

Citizen on Constitution

Noise Analysis

This report does not reflect the additional information discussed at the comment meeting. That info has not been added to the report.



El Paso County, CO

Prepared for: The Garrett Companies

Prepared by: Aaron M. Heustess, P.E. (VA)

Aaron M. Heustess

April 5, 2022

Kimley»Horn



April 5, 2022

The Garrett Companies
1051 Greenwood Springs Boulevard
Suite 101
Greenwood, IN 46143

Subject: ***Citizen on Constitution Noise Analysis
El Paso County, CO***

Executive Summary

The purpose of this technical memorandum is to summarize the evaluated noise levels surrounding the proposed Citizen on Constitution development in El Paso County, CO. The proposed development is approximately 3.5 miles north of the Colorado Springs Airport and approximately 8 miles east of Downtown Colorado Springs. The site is located south of Constitution Avenue and west of Marksheffel Road. The site is surrounded by undeveloped land to the north and west; residential land uses located southwest, southeast, and northeast; and commercial land uses south and east of the site. The location of the proposed development is shown in **Figure 1**.

Analysis Findings

- *The proposed development is located in the southwest quadrant of the intersection of Constitution Avenue and Marksheffel Road. Traffic noise levels from the surrounding roadway network are expected to be the dominant noise source for the proposed development. The predicted future noise levels (year 2045) generated from Constitution Avenue and Marksheffel Road are expected to be reduced by the proposed site layout and the developer's standard construction techniques. Although future exterior noise levels are anticipated to impact nearby residences, interior noise levels are within HUD requirements. As a result, additional noise abatement measures (i.e., noise walls) are not recommended.*

Project Description

This noise assessment was conducted to study and analyze the existing noise environment and determine the anticipated noise levels at the proposed Citizen on Constitution residential development. This memorandum describes the proposed development, provides general information on noise, outlines the methodologies and procedures for the analysis, and evaluates existing and anticipated future noise levels from the surrounding roadway network.

The proposed development will consist of approximately 226 multifamily dwelling units accommodated within two three-story buildings and supported by various property amenities including a swimming pool.

Figure 1: Site Location and Vicinity



Characteristics of Noise

Noise is generally defined as unwanted sound. It is emitted from many natural and man-made sources. Sound pressure levels are usually measured and expressed in decibels (dB). The decibel scale is logarithmic and expresses the ratio of the sound pressure unit being measured to a standard reference level. Most sounds occurring in the environment do not consist of a single frequency, but rather a broad band of differing frequencies. The intensities of each frequency add together to generate sound. Because the human ear does not respond to all frequencies equally, the method commonly used to quantify environmental noise consists of evaluating all of the frequencies of a sound according to a weighting system. It has been found that the A-weighted decibel [dB(A)] filter on a sound level meter, which includes circuits to differentially measure selected audible frequencies, best approximates the frequency response of the human ear.

The degree of disturbance from exposure to unwanted sound – noise – depends upon three factors:

1. The amount, nature, and duration of the intruding noise
2. The relationship between the intruding noise and the existing sound environment; and
3. The situation in which the disturbing noise is heard

