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June 5, 2001

Mr. Mike Sesko
Flintco, Inc.
3353 Soaring Eagle Lane
Castle Rock, CO 80104

RE: Kentucky Speedway Sound Level Observations

Dear Mike:

On May 12, 2001 two members of our firm attended an ARCA Series racing event at the Kentucky Speedway. This racing venue was selected due to the fact that its bowl-shaped design is anticipated to be similar to that of the proposed Iowa Motor Speedway in Jasper County, Iowa.

Prior to and during the racing activity, these two members went to various locations in and around the racing venue to obtain sound level information as it pertained to that racing event. Two new Extech Model 407750 sound level meters with RS-232 software and cable were purchased and used to obtain this information (See Attached Product Data Sheet).

This information gathering exercise was conducted in an effort to estimate the potential range of sound levels in order to formulate an opinion if the bowl-shaped design may have an impact on the level of sound that would be carried to the surrounding vicinity of the IMS site.

It was also the intention that this information would provide the design team some level of expectation as to the extent of sound that may have to be contended with throughout the planning and design process.

Based upon the observations that day, it appears the bowl-shaped track design would have a positive impact on the magnitude of sound levels reaching the outlying areas of the IMS. As a result, we believe the use of a sound consultant during the planning and design stages of the IMS would be advantageous to the design team.

Sincerely,
McClure Engineering Company

Tom C. Vlach

Tom C. Vlach, P.E.

Attachment

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Methods

Decibel Meter readings were taken using a Extech model 407750 noise meter reading in fast and slow mode. The average readings were recorded for ambient background noise, meaning the level of sound heard as a constant noise. Readings were also recorded for events as they occurred, such as, passing traffic or aircraft.

Definition of a Decibel

The decibel (abbreviated dB) is the unit used to measure the intensity of a sound. The decibel scale is a little odd because the human ear is incredibly sensitive. Your ears can hear everything from your fingertip brushing lightly over your skin to a loud jet engine. In terms of power, the sound of the jet engine is about 1,000,000,000,000 times more powerful than the smallest audible sound.

On the decibel scale, the smallest audible sound (near total silence) is 0 dB. A sound 10 times more powerful is 10 dB. A sound 100 times more powerful than near total silence is 20 dB. A sound 1,000 times more powerful than near total silence is 30 dB. And so on. Some common sounds and their intensity are shown below:

- Near total silence - 0 dB
- A whisper - 15 dB
- Normal conversation - 60 dB
- Lawnmower - 90 dB
- A car horn - 110 dB
- A rock concert or a jet engine - 120 dB
- Gunshot, firecracker - 140 dB

Summary of Results

Most points monitored were within $\frac{1}{4}$ mile of the racetrack, points 14, 15, 17, 18 were as much as $\frac{1}{2}$ mile away. In general the berming around the track deflected the majority of the sound skyward.

The infield readings of 59 dB before the race and 105 dB during are the clearest example of how the race would sound outside the track if the berming was not present. The location monitored within the infield was the approximate same distance from the race surface as points 5, 6, 10, 11, 12, and 13 yet the intensity measured dropped much less from the 114 dB source as those points.

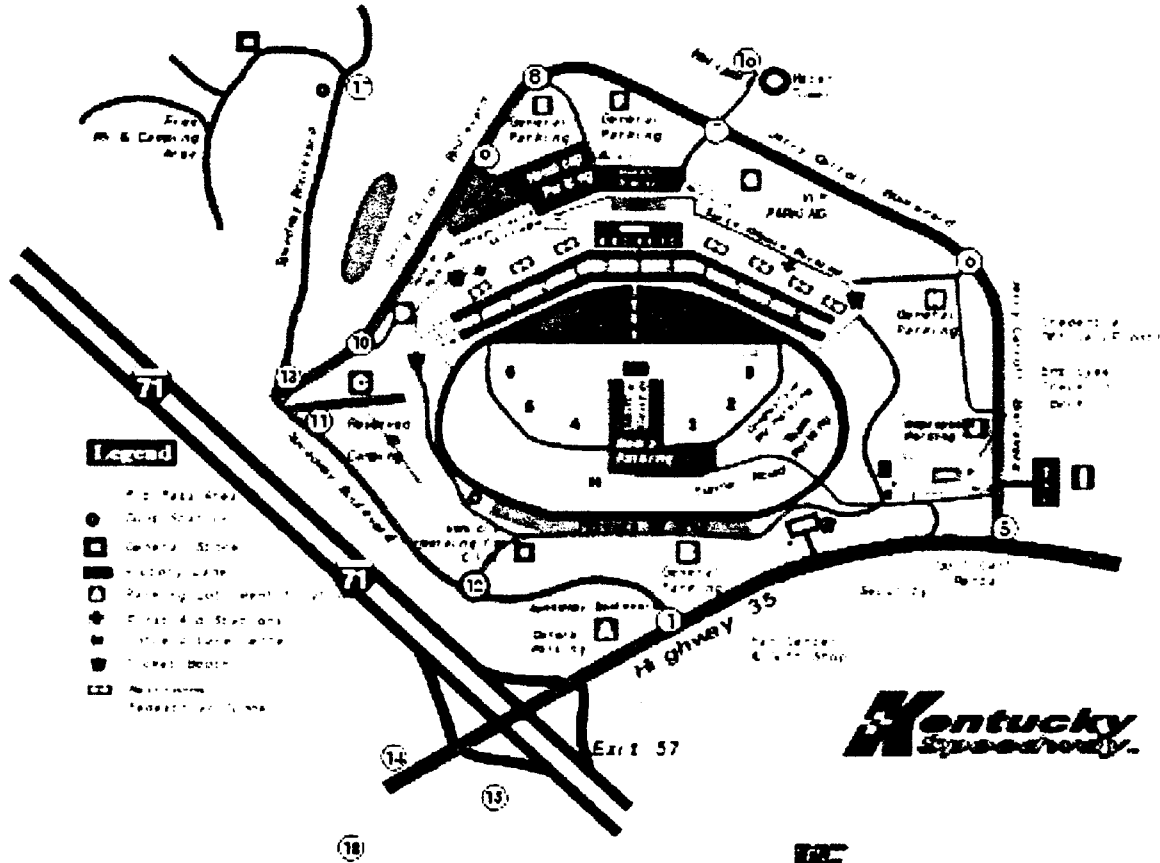
At many points the intensity of sound during the race was no higher than the intermittent traffic passing on the road. The only locations having a significant increase were those locations outside the track where the berm surrounding it was not present. At one of these points the racetrack surface was clearly visible. These locations had intensities as high as 86 dB.

