



LSC TRANSPORTATION CONSULTANTS, INC.  
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January 17, 2019

John Boggs  
Colorado Springs Mayberry, LLC  
32823 Temecula Parkway  
Temecula, CA 92592

RE: Ellicott Town Center Filing No. 1  
Noise Analysis Memorandum  
El Paso County, Colorado  
LSC #174742

Dear Mr. Boggs,

It is my understanding that a noise analysis of the impacts of State Highway 94 (SH 94) to Ellicott Town Center Filing No. 1 is required as part of a submittal of the Final Plat to El Paso County and the Department of Transportation (CDOT). LSC Transportation Consultants, Inc. previously completed a noise analysis for this development dated December 2, 2005. In response to your request I have reviewed that study to determine if the findings are still applicable. A copy of the study has been attached.

The 2005 noise analysis was completed in accordance to the Federal Highway Administration (FHWA) requirements using the latest available version of the Traffic Noise Model developed by the FHWA. No changes have been made to the site plan for the Ellicott Town Center and no changes have been made or are proposed to SH 94 adjacent to the site since completion of that report. The traffic volumes used in the analysis were based on the 2030 afternoon peak-hour volumes taken from the November 23, 2005 *Ellicott Town Center Updated Sketch Plan-Level Traffic Impact and Access Analysis Report* by LSC. A transportation memorandum updating that report was prepared by LSC January 11, 2019. The 2040 afternoon peak-hour volumes on SH 94 adjacent to the site shown in the memorandum are lower than those assumed in the 2005 noise analysis.


Based on my review of the *Ellicott Town Center Phase 1 Noise Impact Study* dated December 2, 2005 I have determined that the findings of that report are still valid, and no noise mediation will be needed for the proposed Filing 1 residential development.

\* \* \* \* \*

Please contact me if you have any questions regarding this report.

Respectfully Submitted,  
LSC TRANSPORTATION CONSULTANTS, INC.

By

  
Kirstin D. Ferrin, P.E.  
Senior Transportation Engineer



KDF:bjwb

Enclosures: *Ellicott Town Center Phase 1 Noise Impact Study* dated December 2, 2005



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December 2, 2005

Mr. Simon Malk  
Accretive Capital Partners, LLC  
31 East Platte Avenue, Suite 200  
Colorado Springs, CO 80903

RE: Ellicott Town Center Phase 1  
Noise Impact Study  
El Paso County, Colorado  
LSC #055660

Dear Mr. Malk:

In response to your request, LSC Transportation Consultants, Inc. has completed a detailed analysis of the noise impacts of State Highway 94 (SH 94) on the first residential phase of the proposed Ellicott Town Center mixed-use development. The site is located south of SH 94 near the Town of Ellicott in El Paso County, Colorado. The development is planned to contain single-family detached homes located adjacent to SH 94. The site location is shown in Figure 1. LSC has completed an evaluation of the noise exposure for submittal to El Paso County in accordance with the Federal Highway Administration (FHWA) requirements.

LSC used the software program Traffic Noise Model Version 2.5, developed by FHWA, to predict the noise levels at three locations in the development. The locations are shown in Figure 1. The three receiver points are located on the north side of the development, closest to SH 94. An elevation of five feet was assumed for the receivers.

The input data for the noise predictions included traffic volumes, roadway geometry, topographic elevations, and the locations of the three receivers. The analysis was completed using the projected 2030 traffic volumes on SH 94, which are from the *November 23, 2005 Ellicott Town Center Updated Sketch Plan-Level Traffic Impact and Access Analysis Report* by LSC. Figure 1 shows the 2030 traffic volumes.

The results of the noise prediction show that, in the year 2030, all three locations have predicted noise levels which would not exceed 67 decibels Leq. Therefore, a noise barrier is not required for this development. The noise analysis inputs and outputs are attached.

\* \* \* \* \*

Mr. Simon Malk  
Ellicott Town Center Phase 1 - Noise Impact Study

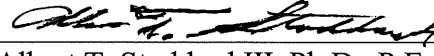
Page 2

December 2, 2005

We trust that this noise impact study will assist you in planning Phase 1 of the Ellicott Town Center mixed-use development. Please contact me if you have any questions or need further assistance.

