



February 2024

Dear Benefited Homes of Noise Barriers #3, #6, #8, #9, #10, #11, #12, and #15

The purpose of this letter is to provide an update on the noise barrier project development for your communities below. Construction is scheduled to begin in the Winter-of 2024.

- Barrier #3 - Preston Commons
- Barrier #6 - Rocky Fork Condominiums
- Barrier #8 - Albany Woods
- Barrier #9 - Rocky Ridge Condominiums
- Barrier #10 - Gramercy New Albany Apartments
- Barrier #11 - Woods At Sugar Run
- Barrier #12 - Berkeley Park at New Albany
- Barrier #15 - Windsor Community

Based on acoustic field measurements conducted by ODOT throughout Ohio and in an effort to maximize noise reduction while minimizing costs to taxpayers of Ohio, we are in the process of updating our design standards for noise barriers that are recommended along the edge of the highway shoulder and along elevated roadways.

Hence, noise abatement on this project will be a combination of traditional 14' tall noise barriers located at the right-of-way fence line and 6-foot 9-inch-tall concrete noise abatement safety barriers located at the edge of the roadway shoulder.

A traditional noise barrier located at the edge of shoulder must be offset from the edge of shoulder due to the design requirements. This offset requires more cost and causes maintenance and engineering issues. The newly recommended 6-foot, 9-inch-tall concrete noise abatement safety barrier would not require this offset, thus allowing for the safety barrier to be constructed exactly at the edge of the paved highway shoulder which is a better placement for reducing noise pollution due to the barrier being closer to the dominant noise source of all vehicle types which is tire pavement noise and to a lesser degree, engine noise. This newly recommended noise abatement type meets ODOT noise reduction criteria and will have similar if not better

noise reduction properties to taller traditional barriers. This is based on acoustic field measurements and due to the continuous solid form of the structure which will completely seal out noise from top to bottom. In addition, 6-foot, 9-inch-tall concrete noise abatement safety barrier avoids engineering issues we were having with the traditional taller noise barrier (i.e. overhead utilities, culvert and bridge crossings, need for additional protective barriers, etc).

The locations of the traditional 14' tall noise barriers and the 6-foot 9-inch-tall concrete noise abatement safety barriers are shown in the attached graphics. The newly recommended 6-foot, 9-inch-tall concrete noise abatement safety barrier will be a continuous solid structure similar to the attached photographs. The 6-foot, 9-inch-tall concrete noise abatement safety barrier will have no special color and texture.

Regarding the traditional 14' tall noise barriers, the project team decided to switch to fiberglass panels in lieu of concrete panels for accommodation of utility crossings, a consistent look throughout the corridor, and ease of future noise wall maintenance. The color of the fiberglass panels will be gray with white trim and with white posts on the highway side. The color of the resident side will be the community selected color on the resident side. See attached photos of what the fiberglass noise wall panels will look similar to. ODOT is looking forward to constructing noise abatement for your communities.

Any comments you may have regarding the proposed noise abatement design changes may be submitted by March 15, 2024, to:

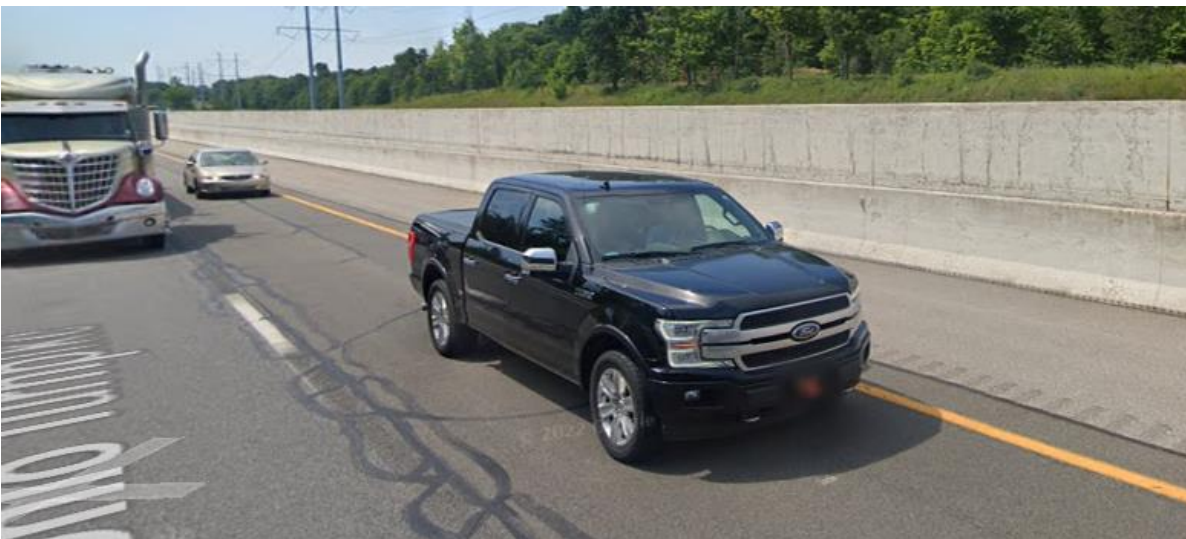
Katie Montoya, Transportation Engineer, P.E.
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Sincerely,



Katie Montoya, Transportation Engineer, P.E.

Photos of 6'9" tall concrete noise abatement safety barrier



Photos of fiberglass noise barrier panels

