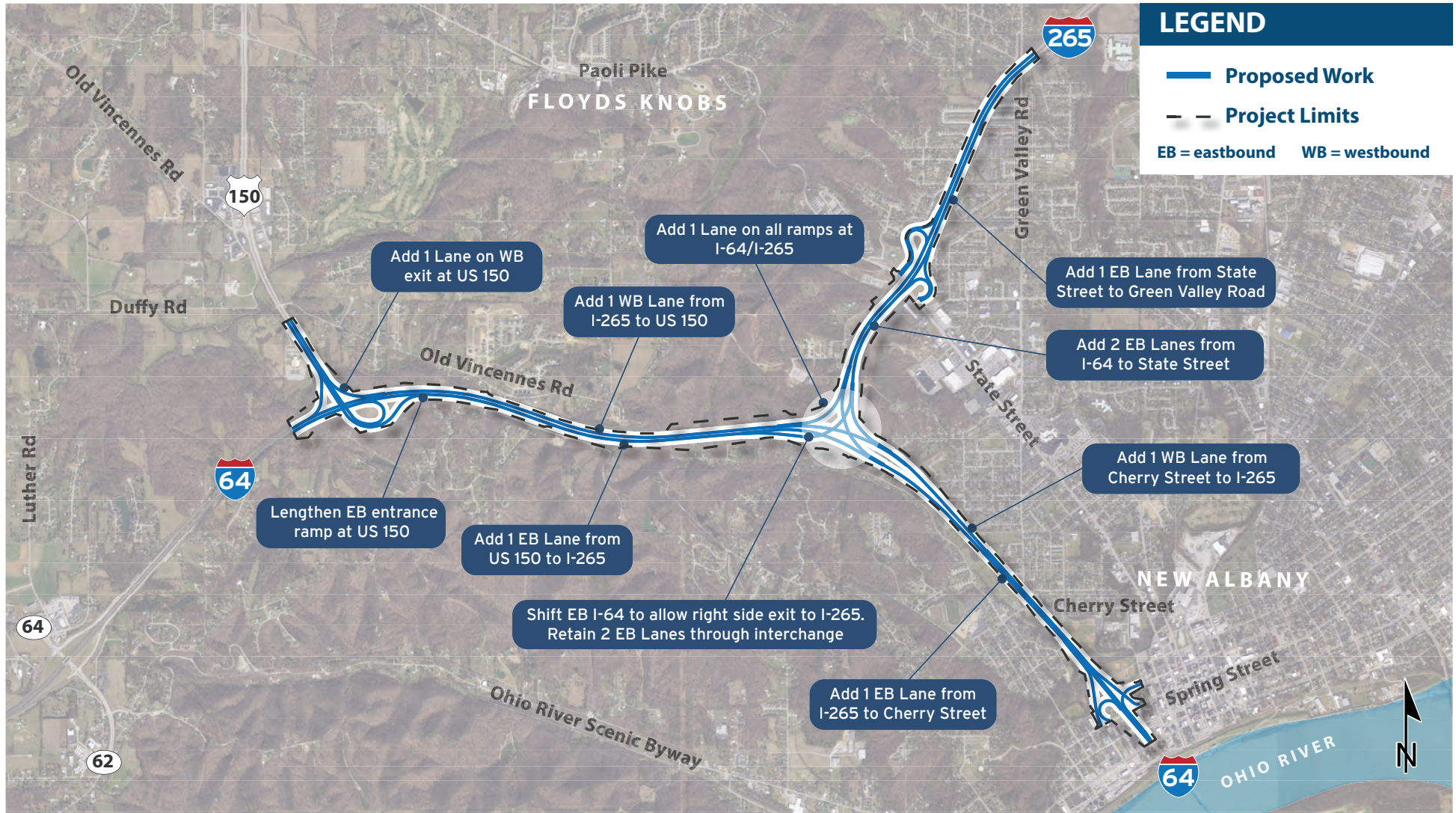
## The Improve 64 Project Includes:

- Added travel lanes on I-64 in both directions from US 150 to Cherry Street.
- Addition of an auxiliary lane on eastbound I-265 from I-64 to State Street and a travel lane on eastbound I-265 from I-64 to Green Valley Road.
- Addition of one lane to all I-64/I-265 interchange ramps and one lane on the I-64 westbound exit ramp to US 150.
- Replacement and/or rehabilitation of pavement on I-64, I-265, and US 150.
- Relocation of the eastbound I-64 to eastbound I-265 ramp within the I-64/I-265 interchange.
- Construction of retaining walls at multiple locations to minimize right-of-way acquisition and to accommodate new traffic lanes.
- Replacement and rehabilitation of bridges throughout the project area.
- Replacement/rehabilitation of culverts and storm sewers, and construction of detention basins.
- Installation of guardrail and concrete barrier wall as needed along I-64.
- Replacement and addition of signage, lighting, and pavement markings.
- Above-ground and underground utility relocations.
- Construction of 3 noise barriers (NB) (NB5, NB6, and NB7) along I-64 and I-265 in accordance with INDOT's Noise Policy.