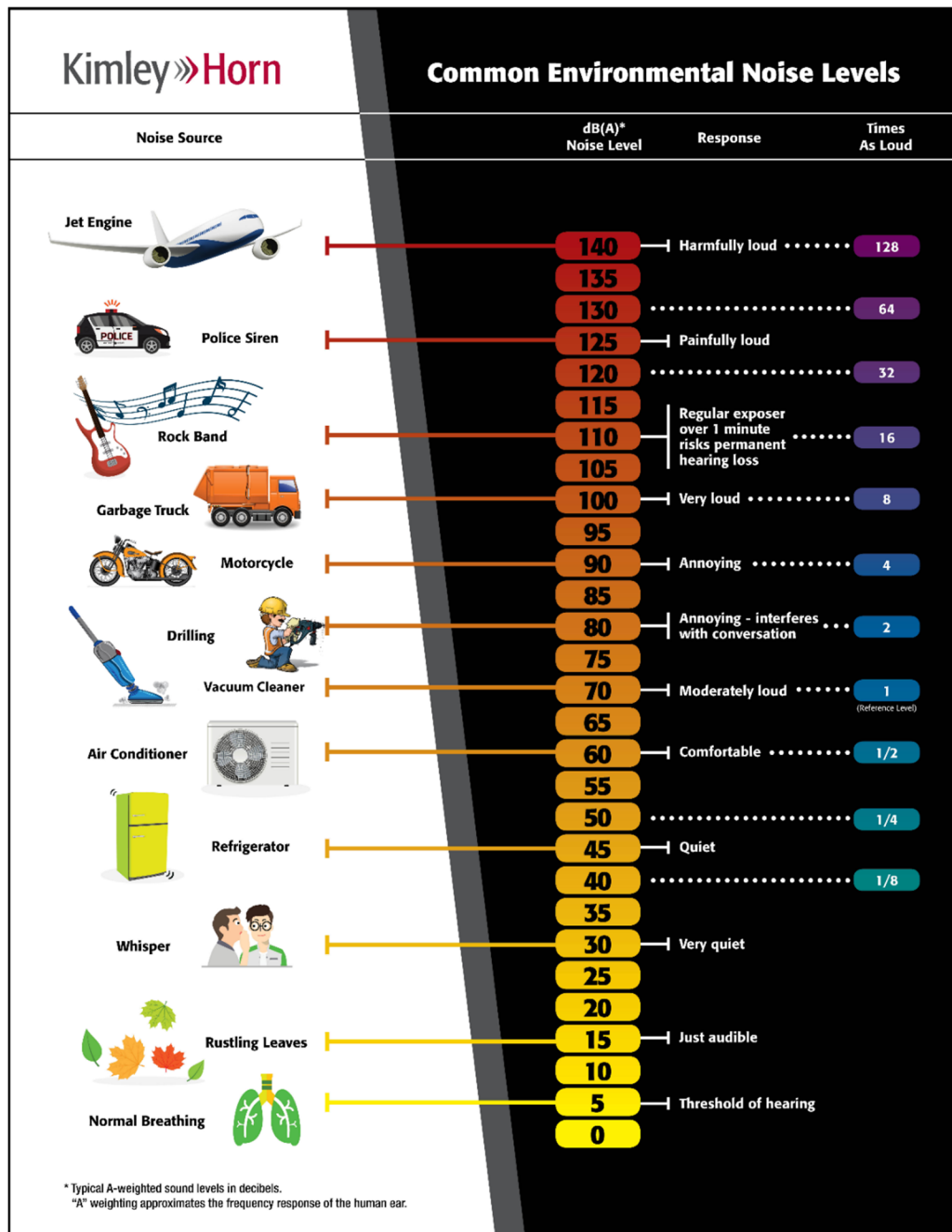
In considering the first of these factors, it is important to note that individuals have varying sensitivity to noise. Loud noises bother some people more than other people, and some individuals become increasingly upset if an unwanted noise persists. The time patterns and durations of noise(s) also affect perception as to whether or not it is offensive. For example, noises that occur during nighttime (sleeping) hours are typically considered to be more offensive than the same noises in the daytime.

With regard to the second factor, individuals tend to judge the annoyance of an unwanted noise in terms of its relationship to noise from other sources (background noise). A car horn blowing at night when background noise levels are low would generally be more objectionable than one blowing in the afternoon when background noise levels are typically higher. The response to noise stimulus is analogous to the response to turning on an interior light. During the daytime an illuminated bulb simply adds to the ambient light, but when eyes are conditioned to the dark of night, a suddenly illuminated bulb can be temporarily blinding.

The third factor – situational noise – is related to the interference of noise with activities of individuals. In a 60 dB(A) environment such as is commonly found in a large business office, normal conversation would be possible, while sleep might be difficult. Loud noises may easily interrupt activities that require a quiet setting for greater mental concentration or rest; however, the same loud noises may not interrupt activities requiring less mental focus or tranquility.

As shown in **Figure 2**, most individuals are exposed to fairly high noise levels from many sources on a regular basis. To perceive sounds of greatly varying pressure levels, human hearing has a non-linear sensitivity to sound pressure exposure. Doubling the sound pressure results in a three decibel change in the noise level; however, variations of three decibels [3 dB(A)] or less are commonly considered “barely perceptible” to normal human hearing. A five decibel [5 dB(A)] change is more readily noticeable. A ten-fold increase in the sound pressure level correlates to a 10 decibel [10 dB(A)] noise level increase; however, it is judged by most people as only sounding “twice as loud”.

Figure 2: Common Noise Levels



Over time, individuals tend to accept the noises that intrude into their lives on a regular basis. However, exposure to prolonged and/or extremely loud noise(s) can prevent use of exterior and interior spaces and has been theorized to pose health risks.

Existing Conditions

The site is located northwest of the intersection of Constitution Avenue and Marksheffel Road. The site is surrounded by undeveloped land to the south and west, residential land uses located southwest, southeast, and north, and commercial land uses east of the site.

The predominant sources of noise in the vicinity of the proposed development are the traffic noise along Constitution Avenue, Marksheffel Road, and Akers Drive as well as operational activity at nearby commercial/industrial facilities. Other sources of noise also include ambient environmental noise, which includes wind, birds chirping, insects, household appliances, lawn mowers, etc. The proposed development is approximately 3.5 miles north of the Colorado Springs Airport; therefore, overhead airplane noise is likely to occur on a frequent basis. According to the National Transportation Noise Map, the site is located within the 50-55 dB(A) noise contour.

