



Traffic Noise Frequently Asked Questions

How did CDOT determine if my property is impacted by traffic noise?

- The traffic noise study measured and recorded actual noise levels along the corridor to determine how today's traffic noise affects adjacent neighborhoods.
- The study utilized today's traffic conditions and recorded noise levels to develop a noise model utilizing the technology required by CDOT and FHWA, to forecast worst-hour traffic noise conditions if the Proposed Project is built and if it is not built.
- The model predicted traffic noise levels. If the noise receptor identified with your property shows modeled noise levels at or exceeding 66 A-weighted decibels, in 2035 with the Proposed Project, your property is considered impacted by traffic.

Will CDOT construct noise mitigation along the highway where I live?

- CDOT has investigated traffic noise levels along C-470 using today's traffic and the traffic C-470 is forecasted to carry in 2035 as a result of the proposed project.
- The analysis identified residential, commercial, and recreational locations that are anticipated to be impacted by future traffic noise, based on CDOT criteria.
- Any impacted locations were further evaluated to determine if noise mitigation met the criteria for recommending barrier construction by CDOT.
- Per CDOT criteria, CDOT has determined: 1) if effective noise mitigation can physically be constructed to reduce forecasted noise levels; and 2) if this noise mitigation is acoustically effective and cost effective. This process was detailed in the adopted CDOT Noise Analysis and Abatement Guidelines, as last updated in February 2013.
- If the technical criteria were met, noise mitigation was recommended for that location.
- If noise mitigation was recommended, those properties that would benefit from the mitigation will vote to determine if they want mitigation to be constructed at their location. Mitigation would be implemented if the vote resulted in a simple majority, with greater than 50% of benefitted properties voting for the mitigation.
- The revised EA only recommended noise mitigation. Final design of the construction project will determine final noise impacts and mitigation conclusions.
- If traffic noise mitigation is warranted, CDOT will implement traffic noise mitigation during the construction project only for the geographic limits that corresponds to the limits of construction along the highway. The construction limits are defined as C-470 between I-25 and Wadsworth.

Are the current study results for noise impacts and noise mitigation similar to the results from the 2006 EA?

- Many updates in the project design and evaluation criteria have occurred since 2006.
- In certain locations within EA limits, the impacts and mitigation analysis were similar. In other locations, the determination of traffic noise impacts and the determination of likely mitigation are not similar to the 2006 EA.





C-470 Express Lanes

- The primary differences in the analysis results can be attributed to several factors:
 - The traffic noise forecasting technology required by CDOT and FHWA has changed since 2006.
 - In some locations, physical obstructions such as berms, fences, or detached garages have been added outside of CDOT's right-of-way, which changed actual noise levels when compared to 2006.
 - New land uses and developments have been added to the analysis.
 - Traffic volume forecasts made in the 2006 EA were very conservative due to the projected development within the project area. The traffic analysis was refined in the course of the 2015 EA, more accurate traffic predictions and land use projections have produced some different results through the noise impact analysis.

If the 2006 EA recommended noise mitigation for my neighborhood, but the 2015 Revised EA study did not recommend noise mitigation, how is this resolved?

- The 2006 EA recommendations are no longer applicable. The project is required to use the current traffic and land use data, latest FHWA-mandated noise model, and the updated CDOT noise analysis and abatement guidelines.
- The updated noise impacts and mitigation analysis recommendations were carried forward through the revised EA. The Revised EA included a hearing at which you were able to provide your comments regarding traffic noise, along with other comments. CDOT responded to all public comments through the Decision Document process.

What happens if CDOT has determined that my property is impacted, but the criteria for feasible and reasonable are not met?

- The CDOT technical criteria must be met for CDOT to recommend noise mitigation.
- At a location where noise mitigation cannot effectively be achieved to reduce noise levels, or where the cost is too high, CDOT will not recommend mitigation. These thresholds are based on CDOT criteria.

In locations where properties are impacted, but mitigation is not recommended, did CDOT look at other options?

- The noise analysis for this project was completed per the CDOT Noise Analysis and Abatement Guidelines, 2013. CDOT will adhere to the results of this analysis for the construction of the project.
- CDOT is required to review noise mitigation within existing ROW. CDOT will not be constructing any mitigation outside of the immediate proximity of existing ROW as part of the Proposed Project
- As a separate effort outside of this project, the C-470 Corridor Coalition asked the project team to perform additional analysis for those locations where noise mitigation within the ROW was found to be not reasonable or feasible. In some of these locations, the analysis showed that mitigation might be effective if located off of CDOT ROW at the back of private property lines.
- This supplementary analysis was cursory and preliminary and did not take into account specific utility impacts, drainage analysis, and constructability, etc. More detailed analysis, including a cost-benefit analysis, would need to be completed to determine if barriers in these locations could be effective and other sources of funding would need to be identified.
- This information is for local agency use only and future planning for city/county.





C-470 Express Lanes

If a noise wall is built for my neighborhood what will it look like?

- Specific aesthetic treatments have not yet been identified. The revised EA included general aesthetic guidelines for the C-470 corridor as a whole, including all planned construction elements which will include noise walls. Final aesthetic details will be determined during final design, and neighborhood input will be solicited. Wall heights are determined during final design, and neighborhood input will be solicited. Wall heights are determined based on what will be necessary to achieve effective noise reduction.

Project web page

For more information on the C-470 Express Lanes project visit

<https://www.codot.gov/projects/c470Expresslanes>, where you will also find information on other South Metro projects.

Contact us

24 hour project hotline: 303-347-0507

Email: C470info@flatironcorp.com

