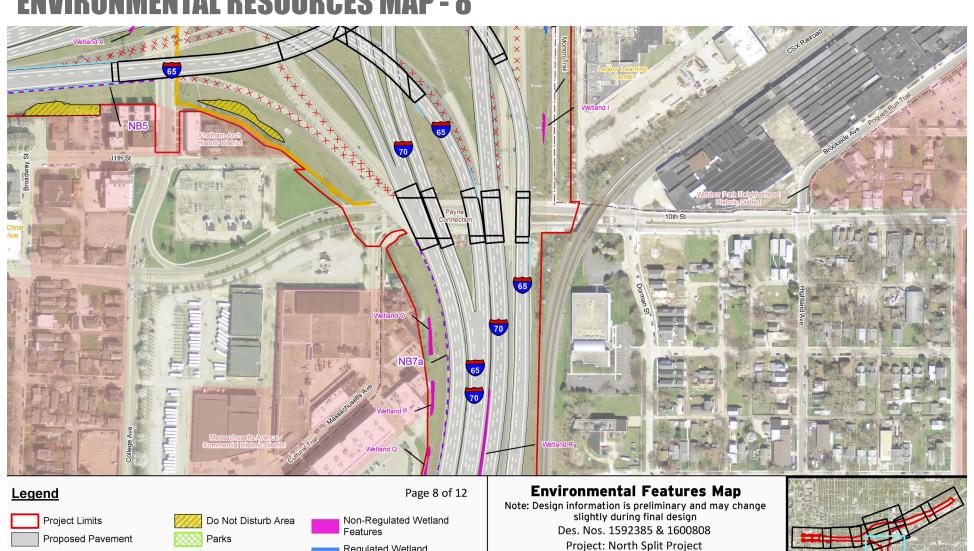




#### **ENVIRONMENTAL RESOURCES MAP - 8**

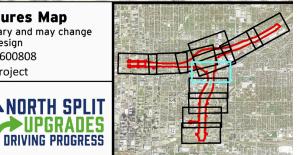


Feet

400

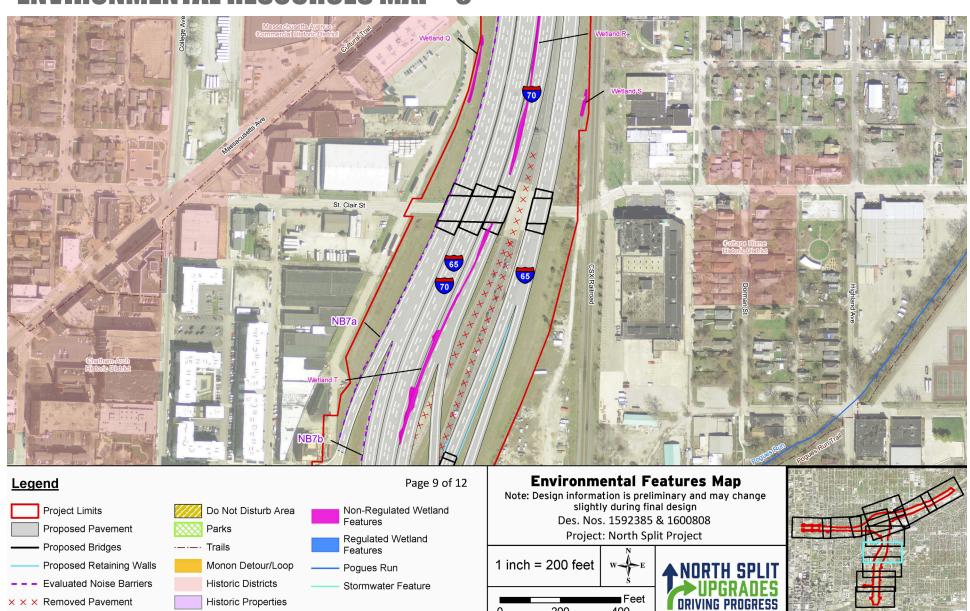
200

#### Regulated Wetland Proposed Bridges Trails Features 1 inch = 200 feet Proposed Retaining Walls Monon Detour/Loop Pogues Run Evaluated Noise Barriers Historic Districts Stormwater Feature × × × Removed Pavement Historic Properties