Respectfully submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By   
Albert T. Stoddard III, Ph.D., P.E.  
Vice President



ATS:EJL:ro:rf

Enclosures: Figure 1  
Noise Analysis Inputs/Outputs



**INPUT: RECEIVERS****LSC #055660 - Ellicott Town Center**

LSC Transportation Consultants  
EJL

17 November 2005  
TNM 2.5

**INPUT: RECEIVERS**

**PROJECT/CONTRACT:** LSC #055660 - Ellicott Town Center

**RUN:** 2030 Total PM Peak Hour Traffic

**Receiver**

Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	
			ft	ft	ft		dBA	dBA	dB	dB	
Receiver1	1	1	3,308,358.0	1,368,217.0	6,078.00	5.00	0.00	66	10.0	8.0	Y
Receiver2	2	1	3,309,262.0	1,368,209.0	6,068.00	5.00	0.00	66	10.0	8.0	Y
Receiver3	3	1	3,309,854.0	1,368,203.0	6,066.00	5.00	0.00	66	10.0	8.0	Y

**INPUT: ROADWAYS**
**LSC #055660 - Ellicott Town Center**
**LSC Transportation Consultants  
EJL**
**17 November 2005  
TNM 2.5**
**INPUT: ROADWAYS**
**PROJECT/CONTRACT:**
**LSC #055660 - Ellicott Town Center**
**RUN:**
**2030 Total PM Peak Hour Traffic**
**Average pavement type shall be used unless  
a State highway agency substantiates the use  
of a different type with the approval of FHWA**

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
eastbound SH 94	12.0	point1	1	3,307,969.0	1,368,357.0	6,082.00				Average	
		point2	2	3,308,647.0	1,368,353.0	6,078.00				Average	
		point3	3	3,309,798.0	1,368,347.0	6,068.00				Average	
		point4	4	3,310,335.0	1,368,347.0	6,060.00					
westbound SH 94	12.0	point5	5	3,310,339.0	1,368,361.0	6,060.00				Average	
		point6	6	3,309,809.0	1,368,366.0	6,068.00				Average	
		point7	7	3,308,667.0	1,368,376.0	6,078.00				Average	
		point8	8	3,307,993.0	1,368,383.0	6,082.00					

**RESULTS: SOUND LEVELS**
**LSC #055660 - Ellicott Town Center**
**LSC Transportation Consultants  
EJL**
**17 November 2005**
**TNM 2.5**
**Calculated with TNM 2.5**
**RESULTS: SOUND LEVELS**
**PROJECT/CONTRACT:**
**LSC #055660 - Ellicott Town Center**
**RUN:**
**2030 Total PM Peak Hour Traffic**
**BARRIER DESIGN:**
**INPUT HEIGHTS**

Average pavement type shall be used unless  
a State highway agency substantiates the use  
of a different type with approval of FHWA.

**ATMOSPHERICS:**
**68 deg F, 50% RH**
**Receiver**

Name	No.	#DUs	Existing LAeq1h	No Barrier					With Barrier			
				LAeq1h Calculated	Crit'n	Increase over existing		Type Impact	Calculated LAeq1h	Noise Reduction		
						Calculated	Crit'n Sub'l Inc			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
Receiver2	2	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
Receiver3	3	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	3	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0



INPUT: TRAFFIC FOR LAeq1h Volumes

LSC #055660 - Ellicott Town Center

LSC Transportation Consultants  
EJL

17 November 2005  
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes

PROJECT/CONTRACT: LSC #055660 - Ellicott Town Center

RUN: 2030 Total PM Peak Hour Traffic

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
eastbound SH 94	point1	1	846	50	27	50	27	50	0	0	0	0
	point2	2	846	50	27	50	27	50	0	0	0	0
	point3	3	846	50	27	50	27	50	0	0	0	0
	point4	4										
westbound SH 94	point5	5	620	50	20	50	20	50	0	0	0	0
	point6	6	620	50	20	50	20	50	0	0	0	0
	point7	7	620	50	20	50	20	50	0	0	0	0
	point8	8										