To assess existing noise conditions at the site, noise measurements were taken on October 5-6, 2021. Larson Davis LxT Type I Precision Integrating Sound Level Meters were set up at two long-term noise monitoring locations. Long-term noise measurement hourly Leq values obtained in the field ranged between 45 dB(A) and 70 dB(A). The noise field data of each monitoring site is shown in

Table 1. this point is the furthers from any road and it was also facing away from the roads to the SW; this is not very accurate study of real conditions with current traffic. as discussed more points needed

Table 1. Noise Measurement Data at Marksheffel /Constitution intersection and along Marksheffel

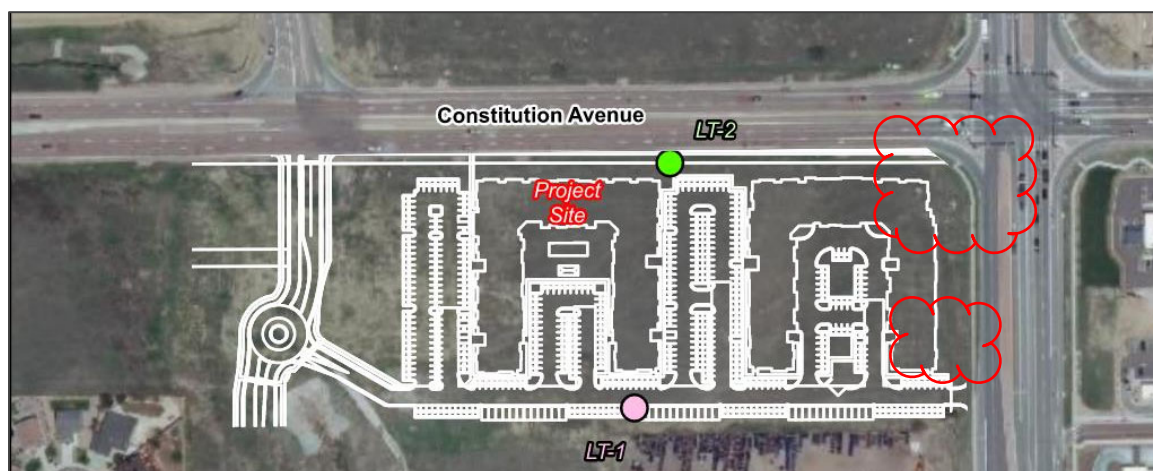
| Setup | Measurement Time | Overall Leq Noise Level [dB(A)] | Minimum 1-hr Leq Noise Level [dB(A)] | Maximum 1-hr Leq Noise Level [dB(A)] |
|-------|----------------------------------|---------------------------------|--------------------------------------|--------------------------------------|
| LT-1 | 12:00 PM (10/5) – 5:00 PM (10/6) | 58.1 | 44.7 | 63.4 |
| LT-2 | 12:00 PM (10/5) – 5:00 PM (10/6) | 65.9 | 51.4 | 70.1 |

The measurements were taken using the A-weighted scale and are reported in decibels [dB(A)]. Data collected by the noise meters included time, average noise level (Leq), maximum noise level (Lmax), and instantaneous peak noise level (Lpk) for each interval. Hourly average noise levels (Leq(h)) were derived from the Leq values. The existing noise measurements were collected under meteorologically acceptable conditions and were conducted based on the acceptable collection of existing noise level readings. Pictures of each field monitoring setup are shown in **Table 2** and the locations of the monitoring sites are shown in **Figure 3**. Noise monitoring is not a process to determine design year noise impacts or potential noise barrier locations. Noise monitoring provides a level of consistency between what is present in real-world situations and how that is represented in the computer noise model. Detailed computer models were created using the Federal Highway Administration Traffic Noise Model ® v2.5 and noise levels were predicted at each noise-sensitive receptor (e.g., balcony, patio).

Table 2. Noise Measurement Setup Pictures



Figure 3: Measurement Site Locations



The Federal Highway Administration (FHWA) has developed the Noise Abatement Criteria (NAC) for determining traffic noise impacts for a variety of land uses in accordance with *Title 23 Code of Federal Regulations (CFR), Part 772 (23 CFR 772): Procedures for Abatement of Highway Traffic Noise and Construction Noise* (July 13, 2010). This assessment utilized the guidelines contained in 23 CFR 772 and the current Colorado Department of Transportation (CDOT) *Noise Analysis and Abatement Guidelines* (September 21, 2020) in order to be consistent with standard methodologies.