**Public Hearing**  
New Albany, IN



# Proposed Improvements

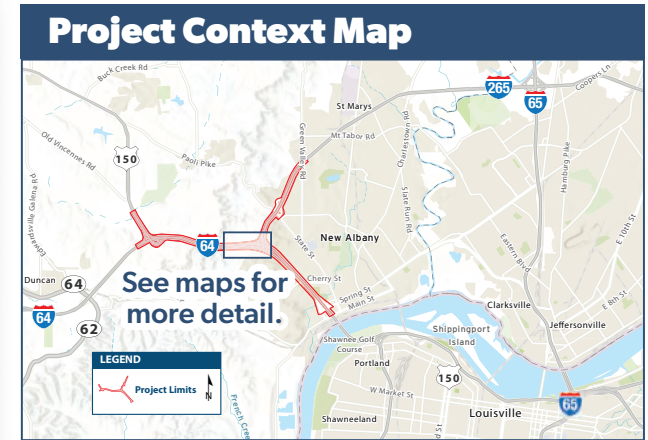


**Public Hearing**  
New Albany, IN



# Proposed I-64/I-265 Interchange

## Proposed Solution (Right-hand Exit)



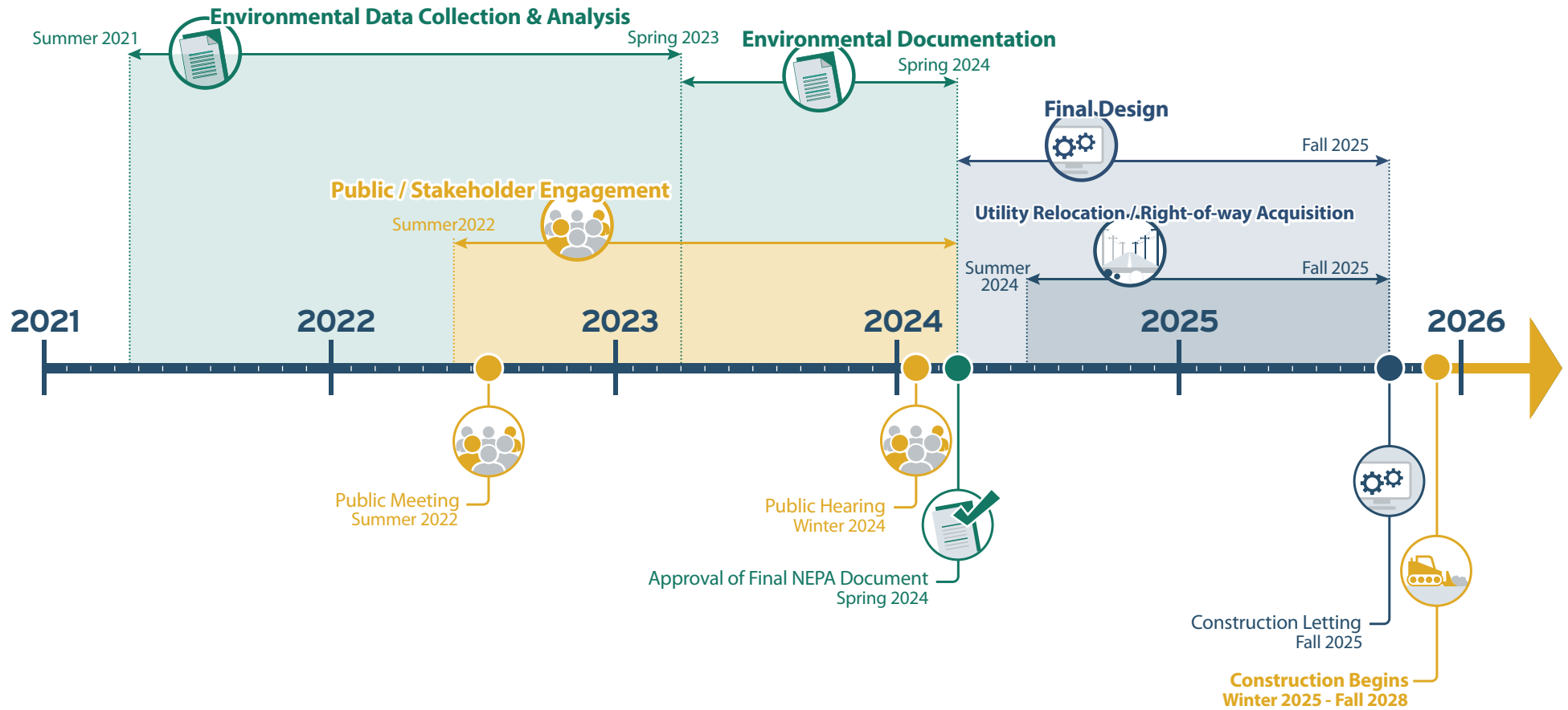
## Existing Condition (Left-hand Exit)



**Public Hearing**  
New Albany, IN



# Schedule



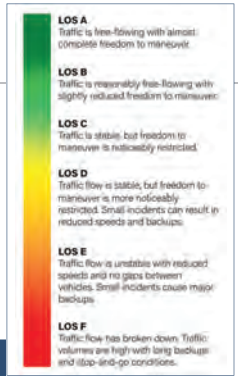
## Public Hearing

New Albany, IN



# Purpose and Need

Level of Service = (LOS)



## Why is INDOT Proposing the Improve 64 Project?

- The needs for the project are the current transportation challenges.
- Different solutions, or alternatives, can be developed to solve the identified problems.
- The purpose of the project refers to the project transportation goals.

