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Subtopic G6: Noise

Forty-two public and agency comments were submitted in relation to the G6: Noise subtopic. From those 42 comments, 17 common concern statements were developed. Themes for the G6: Noise subtopic include:

- Traffic noise is a current and growing problem for many areas near I-70, and any additional traffic noise resulting from highway improvements will be unacceptable to both residents and tourists.
- Noise mitigation was requested for the Herman Gulch area and the area from Herman Gulch to Silver Plume.
- The Draft PEIS did not address the impacts of noise, which can be heard at least 2 miles from the interstate in some locations in forest lands.
- A noise impact study should be conducted for the north side of Dumont, in the Herman Gulch area, and in the area from Silver Plume to Herman Gulch.
- The readings in the Georgetown area are incorrect and should be redone, and there are questions about the noise pollution survey that was conducted in Idaho Springs as well.
- The Herman Gulch area should be designated as Activity Level A, with specific attention on noise monitoring and mitigation.
- Noise pollution can be mitigated by using sound walls, enforcing the use of Jake brakes and speed limits, using berms and foilage, depressing the highway and putting lids over the highway, and regulating mufflers and brakes on trucks.
- There are concerns that if sound walls are used, drivers would not be able to enjoy the mountain scenery and communities would have to view the visual degradation of their neighborhoods.
- The mitigation summary is generic and could apply to any PEIS.
- The Draft PEIS did not address noise mitigation and cost in Idaho Springs.

CCS No.	Community Values Common Concern Statements (CCSs)
Subtopic G6: Noise	
Additional Traffic Noise	
G6-a	Traffic noise is a current and growing problem for many areas near I-70 for residents, tourists, and wildlife; mitigation of the current problem has not yet been addressed. For example, in specific areas such as Golden Heights and Golden Hills, sound studies indicated levels of 72 decibels. Also, west of Silver Plume, homeowners using a RadioShack meter recorded spikes of 76 decibels.
G6-b	Additional traffic noise resulting from improvements to I-70 will be unacceptable for residents and tourists. More specifically, for the town of Silver Plume, 66 decibels to more than half the population is unacceptable.
G6-c	Sound walls will be necessary to mitigate noise for the long term and will be necessary in the short term for construction. Sound walls should be constructed even if no alterations are made to I-70.
G6-d	Noise mitigation is specifically requested for the Herman Gulch area, the area from Herman Gulch to Silver Plume, and Dowd Canyon.
G6-e	The Draft PEIS does not address the impacts of noise of I-70 being heard at least 2 miles from the interstate in some locations in forest lands. Noise from the interstate removes many areas from consideration for non-motorized transportation.

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CCS No.	Community Values Common Concern Statements (CCSs)
Noise Pollution Survey	
G6-f	Conduct a noise impact study for the north side of Dumont, in the Herman Gulch area, and in the area from Silver Plume to Herman Gulch.
G6-g	The noise pollution survey for Georgetown should be disregarded because it is incorrect. The readings should be redone within Georgetown instead of to the southwest of the town. The survey for Idaho Springs is also unpersuasive.
G6-h	The acceptable noise limits appear to be too high.
Sound Levels	
G6-i	The Herman Gulch area should be designated as Activity Level A with specific attention to noise monitoring and mitigation. Cabins in this area are considered historical, and it has become a popular hiking and cross-country skiing area. Currently the traffic on I-70 can be seen through leafless trees, and the noise precludes regular conversation outdoors.
G6-j	EPA has identified a range of yearly Day-Night Sound Levels sufficient to protect public health and welfare from the effects of environmental noise. Below these levels there is no reason to suspect that the general population will be at risk from any of the identified effects of noise. Although not required by standards or regulations, maintaining 55 Ldn outdoors should ensure adequate protection for indoor living.
Mitigation	
G6-k	Noise should be mitigated in communities near I-70. This could be done with sound walls, strict enforcement of the use of “jake brakes,” enforcement of speed limits, and the use of dirt berms and foliage. Sleep has become prohibitive with the decibel level of the noise from tractor-trailer vehicles.
G6-l	Noise pollution can be mitigated by depressing the roadway and putting lids over the highway to reduce the noise level of the traffic and by regulating mufflers and brakes on trucks.
G6-m	Noise pollution could be mitigated with sound walls, but drivers would not be able to enjoy scenery, and communities would have to see the visual degradation of the walls.
G6-n	The noise mitigation summary is too generic and could apply to any PEIS.
G6-o	The Draft PEIS does not adequately address noise mitigation in Idaho Springs (with anticipated levels of 82 decibels) and the cost of noise mitigation.
Noise’s Effect on Economic Boon	
G6-p	The economic boon that I-70 has provided for the Mountain Corridor will cease to be a boon should the issues of noise not be adequately addressed at the soonest possible opportunity.
Alternative with the Least Noise Pollution	
G6-q	Which alternative will have the least noise pollution?