

Meeting Minutes



Project: **Jefferson Parkway Public Highway Authority**

Subject: Noise Analysis

Date: June 27, 2017, 17:40

Location: Candelas Swim and Fitness Club

Attendees: See attached sign-in sheet

Distribution: Attendees, File

SUMMARY OF DISCUSSION

The meeting was facilitated and documented by Heather Bergman and Chau Nguyen.

Introduction presented by Bill Ray (Interim Executive Director for Jefferson Parkway Public Highway Authority [JPPHA])

- The project limits will start at State Highway (SH) 128, run parallel to and south of SH 128 to Indiana Street, run next to Indiana Street to West 96th Avenue, then run through the housing developments of Candelas and Leyden Rock and terminate at SH 93. The roadway is approximately 10 miles in length. The Authority Board consists of members from the City and County of Broomfield, City of Arvada, and Jefferson County.
- The Jefferson Parkway will be constructed as a public-private partnership (P3). There will not be any federal funding as part of this project. A Concessionaire (private partner) has not been selected yet.
- The Colorado Department of Transportation (CDOT) completed the Northwest Corridor Transportation Improvements Transportation and Environmental Planning Study (TEPS) in 2008 to evaluate alternatives for the Parkway (https://www.codot.gov/library/studies/northwest-corridor-eis/preface_teps.pdf/view). The JPPHA has assumed the preferred alternative identified in the TEPS as the alignment for the Jefferson Parkway.
- The area through the Interlocken Business Development is under the jurisdiction of the Northwest Parkway.
- SH 72 between Jefferson Parkway and SH 93 will remain in place.
- There will be an open house on July 25, 2017, to gather public input. Resource agencies from the federal and state level will be present.
- A light pollution study will not be completed at this time. Local night sky ordinances for the City of Arvada (which includes the Leyden Rock and Candelas areas) will apply to this project.

Project background presented by Lee Kunselman, Atkins

- JPPHA has made a commitment to the community to perform a noise analysis even though there is no federal funding and, therefore, no statutory requirements for the noise study. Proposed improvements will be an at-grade intersection at SH 93, an interchange at SH 72, and another at-grade intersection at SH 128. A map was presented at the meeting showing the noise model study area.
- Indiana Street was designated originally as a local road and will continue to be designated so in the future, in accordance with the City transportation plan and the Regional Transportation Plan of the Denver Regional Council of Governments (DRCOG).
- The ultimate cross-section of the Parkway will be two northbound lanes, a divided median, and two southbound lanes, with Indiana Street adjacent to, but separated from, the Parkway. When the Parkway is complete, Indiana Street will be administered as a local road classification with a 35 mile per hour (mph) speed limit. An interchange at the Parkway and Indiana Street is planned where the Parkway turns south and joins Indiana Street near the northern border of Rocky Flats National Wildlife Refuge and the Broomfield Open Space Park.
- A half diamond interchange is planned at the crossing of Jefferson Parkway and Candelas Parkway. The ramps on the north side of Candelas Parkway will be built initially with provisions for ramps on the south side of Candelas Parkway at a future time.
- Environmental studies for the CDOT Section 1601 process are currently underway where the Parkway will connect with a state highway.
- The preliminary roadway profile from SH 93 through the Candelas and Leyden Rock subdivisions was discussed. The final profile will be completed by the Concessionaire. The commitment from the Authority is that the Parkway will be lowered where possible through the residential area, but the precise depth will be determined later. The cut beneath the railroad tracks will be very deep to meet railroad standards. The roadway will span the inlet of Welton Reservoir. The Parkway also will go under Candelas Parkway. The Parkway will be tolled.

Noise analysis presented by Kirk Webb, Atkins

- A presentation about the basics of noise and noise measurement was made, explaining various noise levels. The Federal Highway Administration (FHWA) and CDOT have developed standardized methods to analyze noise. Considerations for noise measurement typically would be during peak periods for traffic.
- Noise analysis will be conducted using a typical period with average conditions (not too windy, certain temperature conditions). Measurements also consider train noise, as there is a railroad track in the area.
- There are potential receptors (such as Rocky Mountain Metropolitan Airport) that are shown in the study area. JPPHA is concerned mostly about the residential area since the project does not utilize federal funding and there is no requirement to perform a full noise study. The project will complete a baseline study that considers receptors within a 500-foot buffer from the edge of the travel way, and perform the noise analysis for the existing and future conditions in planned residential areas of Candelas and Leyden Rock. If the noise level changes by more than 10 decibels, or if the noise exceeds a certain level, then mitigation will be considered. The model considers structures such as tunnels and natural topography. Landscaping density required for noise mitigation does not work well in Colorado.

- The JPPHA will provide the criteria for the noise mitigation. JPPHA has flexibility with the cost-benefit analysis since there are no federal funds involved in the project. Ultimately, it will be a policy decision by the Board.
- To calibrate the model, 15 monitoring locations are used that will compare existing conditions to the future conditions with the proposed project. After the model is calibrated, each home is input as a receptor into the model and the existing noise conditions at those locations will be determined. Those in attendance were asked to give their input on the monitoring locations.
- The right of way for the Parkway is 300 feet. Improvements will be completed within the Parkway right of way so no additional acquisition is anticipated.

Project Schedule

- The plan is to complete the major regulatory approvals by the end of 2017. The Board will solicit a Concessionaire (private partner) and procurement will be completed by the end of 2019. The Concessionaire will go through the initial final design in three months to six months, using a design-build approach so ground breaking could be as early as mid-2019. Construction may take 18 months to 36 months.

Other

- Any requirements for aesthetics of noise mitigation and highway design will be included in the procurement documents and will be approved by the JPPHA Board.
- There was a recommendation to have a smaller meeting, in addition to the next public meeting on July 25, to discuss noise analysis again. It may be possible to have smaller meetings on various topics.
- A suggestion was made to notify the public of meetings through use of NextDoor, as one possibility. A variety of methods will be used to reach out for the public open house.
- The visual boards shown at the initial meeting will be posted on the JPPHA website.
- Citizens will have an opportunity for additional input. The JPPHA Board has not yet had a chance to discuss how it will engage a citizens' committee.
- All documentation will be published and provided to the public.
- The JPPHA is committed to meet regulations for resource agency requirements.
- The Parkway facility will be owned by the JPPHA and leased out to a private firm (the Concessionaire) for finance, design, construct, maintain, and operate.
- The JPPHA Board has adopted the policy that the Parkway will not preclude transit in the future and there will be a multi-use path adjacent to the roadway.
- Multiple jurisdictions in the western metro area are working on regional roadway networks through the WestConnect process, a separate effort from this project. The City of Arvada has a comprehensive plan that shows the future improvements for Arvada streets and roadways. Jefferson Parkway is included in those plans and networks.

Specific Suggestions from Meeting Participants

- Take noise measurements on a non-construction day (Sunday) in addition to usual Monday through Friday peak traffic periods (specifically around West Candelas).
- Track weather conditions; in particular, clouds can affect perception of sound substantially.
- Be sure to include train noise in the study; it is often the loudest local sound.
- Include the area south of the study area down toward Leyden Rock; broaden the study area.
- Include areas toward Highway 93 in study area.
- Adhere closely to CDOT noise study methods even if they are not required.
- Factor in echo noise and impacts (particularly related to train noise).
- Include noise mitigation contingencies for construction variability based on the Concessionaire's build vision.
- Consider greenery for noise mitigation in lieu of walls.
- Adhere to FHWA impact thresholds.
- Provide future opportunity for community to give input on final design and mitigation requirements.
- Hold a follow-up meeting or two to keep people in the loop on the noise study.