### NEED: Congestion on I-64 and I-265

- There is insufficient traffic capacity near the I-64/I-265 interchange.
- This results in recurring congestion on I-64 between SR 62/64 and the IN/KY line and on I-265 from State Street to I-64 during the morning and afternoon peak periods.

### NEED: Deteriorated Pavement Conditions

- I-64 was constructed with concrete pavement in 1960s and overlaid with asphalt in 1991.
- I-265 constructed with concrete pavement in 1970.
- Due to age and use, the pavement requires maintenance.

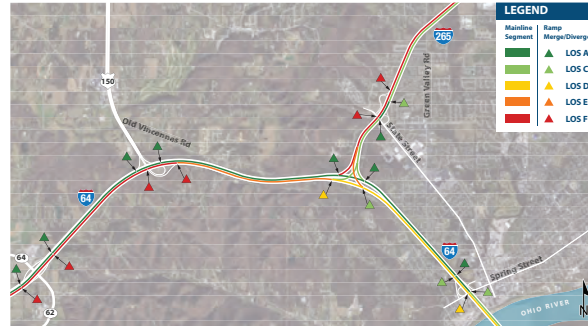
### PURPOSE:

The purpose of the Improve 64 project is to reduce traffic congestion such that peak hour operating conditions are a LOS D or better, where possible, and to improve the deteriorating condition of the pavement.

