



Noise Meeting Summary Report

APPENDIX E

Noise Meeting Display Boards

Project Purpose and Need



Purpose

Improve traffic flow and safety, accommodate high traffic volumes, and increase multi-modal travel options and connections at the US 6 and Wadsworth interchange and along Wadsworth Boulevard between 4th Avenue and 14th Avenue.

Needs

- Improve safety for motorists, pedestrians, and bicyclists
- Correct design deficiencies that contribute to safety concerns and operational inefficiencies
- Increase infrastructure capacity to meet current and future traffic volumes
- Support multi-modal connections

US 6/Wadsworth



Environmental Assessment

Key Decision Milestones

2007

2008

Design Criteria

Public & Agency Scoping

Purpose & Need

Evaluation Criteria

Alternatives Development

Evaluation of Alternatives

Selection of Preferred Alternative

Impact Analysis

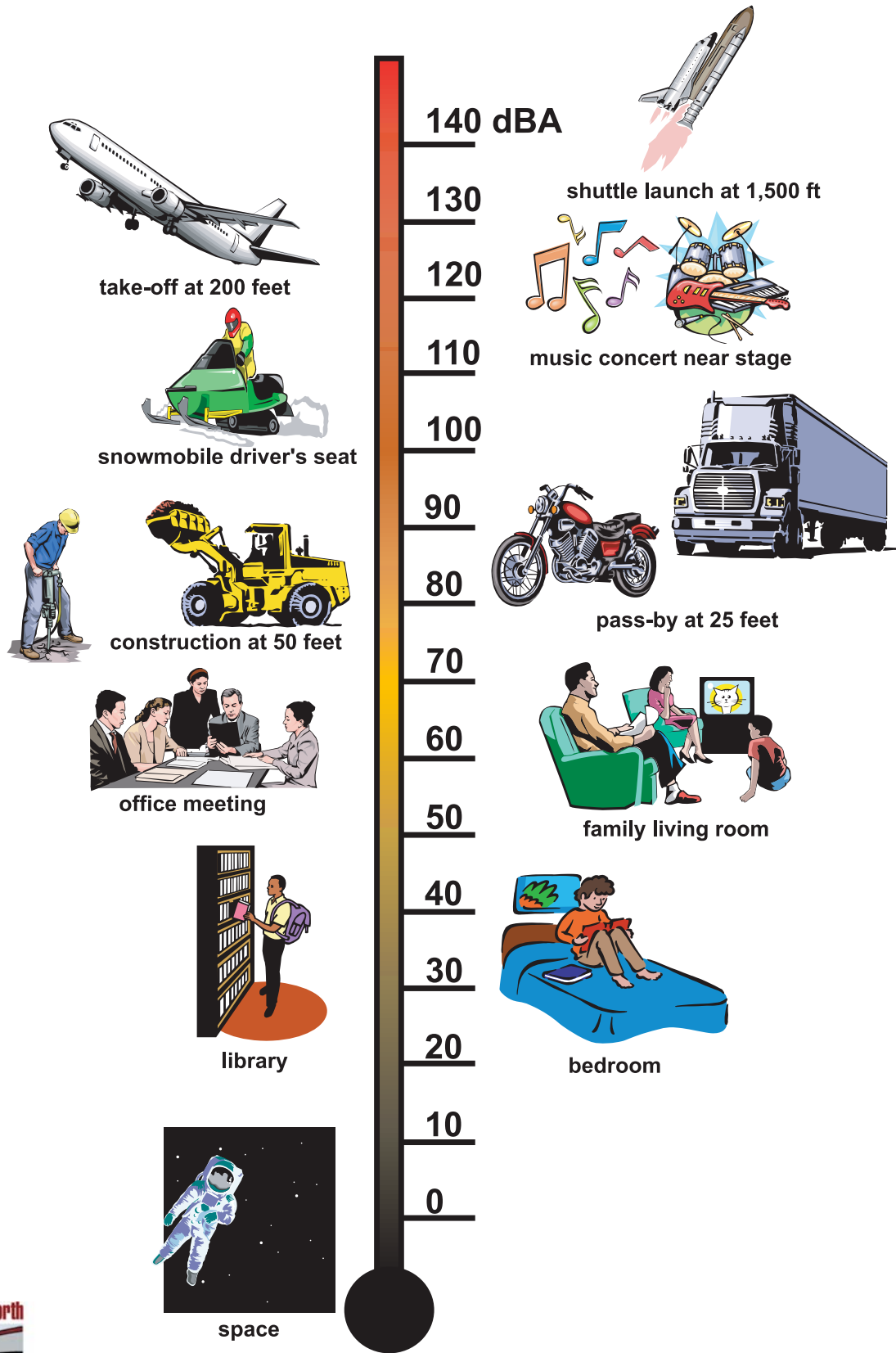
Mitigation Strategies

Public EA Review

Decision Document

We Are Here

Sound Pressure Levels



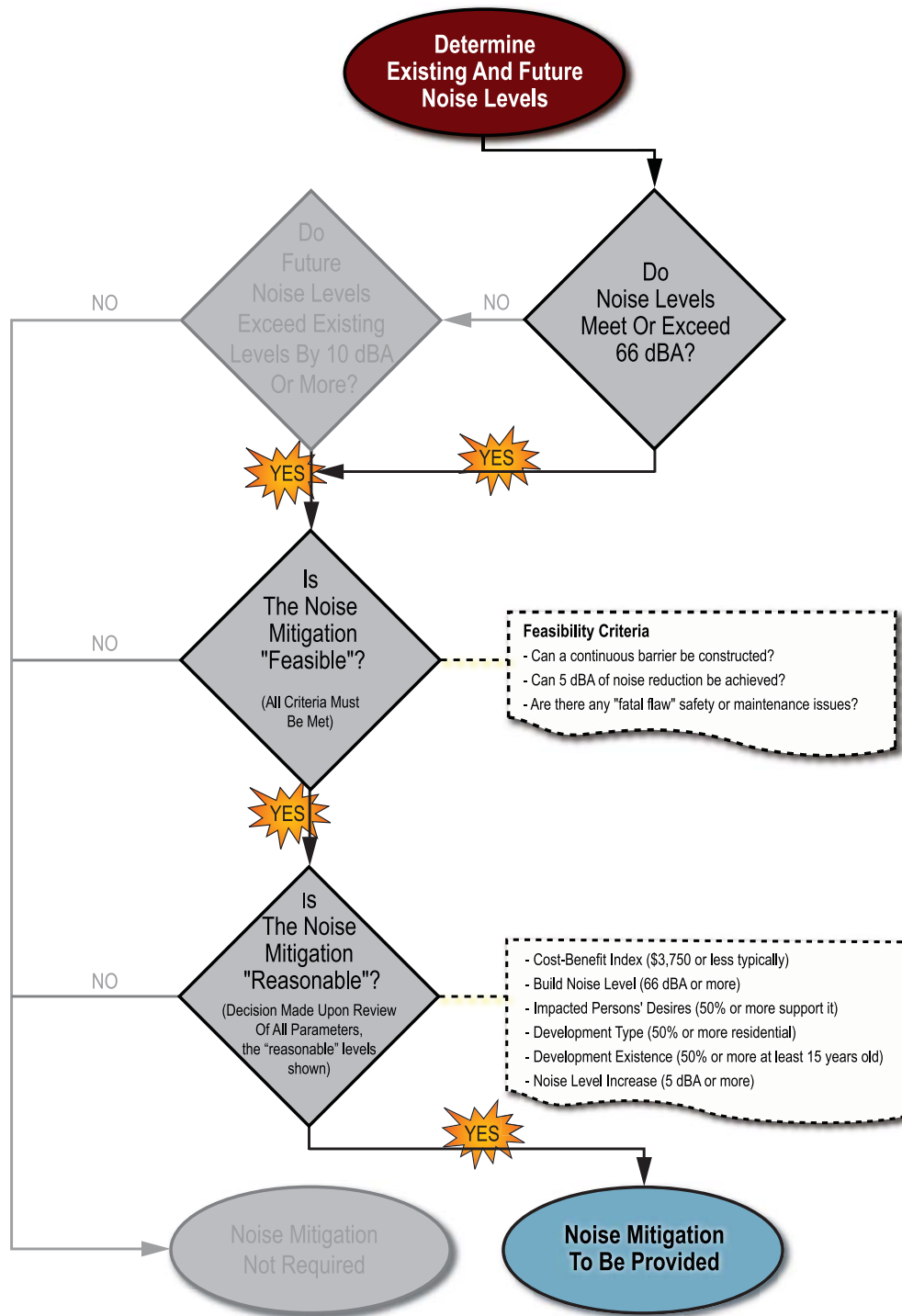
US 6/Wadsworth



Environmental Assessment

CDOT Noise Analysis Procedure

Cdot Noise Analysis And Abatement Guidelines - December 1, 2002

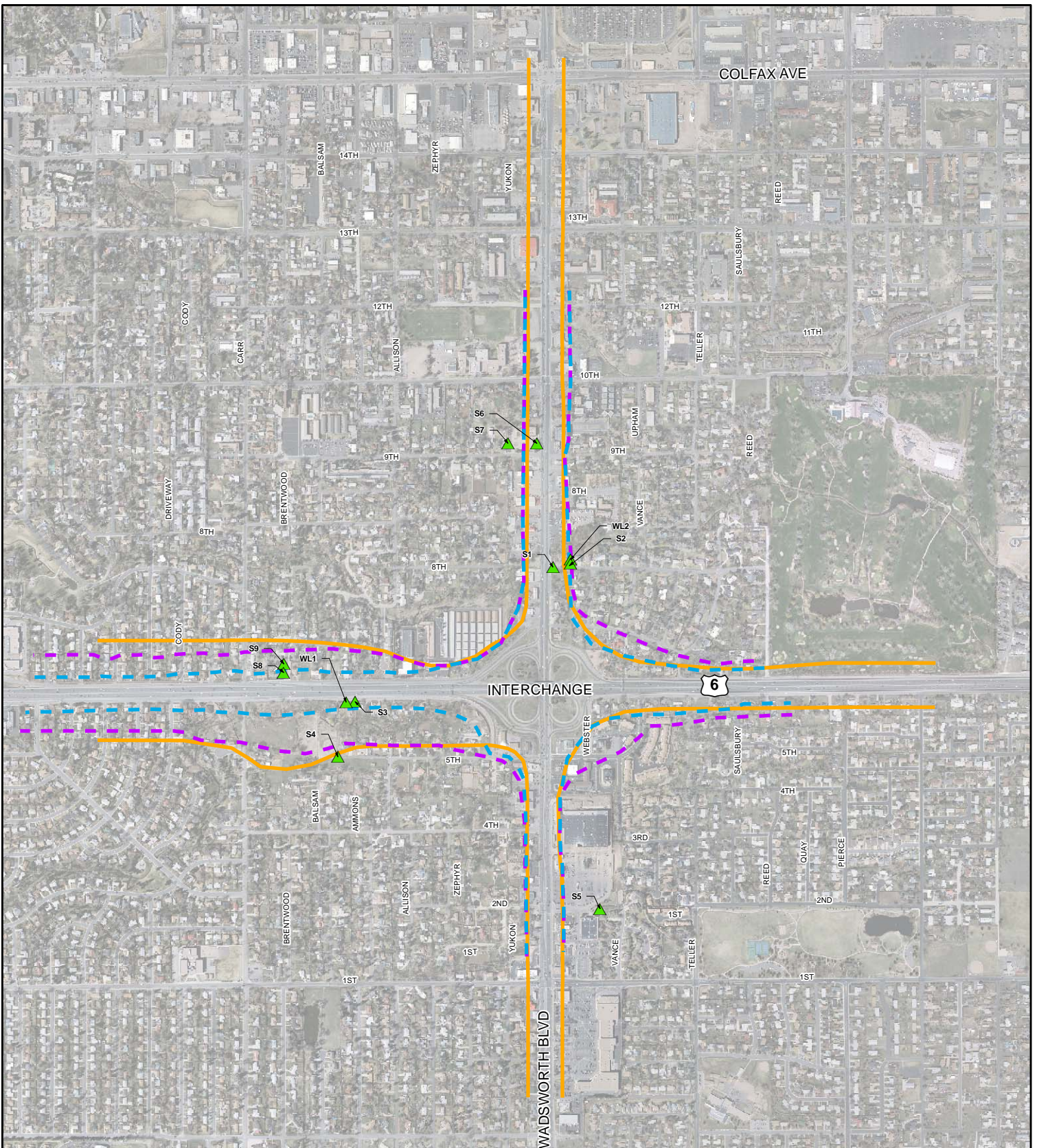


US 6/Wadsworth



Environmental Assessment