The NAC, listed in **Table 3** for various activities, represents the upper limit of acceptable traffic noise conditions and a balancing of that which may be desirable with that which may be achievable. The NAC applies to areas having frequent human use but does not apply to the entire tract of land on which the activity is based, only to that portion where the activity takes place. The NAC is given in

why are there no meter readings here at what is likely the loudest area along MarkSheffel The Truck Route for the County. Please provide. Can noise be mitigated by interior construction practices or is a setback required at this corner?

terms of the hourly, A-weighted, equivalent sound level in decibels [dB(A)]. The A-weighted sound level is a single number measure of sound intensity with weighted frequency characteristics that correspond to human subjective response to noise. However, since most environmental noise fluctuates from moment to moment, it is common practice to condense all of this information into a single number called the equivalent sound level (L_{eq}). The L_{eq} is the value of a steady sound level that would represent the same sound energy as the actual time-varying sound evaluated over the same time period. L_{eq} is typically evaluated over a one-hour time period and is denoted as $L_{eq(h)}$. The noise impact assessment was made using the criteria in **Table 3**.

Table 3. Noise Abatement Criteria

| Activity Category | Activity Criteria ¹ $L_{eq(h)}$ ² dB(A) | Evaluation Location | Activity Description |
|---|---|---------------------|---|
| A | 57 | Exterior | Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. |
| B³ | 67 | Exterior | Residential |
| C³ | 67 | Exterior | Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings |
| D | 52 | Interior | Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios |
| E³ | 72 | Exterior | Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F |
| F | - | - | Agriculture, airports, bus yards, emergency services, industrial, logging maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing |
| G | - | - | Undeveloped lands that are not permitted |
| <ol style="list-style-type: none"> 1. The $L_{eq(h)}$ Activity Criteria values are for impact determination only and are not design standards for noise abatement measures. 2. The equivalent steady-state sound level which in a stated period of time contains the same acoustic energy as the time-varying sound level during the same time period, with $L_{eq(h)}$ being the hourly value of L_{eq}. 3. Includes undeveloped lands permitted for this activity category. | | | |

It is important to note that the CDOT *Noise Analysis and Abatement Guidelines* criteria do not apply to the proposed Citizen on Constitution development but are offered as a frame of reference for how traffic noise is considered for federally-funded projects considering noise impacts to an area.

Traffic noise impacts are defined as noise levels that 1) “approach” or exceed the FHWA Noise Abatement Criteria (NAC), as shown in **Table 3**, or 2) those that represent a “substantial increase” over existing noise levels. An impact that represents a “substantial increase” is defined as an increase in noise levels of 10 dB(A) or more over the existing noise level (measured or predicted) as a direct result of a proposed roadway project.

Exterior Noise

Noise levels from the surrounding roadway network were evaluated using the Federal Highway Administration (FHWA) Traffic Noise Model version 2.5 (TNM 2.5). This program computes predicted noise levels at noise-sensitive areas through a series of adjustments to reference sound levels. TNM 2.5 also accounts for topography, groundcover type, and intervening structures.

Traffic noise emission is composed of several variables, including the number, types, and travel speeds of the vehicles, as well as the geometry of the roadway(s) on which the vehicles travel. Traffic noise consists of three primary parts: tire noise, engine noise, and exhaust noise. Of these sources, tire noise is typically the most offensive at unimpeded travel speeds. Traffic noise is not constant; it varies in time depending upon the number, speed, type, and frequency of vehicles that pass by a given receptor. According to the Noise Abatement Criteria impact thresholds shown in **Table 3**, existing traffic noise impacts occur at residential land uses when a noise level of 67 dB(A) is approached [within 1 dB(A)] or exceeded.

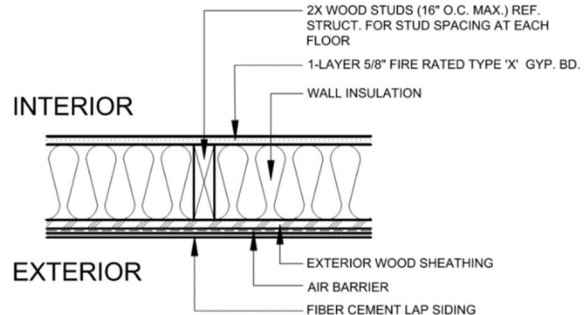
The “worst” traffic noise condition is evaluated as the lesser of the design hourly volume (DHV) or the roadway vehicle capacity Level of Service “C” (LOS C) operating at the design speed. The FHWA TNM was used to evaluate highway traffic-related noise conditions at the proposed development. Existing year traffic volumes obtained from the *El Paso Constitution – Traffic Impact Study (October 2021)* were used to assess the existing traffic noise conditions. The calculated existing noise levels throughout the property without the proposed development are shown in **Figure 4**. Existing noise level calculations were within 0.3 dB(A) of the field measured noise levels on-site.

Build year 2045 design hourly volumes obtained from the *Traffic Impact Study* completed for the proposed development were used to assess the anticipated future traffic noise impacts. Future traffic noise levels are predicted to impact the property to approximately 85 feet from the edge of Constitution Avenue and approximately 100 feet from the edge of Marksheffel Road, which encompasses the first row of units in the proposed development. The calculated future exterior noise levels throughout the property are shown in **Figure 5**.