Eastbound AM peak existing 2019



Eastbound AM peak No Build 2046



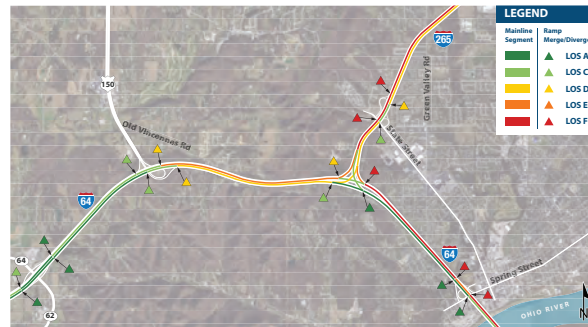
Eastbound AM peak Build 2046



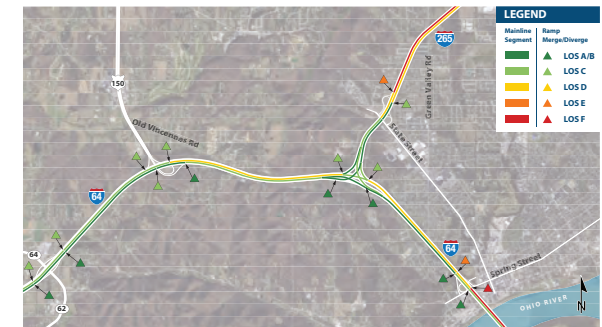
Westbound PM peak existing 2019



Westbound PM peak No Build 2046



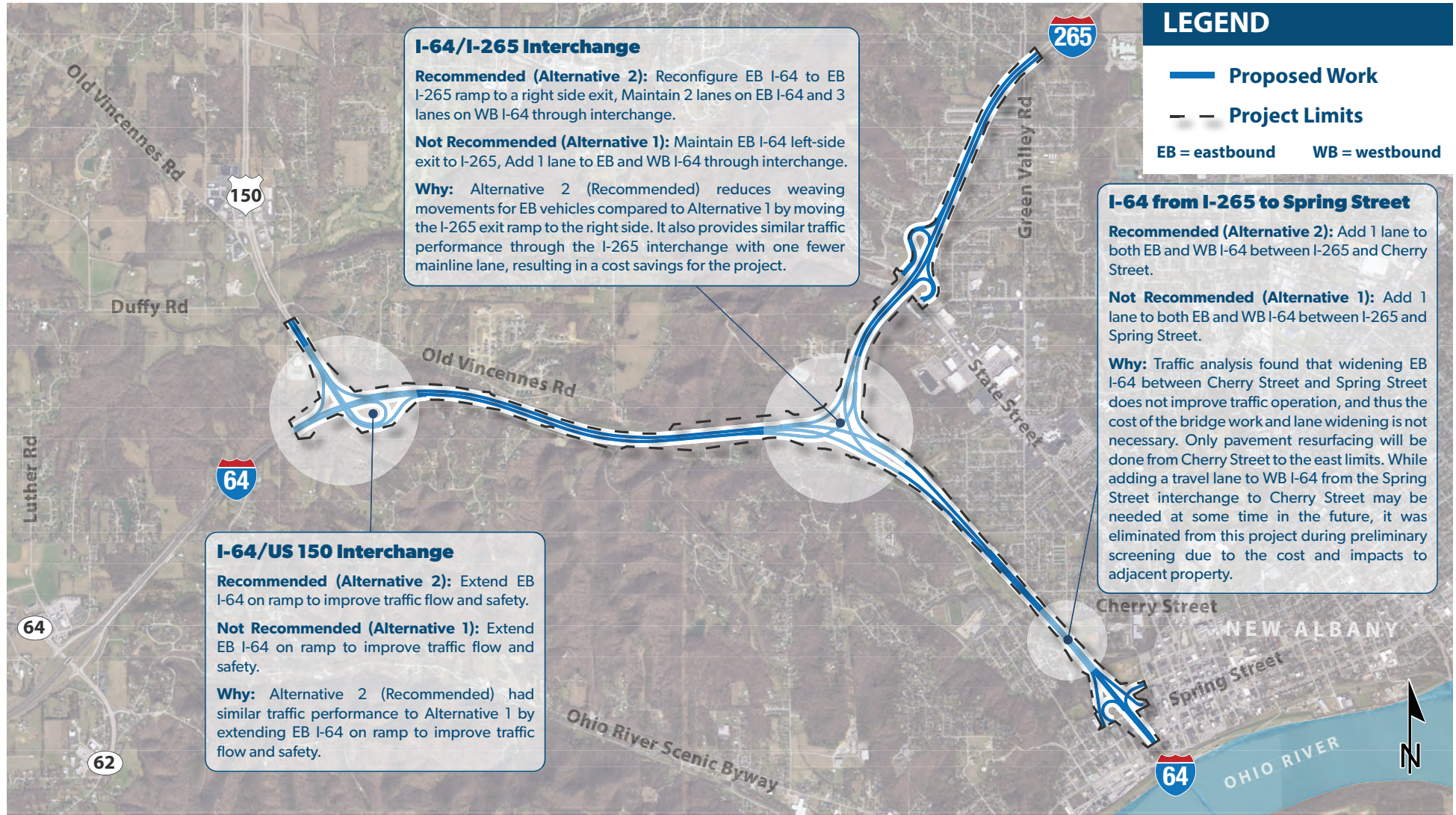
Westbound PM peak Build 2046



**Public Hearing**  
New Albany, IN



# Project Alternatives Comparison



**Public Hearing**  
New Albany, IN



# Maintenance of Traffic (MOT)



INDOT's #1 Goal is the SAFETY of construction workers and the motoring public.

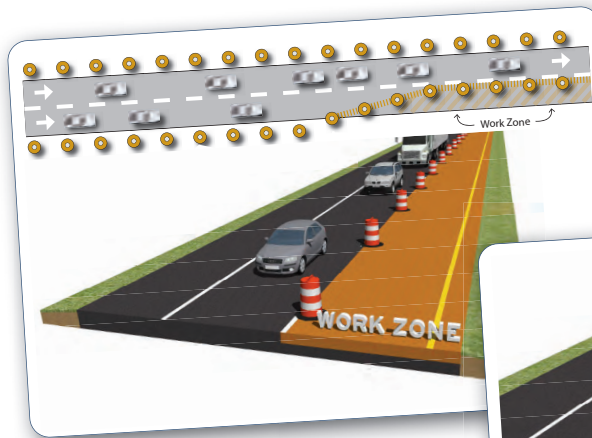
Construction activities are anticipated to start: **Late 2025** and last through **Late 2028**

A Maintenance of Traffic (MOT) plan shows how traffic moves through or around a construction zone. It could involve lane closures, lane shifts, temporary stoppages, or detours. Signs, barrels, flaggers, channelization barriers, and temporary pavement markings are used to direct traffic during construction.



## MOT COMMITMENTS

- Maintain the existing number of lanes on I-64 and I-265 to the maximum extent possible
- Adjacent local streets (such as Quarry Road/Captain Frank Road, Captain Frank Road/Cherry Street) will not be closed at the same time.
- Roads used as detour routes or alternative routes during full closures will not be closed at the same time.
- To minimize impacts to pedestrians there will be no pedestrian detours on Cherry Street or Spring Street. Flaggers will be used during overhead work.
- Coordination with TARC will occur prior to the project start date, regarding impacts to bus Route 71, so they can include the detours in their system.



MOT Examples:



## MOT PLANS

- No long-term full closures of I-64 or I-265 during construction. Short-term, off peak closures and temporary stoppages may occur for certain construction activities.
- Quarry Road, Captain Frank Road, State Street, Cherry Street, and Spring Street will be closed or have flaggers for short timeframes for bridge work.
- Short-term closures will be necessary for the I-64/US 150, I-64/I-265, and I-265/State Street Interchange ramps.
- 4-6 month closures of ramps at I-64/Spring Street will be needed. Detours include I-64, I-265, and State Street.
- State Street will be reduced to one (1) lane for approximately four (4) weeks.