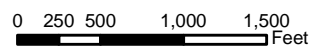
Legend

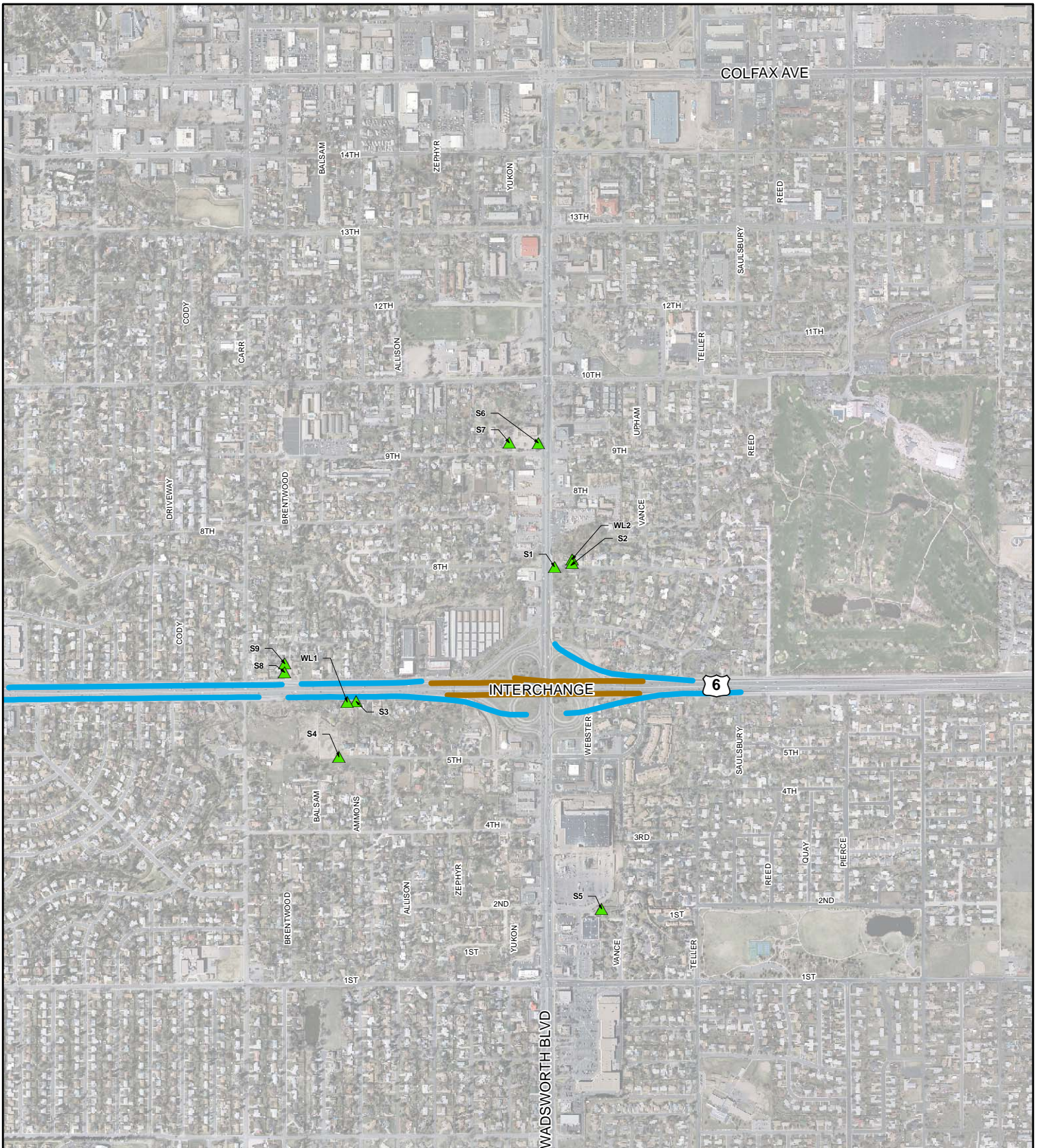
- ▲ Noise Measurement Locations
- Design Year (2035) 66 dBA Noise Contours (with proposed noise walls)
- Design Year (2035) 66 dBA Noise Contours (without proposed noise walls)
- Existing (2007) 66 dBA Noise Contours

**US 6 and WADSWORTH
ENVIRONMENTAL ASSESSMENT**
Noise Level Contours

SOURCE:
TNM, Hankard Environmental Inc




MAP CREATED: 05-28-08





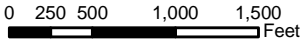
**US 6 and WADSWORTH
ENVIRONMENTAL ASSESSMENT**
Proposed Noise Barriers

Legend

-  Noise Measurement Locations
-  Proposed 15 Foot Noise Barrier
-  Proposed 4 Foot Noise Barrier

SOURCE:
TNM, Hankard Environmental Inc

MAP CREATED: 05-28-08



Noise Mitigation

- CDOT is proposing to construct 11,000 feet of new noise walls and reconstruct 1,700 feet of existing noise walls.
- Proposed walls would be 15 feet high, which is the same height as walls to the east of Wadsworth.
- Walls are typically concrete masonry or concrete panels. CDOT will seek input to the aesthetics.
- The average cost of the walls is estimated to be \$4.8 million (at \$30 per square foot).
- Noise walls are included as part of the basic design package.
- Noise walls could be constructed early in the overall construction to help mitigate construction noise.