Interior Noise

According to Chapter 4 of the U.S. Department of Housing and Urban Development's (HUD) *Noise Guidebook*, noise can be intercepted as it passes through walls, windows, doors, floors, and ceilings of a building. Therefore, the implementation of noise reducing materials and construction techniques into a building can be a good way to reduce interior noise levels.

The measure of a material's ability to reduce noise is specified by a Sound Transmission Class (STC) rating. In general, a higher STC rating is a good indication of a material's noise insulating capabilities and thicker construction materials (i.e., drywall, doors, windows, etc.) will reduce noise better. An STC rating roughly equals the anticipated decibel (dB) reduction in noise that a wall, window, door, etc. can provide.



The exterior wall detail of the building shown on this page is anticipated to have an STC rating of approximately 47, which is anticipated to reduce exterior noise levels by 40 dB(A), to be conservative. The wall detail should include:

- Exterior Walls – 7/16" or thicker exterior OSB with exterior finish on top of the OSB, 2"x6" exterior wall studs, R-19 or R-21 fiberglass bat insulation in all exterior wall stud cavities, minimum 1/2" gypsum on all interior wall and ceiling surfaces
- Attic Space Insulation – minimum R-38 insulation, fiberglass batting or blown cellulose
- Exterior Glazing (including windows, sliding glass doors, and entry windows) – minimum STC rating of 30 along Constitution Avenue and Marksheffel Road

Windows are typically one of the acoustically weakest parts of a wall, which can potentially negate the sound reductions achieved by a wall. The high-grade windows that will be installed are anticipated to have a STC rating of approximately 35, which was assumed to reduce exterior noise levels by 30 dB(A), to be conservative.

Volume 44, Number 235, Part 51 of the Federal Register outlines *Environmental Criteria and Standards* for HUD. Section 51.101.a.9. states "it is a HUD goal that the interior auditory environment shall not exceed a day-night average sound level of 45 decibels." Predicted interior noise levels for the proposed development are less than 45 dB(A) during the peak traffic hour. Interior noise levels are shown in **Figure 6**.

Additionally, the anticipated interior noise levels described above are lower than the likely ambient interior noise levels that occupants would be exposed to on a normal basis. Noise from mechanical equipment in each apartment unit (i.e., refrigerators, HVAC units, washing machines, dryers, dishwashers, etc.) are likely to emit noise levels ranging from 45 dB(A) to 50 dB(A), at a minimum. Therefore, it is anticipated that noise generated from normal, everyday activity within each apartment unit would be more noticeable than interior noise from the adjacent roadways.

Noise Mitigation Measures

The El Paso County Land Development Code specifies design considerations for noise in Chapter 8, Section 8.4, part 2. The code states the County's desire that "divisions of land shall be designed to minimize impacts of noise pollution to residents." In subpart 8.4.2.b.i. several forms of noise mitigation are listed for consideration where noise levels are predicted to exceed 67 dB(A):

- Increased building setbacks;
- Modified site orientation for buildings and outdoor areas;
- Landscape buffers or tracts;
- Noise easement;
- Soil berming; or
- Noise barrier

Although the requirements of this section of the code are applicable to residential subdivisions (including single-family and duplex residential subdivisions which contain lots that will be individually owned), similar noise mitigation principles can be applied to the proposed multi-family development.

For this project to reduce the 2nd and 3rd floor exterior noise levels to be less than 67 dB(A), a noise wall would need to be constructed along Constitution Avenue and Marksheffel Road with a finish height in the rang of 20-25 feet above grade. Construction of this type of noise wall would be cost-prohibitive for this project. Furthermore, the height of this wall would be objectionable to residents in the adjacent apartment units.

The proposed Citizen on Constitution development has been designed to minimize the number of units that would be exposed to exterior noise levels greater than 67 dB(A). As shown in **Figure 5**, the proposed buildings on-site provide noise mitigation for noise receptors in the middle of the site. Additionally, the site was designed to locate the common recreation space (e.g. swimming pool) as far as possible from Constitution Avenue and Marksheffel Road to provide an area of reduced noise levels for all residents.

Interior noise levels at all units are predicted to be lower than the HUD requirements of 45 dB(A) as shown in **Figure 6**. As a result, additional noise mitigation measures (i.e., noise walls) are not recommended for incorporation into the project plans.