Information regarding Maintenance of Traffic will be conveyed to the public during construction through multiple channels:

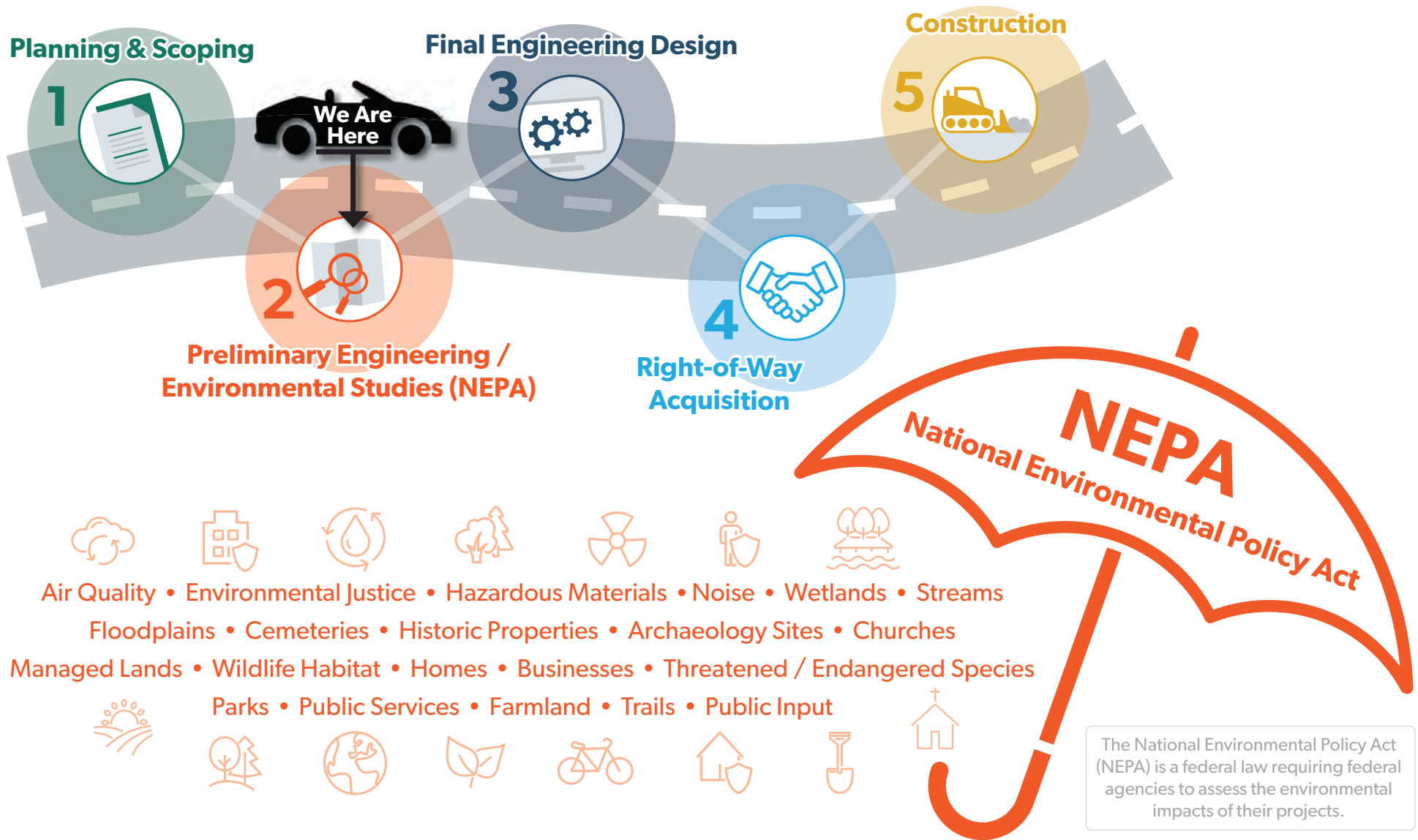
**INDOT Social Media - Project Website - News Media**

**Public Hearing**  
New Albany, IN



# NEPA Process

## What is the Process for Advancing Transportation Projects?



**Public Hearing**  
New Albany, IN





# Environmental Impacts Summary

## Right-of-Way & Relocations:

- 0.26 acre permanent right-of-way acquisition
- 0.44 acre temporary right-of-way acquisition
- 0 relocations of homes or businesses

## Streams and Floodplains:

- 28,501 feet of streams within project area
- 5,972 feet of stream impacts
- Minor impacts to Valley View Creek floodplain