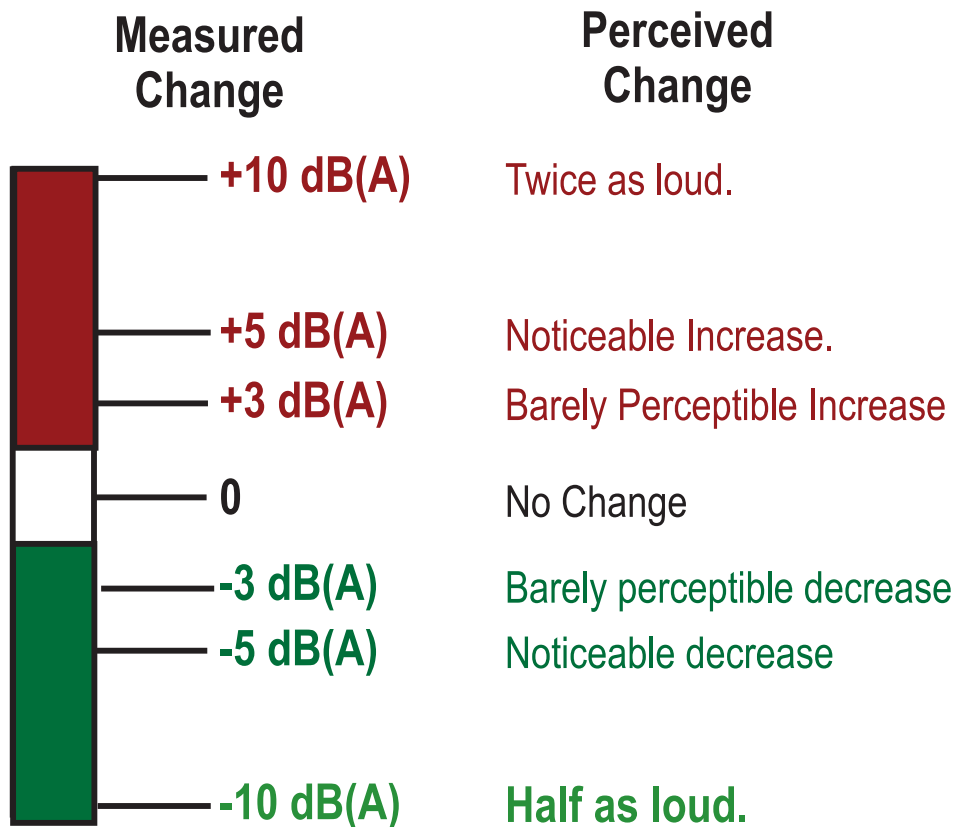
US 6/Wadsworth



Environmental
Assessment

Noise Mitigation Effectiveness

- Noise walls will provide noticeable noise reduction for 330 residences (receptors).
- Typical noise reduction for residences is as follows:
 - The first row of homes adjacent to US 6 would experience an average noise reduction of 11 decibels.
 - The average noise reduction for second row receptors is 9 decibels.
 - Third row receptors would experience an average noise reduction of 7 decibels.
 - Homes 1,000 feet or farther from US 6 would not experience any change in noise conditions from noise walls.



US 6/Wadsworth



Environmental Assessment

Noise Wall Aesthetics

Standard Architectural Treatments



- Considers elements such as texture, shape, color, and patterns.



Vertical Stepping/Sloping of Panels



- May create a more visually interesting design and facilitate landscaping treatments.

Horizontal/Vertical Caps



- Provides visual interest and smooths a barrier's profile.

Source: FHWA Highway Noise Barrier Design Handbook, 2000.

Landscaping



- Integrates noise barrier with surroundings, supplements existing vegetation, and provides new vegetation.

Alignment Changes



- Addresses changes in topography and shifts in alignment.

Barrier End Treatments



- Creates aesthetically pleasing treatments at the ends of noise barrier systems.