Conclusions

This assessment analyzed the potential noise levels at the proposed Citizen on Constitution residential development associated with the surrounding roadway network. It was determined that traffic related noise from the adjacent roadways is anticipated to be the main source of exterior noise throughout the site. The predicted future noise levels generated from Constitution Avenue and Marksheffel Road are expected to be reduced by the proposed site layout and the developer's standard construction techniques. Although future exterior noise levels are anticipated to impact nearby residences, interior noise levels are within HUD requirements. As a result, additional noise abatement measures (i.e., noise walls) are not recommended.

state list of mitigation measures here (triple pain windows RX insulation, setbacks, etc) or refer to the specific area in the report where they are listed specific to this project (repeat comment / we discussed this at the meeting). State that the project will incorporate these specific measures; add note also to

Figure 4: Existing Noise Levels (Exterior)

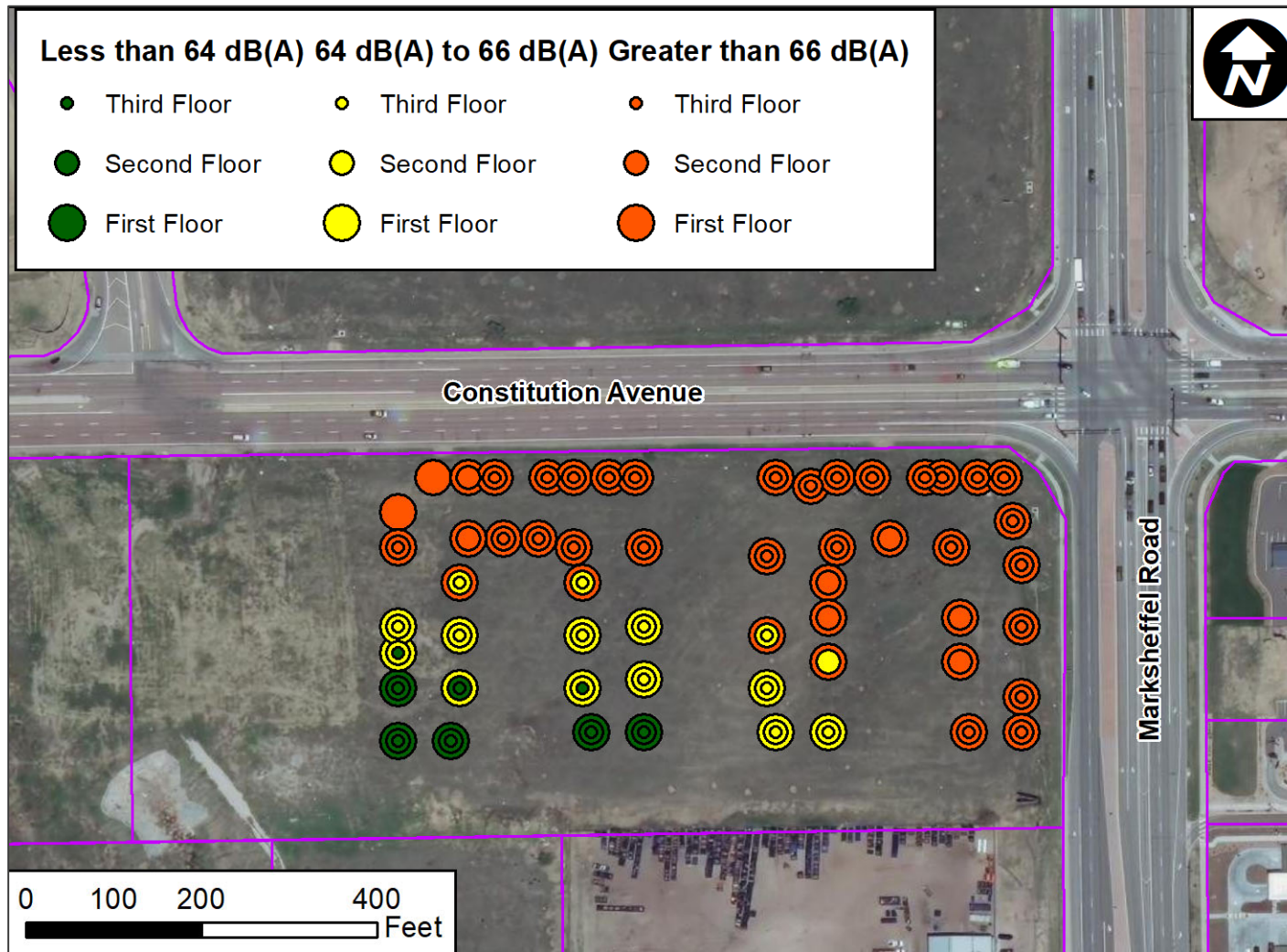


Figure 5: Build Noise Levels (Exterior)