## Wetlands:

- 0.831 acre of wetlands within project area
- 0.555 acre of wetland impacts

## Forest:

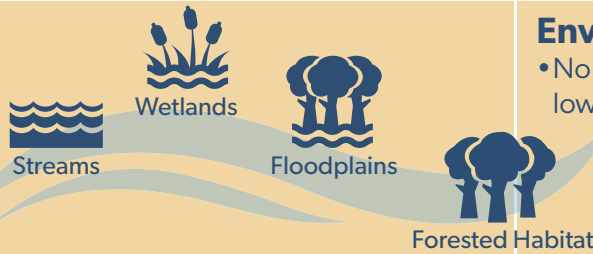
- 54.1 acres forest impacts

## Springs (Non-karst):

- 3 non-karst springs impacted

## Farmland:

- 0 acres of farmland impacted



## Historic Resources:

- No Adverse Effect to 8 historic resources

## Recreation Facilities:

- 0 impacts to parks and trails

## Noise:

- 158 impacted noise receivers
- 3 noise barriers to be constructed to mitigate noise impacts

## Hazardous Materials Concerns:

- 0 impacts to sites with hazardous materials concerns



## Environmental Justice:

- No disproportionately high and adverse effects on minority and/or low-income populations

### What is Environmental Justice (EJ)?



- Fair treatment and meaningful involvement of all people regardless of race or income
- Identifying and addressing disproportionately high and adverse effects on minority or low-income populations
- Equitable distribution of benefits and burdens of the project

## Protected Species:

**FEDERAL AND STATE THREATENED AND ENDANGERED SPECIES** that could be present within or near the project area include:



**Indiana Bat**  
(*Myotis sodalis*)

- Federally Endangered
- Likely to Adversely Affect



**Northern Long-eared Bat**  
(*Myotis septentrionalis*)

- Federally Threatened
- Likely to Adversely Affect



**Gray Bat**  
(*Myotis grisescens*)

- Federally Endangered
- Not Likely to Adversely Affect



**Pink Mucket (pearly mussel)**  
(*Lampsilis abrupta*)

- Federally Endangered
- No Effect



**Eastern Box Turtle**  
(*Terrapene carolina*)

- State Special Concern
- If found during construction, relocate outside of work zone and install silt fence

**Public Hearing**  
New Albany, IN



# Environmental Resources Aerial Maps

**Improve 64 Aerial Maps**  
Des. No. 1900162

- Existing Culvert
- Existing Bridge
- New Bridge
- × Non-Karst Spring
- Stream
- ▨ Wetland
- ▨ Detention Basin
- ▭ Construction Limits
- ▨ Proposed Permanent ROW
- ▨ Proposed Temporary ROW
- - - Existing ROW
- ▭ County Boundary

1 in. = 300 ft.

**IMPROVE 64**  
CONNECTING COMMUNITIES

Map Page  
Current Extent

**Sheet 1 of 3**



**Public Hearing**  
New Albany, IN



# Environmental Resources Aerial Maps

**Improve 64 Aerial Maps**  
Des. No. 1900162

- Existing Culvert
- Existing Bridge
- New Bridge
- ✕ Non-Karst Spring
- Stream
- ▨ Wetland
- ▨ Detention Basin
- ▭ Construction Limits
- ▨ Proposed Permanent ROW
- ▨ Proposed Temporary ROW
- Existing ROW
- ▭ County Boundary

1 in. = 300 ft.

**IMPROVE 64**  
CONNECTING COMMUNITIES

Map Page  
Current Extent

**Sheet 2 of 3**



**Public Hearing**  
New Albany, IN





# Noise

## How humans perceive changes in sound level:

Changes in sound Level	Perception
+/- 3 dB(A)	Barely Perceptible
+/- 5 dB(A)	Clearly Perceptible
+/- 10 dB(A)	Twice/Half as Loud

**Impacted Receptors:** Property where predicted noise levels approach or exceed the noise abatement criteria (NAC), or substantially exceed the existing noise level.

**Benefited Receptors:** Property that receives a minimum 5 dB(A) reduction in future noise levels with noise mitigation.

## Noise barriers must be FEASIBLE and REASONABLE.

### FEASIBLE:

- Acoustic feasibility - 5dB(A) reduction in noise for a majority (>50%) of impacted receptors
- Engineering feasibility - Considers environmental, drainage, safety, existing bridges, and other issues to identify the best location for a barrier

### REASONABLE:

- Noise reduction goal - 7 dB(A) reduction for benefited first-row receptors
- Maximum square footage (sq.ft.) of abatement per benefited receptor
- Views of residents and property owners are considered

Square Footage per Benefited Receptor	Results
0 - 1,000 sq.ft.	Reasonable
1,001 sq.ft.* and up	NOT Reasonable

\*1,250 sq.ft. if majority of homes were built before initial roadway construction

### Resident and Property Owner Considerations:

- INDOT surveys benefited property owners and residents to determine whether they support a noise barrier.
- Noise survey responses are critical.
- FHWA and INDOT review the surveys to determine public opinion.
- Each noise barrier is analyzed separately.
- Final decision on noise barriers will be made upon final design and the conclusion of the public involvement process.

