

WELCOME





PROJECT OVERVIEW













The nearly 5-mile corridor extends from north of I-465 interchange to north of Fletcher Avenue downtown.



Improvements will reduce corridor congestion, improve traffic flow, improve safety and extend pavement life.





Construction is expected to begin in 2025 and last up to two years.



PROJECT OVERVIEW

I-65 Safety and Efficiency is expected to improve traffic flow and safety.

The project is currently in its environmental and preliminary design stage.

65 SAFETY & EFFICIENCY

IMPROVEMENTS MAP



MORRIS/PROSPECT STREET

NAOMI STREET

OND

INTERSTATE

65

PLEASANT RUN

STREET

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TROY AVENUE

Added Capacity

Added lane in each direction between I-465 & I-70; majority of widening utilizing existing pavement/inside shoulder

ADDED CAPACITY LEGEND

- Capacity Added Utilizing Inside Shoulder
- Capacity Added to Outside of Existing Lanes

Bridge Widening & Rehabilitation

I-65 NB over Morris/Prospect Street

Bridge Widening I-65 NB over Pleasant Run & Naomi Street

Pavement Patching and Resurfacing

Corridor-wide improvements to reduce the need for future repairs.

AR IN

KEYSTONE AVENUE

INTERSTATE

465

BRIDGE IMPROVEMENT LEGEND

Bridge Widening

Bridge Replacement

Bridge Widening & Rehabilitation

Bridge Replacement Hanna Avenue over I-65



SAFETY & EFFICIENCY

ADDED CAPACITY: MORRIS/PROSPECT



OUTSIDE SHOULDER

Proposed Bridge Widening & Rehabilitation

I-65 NB over Morris/Prospect Street *(Illustration not built to scale.)

PROPOSED

INSIDE SHOULDER





MORRIS/PROSPECT UNDERPASS

VB1-70







>>> Added lane in each direction between I-465 and I-70 >>>> When construction is complete, 4 lanes in each direction >>> Majority of widening utilizing existing inside shoulder



ADDED CAPACITY ON 1-65









ADDED CAPACITY ON 1-65

>>> Added lane in each direction between I-465 and I-70 >>>> When construction is complete, 4 lanes in each direction >>>> Widening to outside of existing lanes for southern 1/3 of project



SIDEWALK IMPROVEMENTS BY LOCATION

SIDEWALK LOCATION	SIDEWALK IMPROVEMENT		
	Throughout the Corridor	All underpass lighting will be updated.	
	Hanna Avenue	New replacement bridge will have a shared-use path on the south side of the bridge to accommodate a future pedestrian pathway. New, 6-foot sidewalk on the north side of the bridge.	
	Keystone Avenue	All ADA curb ramps are being updated and pedestrian push buttons will be added.	
	Troy, Nelson, Southern & Bradbury Avenues	Broken sidewalk panels will be replaced.	
	Raymond Street	All sidewalks within INDOT right-of-way are being replaced. ADA ramps are being evaluated.	
	Naomi Street	Sidewalk and curb are being replaced under the Naomi Street overpass. Improvements include leveling inconsistent slopes in the sidewalk.	
	Pleasant Run	A portion of Pleasant Run Trail will be replaced when the Pleasant Run overpass is widened.	
	Shelby Street	Underpass lighting will be updated; sidewalks were recently updated.	
	Morris/ Prospect	All sidewalks will be replaced, and ADA ramps will be updated and/or evaluated.	

NEW BRIDGE AT HANNA AVENUE



- >>> New, replacement bridge at Hanna Avenue
- >>> Six-foot sidewalk being added on north side of bridge
- >>> A 10-foot shared-use path added on south side of bridge
- >>>> Shared-use path to accommodate future pedestrian pathway

bridge of bridge trian pathway

2023

WHAT TO EXPECT

- **Environmental analysis and design work are underway.**
- The draft environmental document is expected by spring 2024.
- A public hearing and formal comment period will follow.
- **Construction is expected to begin in spring 2025 and last two years.**

I65SafetyandEfficiency.com

Sign up for email updates at **I65SafetyandEfficiency.com**

Scan with your phone camera to visit the project website.

855-INDOT4U (855-463-6848)

FOLLOW OUR PROGRESS

CONTACT US

I-65 Safety and Efficiency

Text "INDOT I65SandE" to 468311 for text updates

NOISE ANALYSIS

NOISE BARRIER EVALUATION

SAFETY & 65 EFFICIENCY

- >>> Areas of frequent outdoor use are identified and measured.
- projected traffic volumes.
- forecasts and noise impacts.

>>> Sound levels are measured in decibels, or dB(A).

>>> Noise modeling software analyzes existing and

>>> Projected noise levels are based on 2045 traffic

>>> Noise impacts occur when estimates approach or exceed 67 dB(A) or when estimates exceed

NOISE BARRIER EVALUATION

HOW WE PERCEIVE CHANGES IN SOUND:

CHANGES IN SOUND LEVEL

+3 Decibels

+5 Decibels

+10 Decibels

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.

PERCEPTION

Barely Perceptible

Clearly Perceptible

Twice as Loud

Noise barriers must be feasible and reasonable. FEASIBLE

REASONABLE

- allowable barrier area.