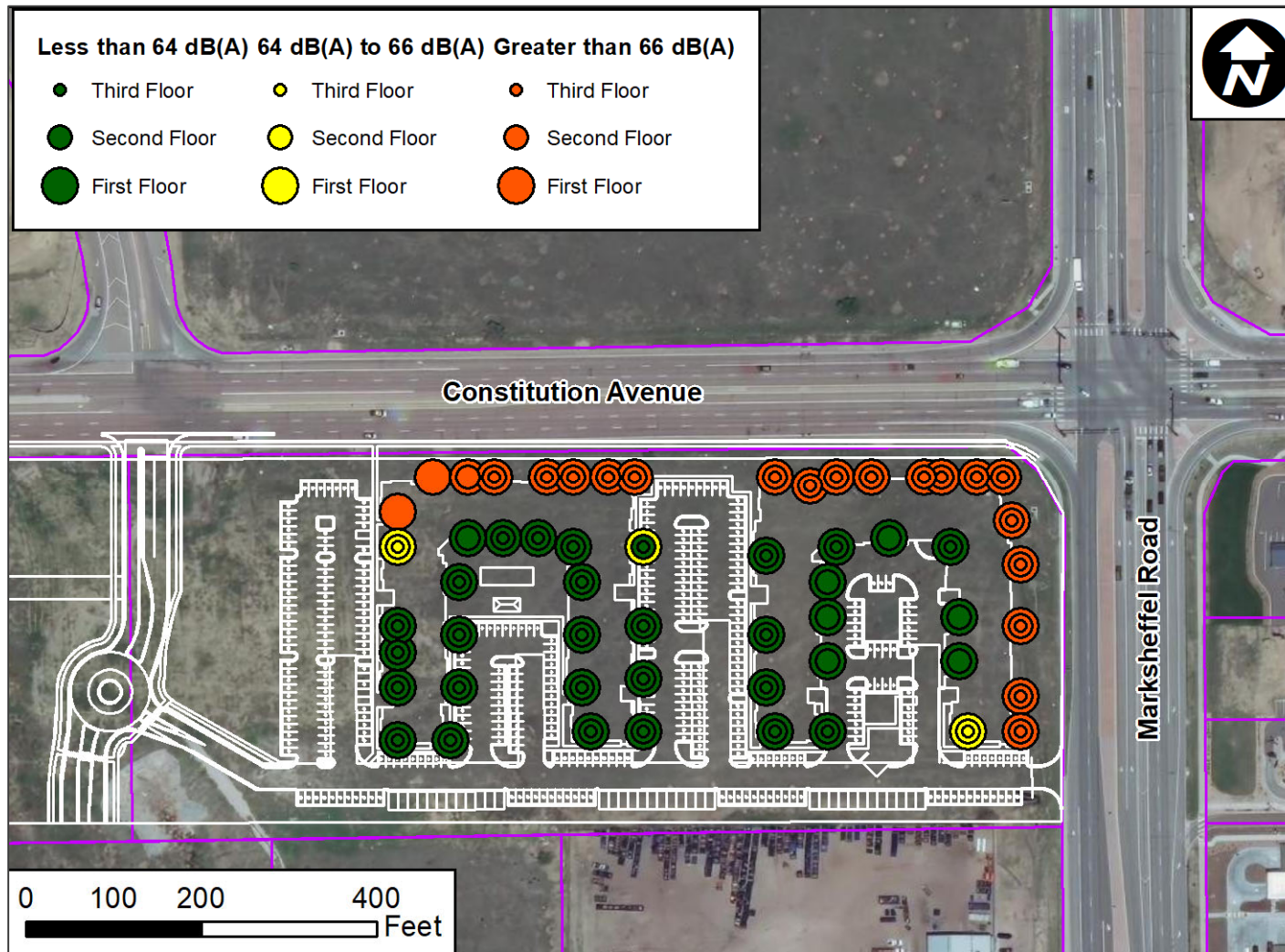
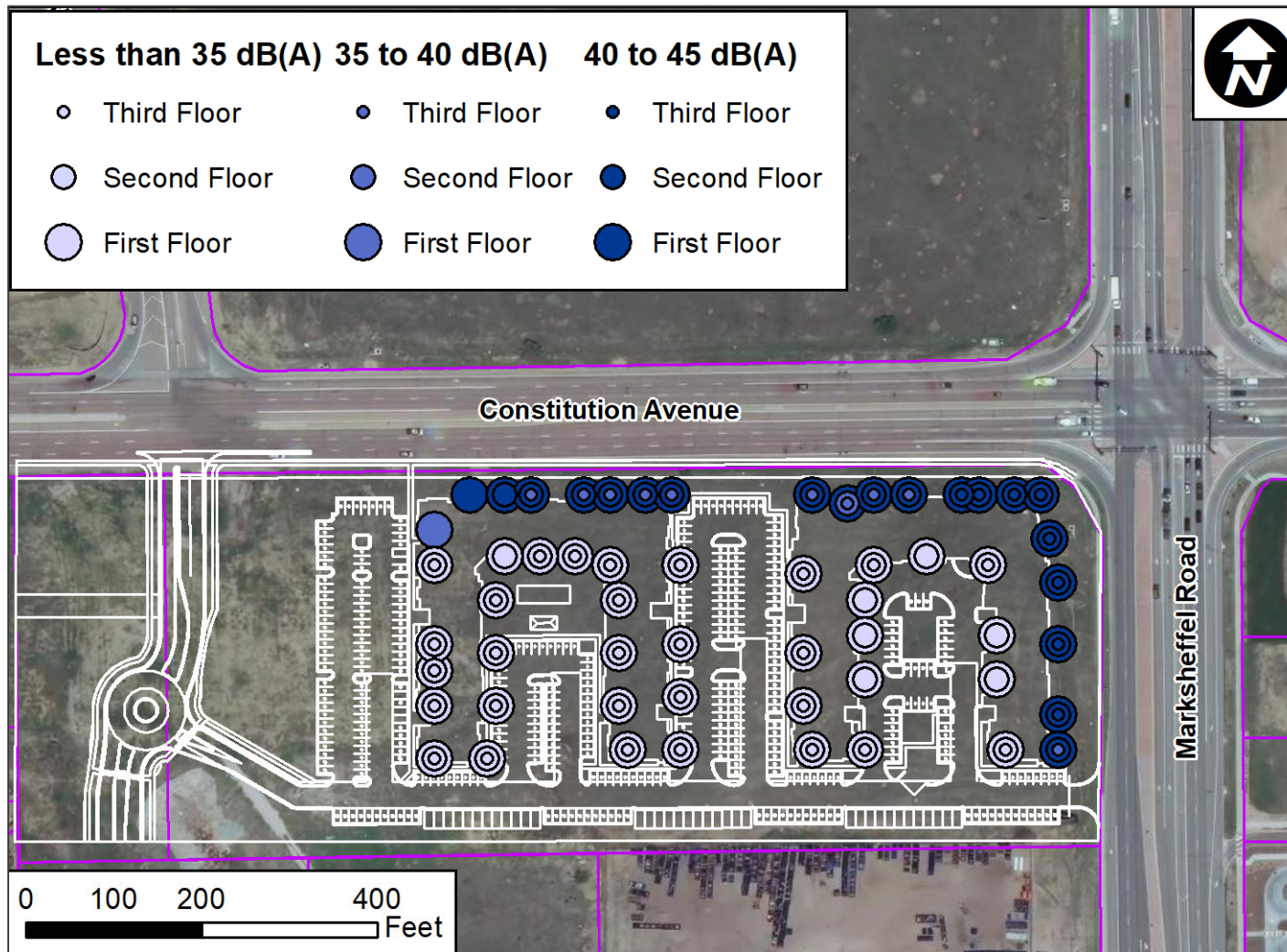