## Public Hearing

New Albany, IN

## Sound is measured in decibels. Decibel = dB(A)

### Factors of traffic noise:

Noise level determined by volume, speed and number of multi-axle vehicles



2,000 vehicles per hour sounds twice as loud (+10 dB(A)) as 200 vehicles per hour.



Traffic at 65 MPH sounds twice as loud (+10 dB(A)) as traffic at 30 MPH.

- ✓ Per INDOT's 2022 Traffic Noise Analysis Procedure (INDOT's Noise Policy), the Improve 64 Project required a noise analysis.
- ✓ The Improve 64 noise analysis was released to the public and a public meeting specifically on noise was held on January 24, 2023.
- ✓ The Improve 64 noise analysis identified noise impacts and where potential noise barriers may be constructed.
- ✓ Benefited receptors adjacent to potential noise barriers were sent a survey postcard to indicate if they are in favor of a noise barrier or not in favor of a noise barrier.

## The most common approach to mitigating noise is constructing noise barriers



### Noise Barriers:

- Solid obstructions built between the highway and properties
- May reduce noise levels by 5 to 10 dB(A)
- Reduce sound by absorbing, reflecting across the highway, or forcing it to take a longer path
- Must be tall and long enough to block traffic noise from the protected area

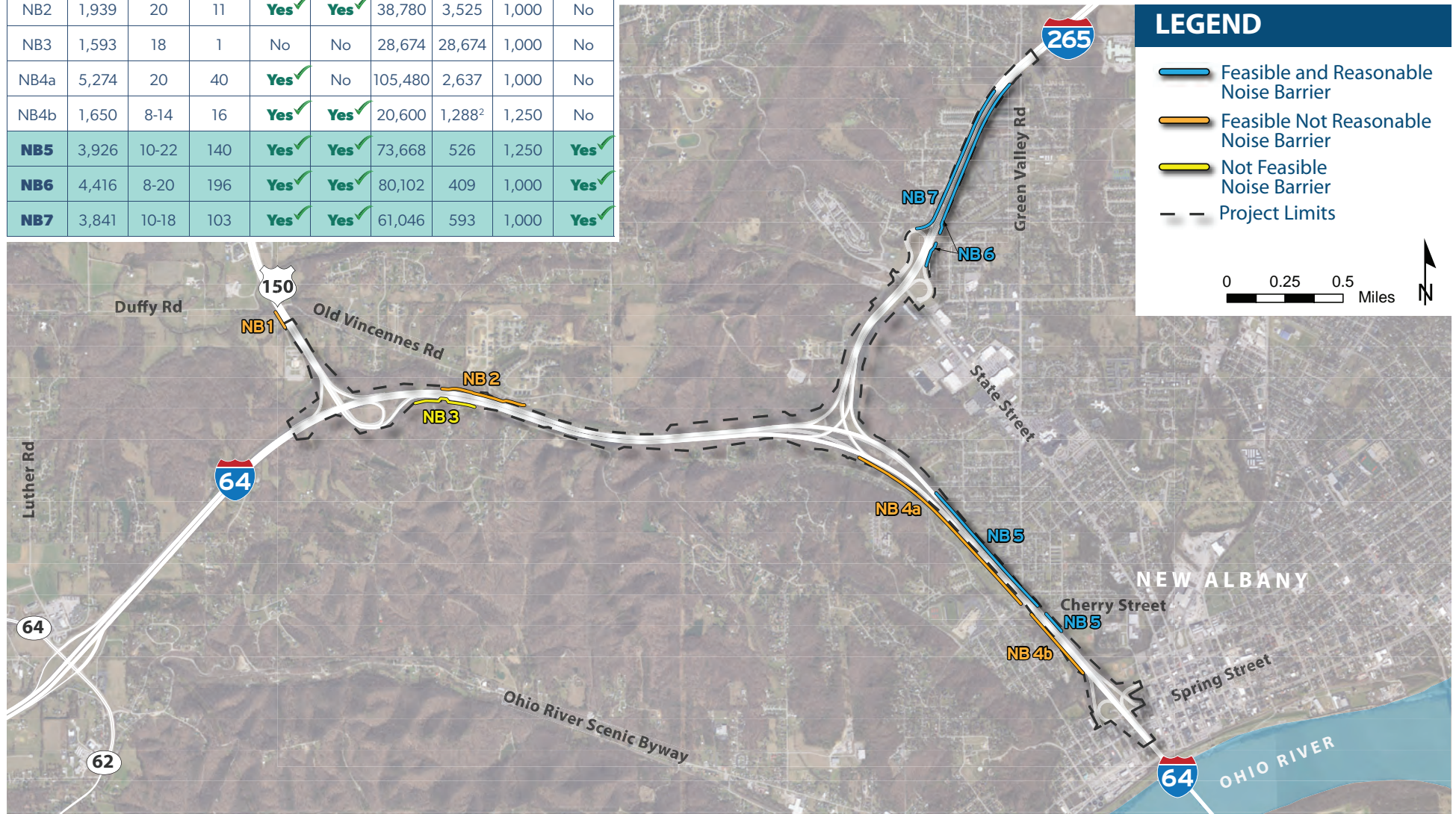


# Noise Barriers Analyzed

Proposed Barrier Location	Length (feet)	Height (feet)	Benefited Receptors	Feasibility Criteria Met?	Design Goal Met?	Area (square feet)	Square Ft. per Benefited Receptor	Square Ft. Threshold <sup>1</sup>	Square Feet Reasonable Criteria Met?
NB1	435	20	1	Yes ✓	No	8,700	8,700	1,000	No
NB2	1,939	20	11	Yes ✓	Yes ✓	38,780	3,525	1,000	No
NB3	1,593	18	1	No	No	28,674	28,674	1,000	No
NB4a	5,274	20	40	Yes ✓	No	105,480	2,637	1,000	No
NB4b	1,650	8-14	16	Yes ✓	Yes ✓	20,600	1,288 <sup>2</sup>	1,250	No
<b>NB5</b>	3,926	10-22	140	Yes ✓	Yes ✓	73,668	526	1,250	Yes ✓
<b>NB6</b>	4,416	8-20	196	Yes ✓	Yes ✓	80,102	409	1,000	Yes ✓
<b>NB7</b>	3,841	10-18	103	Yes ✓	Yes ✓	61,046	593	1,000	Yes ✓

<sup>1</sup> The maximum allowable square footage criterion shown was determined based on As-Built documentation of dates of initial roadway construction (1963 for I-64, 1970 for I-265, and 1926 for US 150). Per INDOT Noise Policy, the allowable maximum square footage per benefited receptor is 1,000 square feet per benefited receptor if a majority (greater than 50%) of the nearby receptors in a given CNE were not constructed prior to the roadway. Development in which a majority (greater than 50%) of the receptors were in place prior to the initial construction of the roadway in its current state (functional classification) will receive additional consideration for noise abatement, and the allowable maximum square footage per benefited receptor that will be considered is 1,250 square feet per benefited receptor.