*1,250 ft² if majority of homes built before initial roadway construction

Your feedback matters.

- **>>>**
- **>>>**
- **>>>**

• Acoustic Feasibility: 5 dB(A) reduction at a majority of impacted receptors • Engineering Feasibility: Considers environmental, drainage, safety and other issues to identify best location for a barrier

• Barriers offer 7+ dB(A) reduction for the majority of directly adjacent receptors. • Required barrier area (ft²) per benefited receptor must be less than or equal

Benefited property owners and residents are surveyed to determine if they support a noise barrier.

If a response rate of 50%+ is not achieved, a second survey is mailed to those who did not respond.

FHWA and INDOT review survey responses and determine next steps. Each barrier is analyzed separately.

HANNA AVENUE

KEYSTONE AVENUE

TROY AVENUE

453+3+7-0483-3	438-3 448-3 444-1 434-2	423:3 427:1 420:1	414-3 2018-3 2018-3	394-2 3 394-2 3 389-2 389-2	393-1 386-2 381:2 371-1	364-3 356-2 359-1 477-2
	Eduarda esta esta esta esta esta esta esta est		La construcción de la construcci	TROY A VE MULTIN	 Noise Receptor Impacted: Predicted Sound Levels >66 dB(. (>71 dB(A) for Category E) Not Impacted: Predicted Sound Levels <66 dB(A) (<71 dB(A) for Category E) Benefited: >5 dB(A) Reduction From Analyz Barrier Impacted Receptor: Predicted noise levels approach exceed noise abatement criteria (66 dB(A)) or substatexceed (15 dB(A)) existing noise level. Benefited Receptor: Will receive a minimum 5.0 dB(A) reduction in future noise levels. 	A) Preliminarily Feasible and Reasonable Meets All Below Criteria: - <1,000 sqft/benefited receptor (<1,250 sqft used if >50% of homes predate construction of I-65) - >5 dB(A) reduction at >50% of impacted receptors - Engineering Feasibility: No barriers built on existing bridges - >7 dB(A) reduction at >50% of benefited first-row receptors A)
65 ¹⁵ ^{NOLOWIISSEM} Created by KDV	Leon and Leo	EAVE 65 3NF PINNER	 Noise Study Area Proposed Edge of Travel Lane Noise Receptor Impacted - Benefited Receptor Impacted - Not Benefited Receptor Not Impacted - Benefited Receptor Not Impacted - Not Benefited Receptor Not Impacted - Not Benefited Receptor 	Noise Barriers Evaluated Not Recommended Preliminarily Feasible and Reasonable	FHWA Activity Category B (Residential) C (Recreation, Education, Medical) E (Offices, Restaurants, Hotels) F (Retail, Agriculture) G (Undeveloped) 250 500 Feet 1 Inch = 250 feet	I-65 Safety & Efficiency Marion County, Indiana Noise Receptor and Barrier Locations Sheet 3 of 7 Des. 1400073 et al. Date: 11/6/2023

RAYMOND STREET

Created by: KDV

SAFETY & 65 EFFICIENCY

PLEASANT RUN PARKWAY SOUTH DRIVE

Noise Receptor

- Impacted: Predicted Sound Levels >66 dB(A)
 (>71 dB(A) for Category E)
- Not Impacted: Predicted Sound Levels <66 dB(A) (<71 dB(A) for Category E)
- Benefited: >5 dB(A) Reduction From Analyzed
 Barrier

Impacted Receptor: Predicted noise levels approach or exceed noise abatement criteria (66 dB(A)) or substantially exceed (15 dB(A)) existing noise level. Benefited Receptor: Will receive a minimum 5.0 dB(A) reduction in future noise levels.

Noise Barriers

- Preliminarily Feasible and Reasonable Meets All Below Criteria:
- <1,000 sqft/benefited receptor (<1,250 sqft used if >50% of homes predate construction of I-65)
 >5 dB(A) reduction at >50% of impacted receptors
 Engineering Feasibility: No barriers built on existing bridges
 >7 dB(A) reduction at >50% of benefited first-row receptors

INDEN S

I-70 INTERCHANGE

Created by: KD

CALVARY STREET

Noise Receptor

1.1

- Impacted: Predicted Sound Levels >66 dB(A)
- (>71 dB(A) for Category E) Not Impacted: Predicted Sound Levels <66
- dB(A) (<71 dB(A) for Category E) Benefited: >5 dB(A) Reduction From Analyzed \odot
- Barrier Impacted Receptor: Predicted noise levels approach or exceed noise abatement criteria (66 dB(A)) or substantially
- exceed (15 dB(A)) existing noise level. Benefited Receptor: Will receive a minimum 5.0 dB(A)
- reduction in future noise levels.

Noise Barriers

- Preliminarily Feasible and Reasonable
- Meets All Below Criteria:
- <1,000 sqft/benefited receptor (<1,250 sqft used if >50% of homes predate construction of I-65)
- >5 dB(A) reduction at >50% of impacted receptors - Engineering Feasibility: No barriers built on existing bridges - >7 dB(A) reduction at >50% of benefited first-row receptors

S PINE ST S PINE ST S DAVIDSON ST NGT S S COLLEGE AVE.