#### **ENVIRONMENTAL RESOURCES MAP - 9**



200

400



#### **ENVIRONMENTAL RESOURCES MAP - 10**

Proposed Bridges

× × × Removed Pavement

Proposed Retaining Walls

Evaluated Noise Barriers

Trails

Monon Detour/Loop

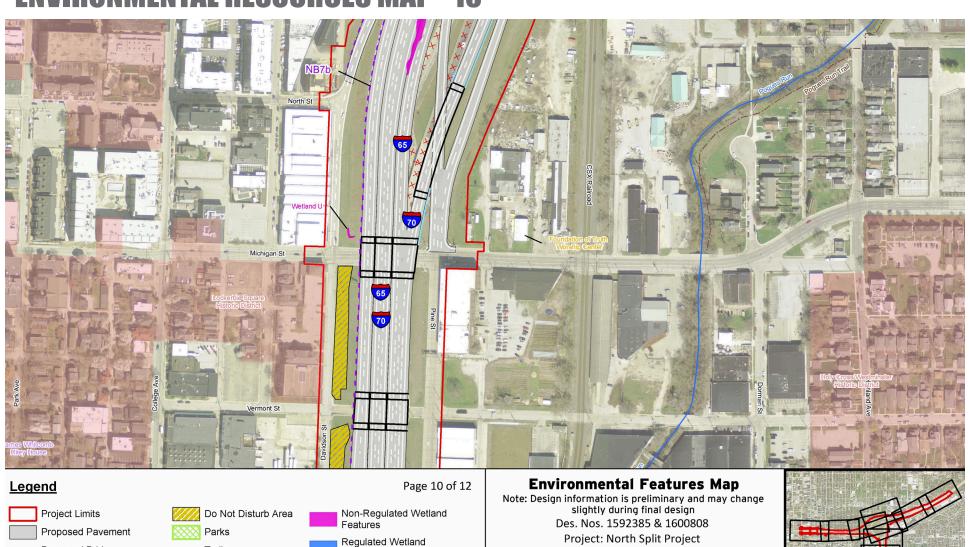
Historic Districts

Historic Properties

Features

Pogues Run

Stormwater Feature



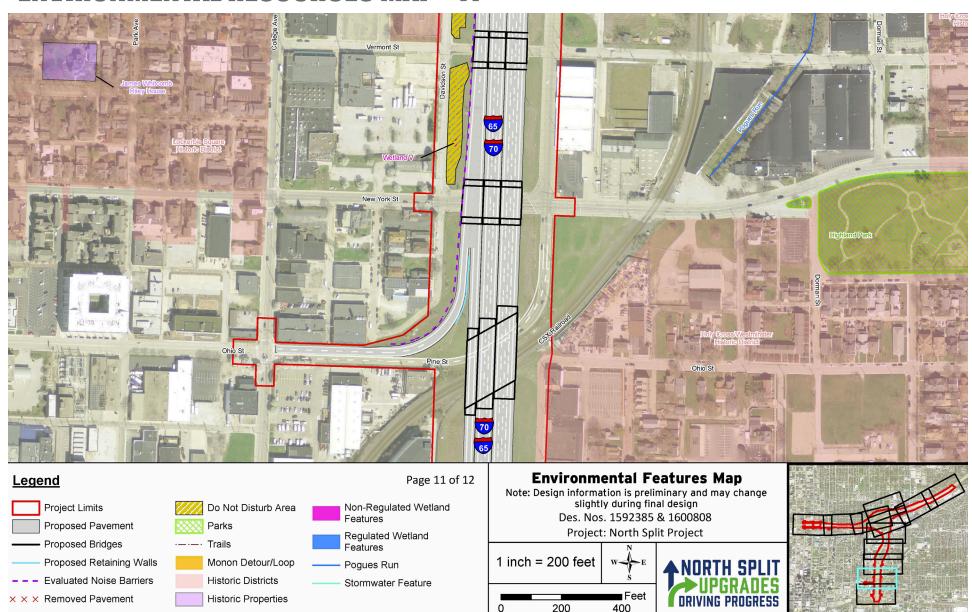
1 inch = 200 feet

200

Feet

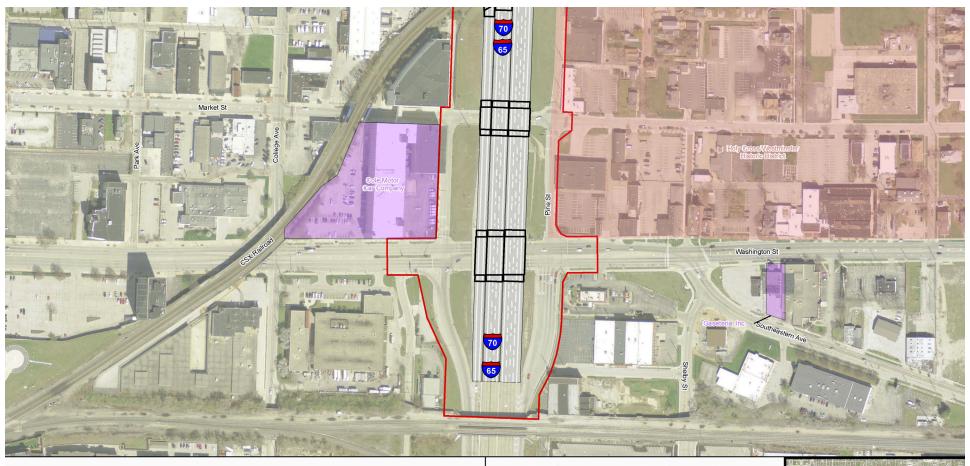
400







## **ENVIRONMENTAL RESOURCES MAP - 12**



#### **Environmental Features Map** Legend Page 12 of 12 Note: Design information is preliminary and may change slightly during final design **Project Limits** Do Not Disturb Area Non-Regulated Wetland Des. Nos. 1592385 & 1600808 Features Proposed Pavement Parks Project: North Split Project Regulated Wetland Proposed Bridges Trails Features 1 inch = 200 feet Proposed Retaining Walls Monon Detour/Loop Pogues Run Evaluated Noise Barriers Historic Districts Stormwater Feature Feet × × × Removed Pavement Historic Properties DRIVING PROGRESS 200 400



#### **SOUND BARRIERS**

#### **Design Summary**

Five sound barriers were deemed potentially feasible and reasonable according to INDOT Noise Policy criteria. Based on benefited receptor surveys and other factors, INDOT determined two of the barriers (NB3W & NB3E) would be constructed, on the north side of I-70 east of the North Split.

# Additional Noise Reduction Features

Continuous reinforced concrete pavement, jointless concrete bridges, and next generation pavement grooving will reduce noise throughout the project. Overall, noise is predicted to be lower than existing levels after construction.





### **MONON DETOUR**

#### **Monon Trail**

The Monon Trail will be closed through the center of the North Split for most of project construction. A trail detour will be provided north, west, and southwest of the interchange.

#### **Monon Detour**

The north and west legs of the trail detour will remain in place, to be called the "Monon Loop." Efforts are underway to potentially make the southwest segment permanent as well.

When the interchange is finished, the original Monon link will be reconstructed as a 14-foot trail, completing the Monon Loop.