<sup>2</sup> With the need to locate this noise barrier 10 feet from an existing retaining wall per INDOT's Geotechnical Engineering Division, the noise barrier would need 10 additional feet of height for the approximate 800-foot length of the retaining wall. This would add 8,000 square feet to the noise barrier, resulting in an estimated square footage of 1,788 per benefited receptor.



**Public Hearing**  
New Albany, IN



# Noise Barrier 5



<p><b>Receiver</b></p> <ul style="list-style-type: none"> <li>■ Impacted, Not Benefited</li> <li>★ Impacted, Benefited</li> <li>● Not Impacted, Not Benefited</li> <li>☆ Not Impacted, Benefited</li> </ul>	<ul style="list-style-type: none"> <li>▲ Measurement Sites</li> <li>— Feasible and Reasonable Noise Barrier</li> <li>— Proposed Improvements</li> </ul>	<ul style="list-style-type: none"> <li>--- Noise Study Area – 500 feet</li> <li>--- Common Noise Environment</li> </ul>		<p><b>Traffic Noise Study</b> Improve 64 Project Floyd County, Indiana</p> <p>1 inch = 300 ft</p> <p>Des. No. 1900162</p>	
---	---	---	--	---	--

Note: Receiver ID may represent multiple floors or receptor dwelling units.

IMPROVE 64  
CONNECTING COMMUNITIES  
Graphics created by HNTB Corporation (2021)

**Public Hearing**  
New Albany, IN



# Noise Barrier 6



**Receiver**

- Impacted, Not Benefited
- ★ Impacted, Benefited
- Not Impacted, Not Benefited
- ★ Not Impacted, Benefited

- ▲ Measurement Sites
- Feasible and Reasonable Noise Barrier
- Proposed Improvements

- Noise Study Area – 500 feet
- Common Noise Environment

Note: Receiver ID may represent multiple floors or receptor dwelling units.

**Traffic Noise Study**  
**Improve 64 Project**  
**Floyd County, Indiana**

1 inch = 300 ft  
 Des. No. 1900162



Graphics created by HNTB Corporation (2021)



**Public Hearing**  
 New Albany, IN





# Noise Barrier 7



**Receiver**

- Impacted, Not Benefited
- ★ Impacted, Benefited
- Not Impacted, Not Benefited
- ☆ Not Impacted, Benefited

▲ Measurement Sites  
 — Feasible and Reasonable Noise Barrier  
 — Proposed Improvements

[---] Noise Study Area – 500 feet  
 [---] Common Noise Environment

Note: Receiver ID may represent multiple floors or receptor dwelling units.

**Traffic Noise Study**  
 Improve 64 Project  
 Floyd County, Indiana

1 inch = 300 ft  
 Des. No. 1900162

Graphics created by HNTB Corporation (2021)

**Public Hearing**  
 New Albany, IN