Figure 6: Build Noise Levels (Interior)



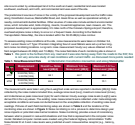
Noise Study_v2 redline.pdf Markup Summary 5-4-2022

dsdparsons (7)



Subject: Callout
Page Label: 1
Author: dsdparsons
Date: 5/4/2022 8:17:58 AM
Status:
Color: ■
Layer:
Space:

This report does not reflect the additional information discussed at the comment meeting. That info has not been added to the report.



Subject: Callout
Page Label: 6
Author: dsdparsons
Date: 5/4/2022 8:21:20 AM
Status:
Color: ■
Layer:
Space:

this point is the furthers from any road and it was also facing away from the roads to the SW; this is not very accurate study of real conditions with current traffic. as discussed more points needed at Marksheffel /Constitution intersection and along Marksheffel



Subject: Cloud
Page Label: 7
Author: dsdparsons
Date: 5/4/2022 8:21:37 AM
Status:
Color: ■
Layer:
Space:



Subject: Cloud
Page Label: 7
Author: dsdparsons
Date: 5/4/2022 8:21:41 AM
Status:
Color: ■
Layer:
Space:



Subject: Text Box
Page Label: 8
Author: dsdparsons
Date: 5/4/2022 8:10:53 AM
Status:
Color: ■
Layer:
Space:

why are there no meter readings here at what is likley the loudest area along MarkSheffel The Truck Route for the County. Please provide. Can noise be mitigated by interior construction practices or is a setback required at this corner?



Subject: Callout
Page Label: 8
Author: dsdparsons
Date: 5/4/2022 8:12:33 AM
Status:
Color: ■
Layer:
Space:

Repeat comment; we had a meeting and you were going to physically do more readings (3) at the corners and adjacent to the roadways...



Subject: Text Box
Page Label: 11
Author: dsdparsons
Date: 5/4/2022 8:24:45 AM
Status:
Color: ■
Layer:
Space:

state list of mitigation measures here (triple pain windows RX insulation, setbacks, etc) or refer to the specific area in the report where they are listed specific to this project (repeat comment / we discussed this at the meeting). State that the project will incorporate these specific measures; add note also to site dev plan/ plat