Points 17, and 18 which were the most distant from the track at approximately $\frac{1}{2}$ mile showed very little effect from the race, sound intensities in these locations was as low as 60 dB, a small single engine plane flying overhead was measured at 65 dB.

Description of Monitored Points

Decibel Meter readings were taken at several points in and around the racetrack facility both before and during the race. Each point was monitored for approximately 10 minutes and the average readings were recorded.

A map of the points monitored appears below.



Point #1

This is the main track entrance from Highway 35, the location was staffed by Highway Patrol officers and readings could not be taken at this location.

Point # 5

The elevation of this point was slightly below the top of the berm surrounding the track, there was no clear line of site to the racetrack surface from this location.

Pre Race Readings:

- 60 dB of ambient background noise
- 73 dB intermittent traffic passing on road

Race Readings:

62 dB of ambient background noise
73 dB intermittent traffic passing on road

Point #6

The elevation of this point was slightly below the top of the berm surrounding the track, there was no clear line of site to the racetrack surface from this location.

Pre Race Readings:

60 dB of ambient background noise
72 dB intermittent traffic passing on road
83 dB helicopter passing overhead

Race Readings:

62 dB of ambient background noise
73 dB intermittent traffic passing on road

Point #7

The elevation of this point was slightly below the top of the berm surrounding the track and behind the grandstands, there was no clear line of site to the racetrack surface from this location.

Pre Race Readings:

56 dB of ambient background noise
72 dB intermittent traffic passing on road

Race Readings:

68 dB of ambient background noise
73 dB intermittent traffic passing on road

Point #8

The elevation of this point was slightly below the top of the berm surrounding the track and behind the grandstands, there was no clear line of site to the racetrack surface from this location.

Pre Race Readings:

60 dB of ambient background noise
72 dB intermittent traffic passing on road

Race Readings:

70 dB of ambient background noise
73 dB intermittent traffic passing on road

Point #9

The elevation of this point was approximately level with the top of the berm surrounding the track and behind the grandstands, there was no clear line of site to the racetrack surface from this location.

Pre Race Readings:

56 dB of ambient background noise
68 dB intermittent traffic passing on road

Race Readings:

75 dB of ambient background noise
74 dB intermittent traffic passing on road

Point #10

The elevation of this point was slightly above the berm surrounding the track, there was no clear line of site to the racetrack surface from this location.

Pre Race Readings:

55 dB of ambient background noise
76 dB intermittent traffic passing on road

Race Readings:

72 dB of ambient background noise
76 dB intermittent traffic passing on road

Point #11

The berm surrounding the track broke at this point, there was a clear line of site to the racetrack surface from this location.

Pre Race Readings:

60 dB of ambient background noise
72 dB intermittent traffic passing on road

Race Readings:

86 dB of ambient background noise

Point #12

The elevation of this point was above the berm surrounding the track, there was no clear line of site to the racetrack surface from this location.

Pre Race Readings:

60 dB of ambient background noise
72 dB intermittent traffic passing on road

Race Readings:

86 dB of ambient background noise

Point #13

The elevation of this point was above the berm surrounding the track, there was no clear line of site to the racetrack surface from this location.

Pre Race Readings:

60 dB of ambient background noise
72 dB intermittent traffic passing on road

Race Readings:

77 dB of ambient background noise

Point #14

This point is located across the interstate from the racetrack, this point is in line with the break in the berm surrounding the track.

Pre Race Readings:

60 dB of ambient background noise
72 dB intermittent traffic passing on road

Race Readings:

76 dB of ambient background noise

Point #15

This point is located at a gas station near the interstate exit. The elevation of this point is above the interstate, and generally above the berm surrounding the racetrack.

Pre Race Readings:

63 dB of ambient background noise

Race Readings:

78 dB of ambient background noise

Point #16

This point is located near the heliport north of the track. In general this point is above the berm surrounding the track, and near the top of the grandstands. There is no clear line of site to the racetrack surface from this location.

Pre Race Readings:

53 dB of ambient background noise

Race Readings:

58 dB of ambient background noise

68 db plane passing overhead

Point # 17

This point is located near the RV campground northwest of the track. This point is generally below the top of the berm surrounding the track.

Pre Race Readings:

48 dB of ambient background noise

Race Readings:

60 dB of ambient background noise

68 db plane passing overhead

Point #18

This point is located west of the gas station near the interstate exit. This point is behind a hill in line with the track.

Pre Race Readings:

45 dB of ambient background noise
71 dB intermittent traffic passing on road

Race Readings:

69 dB of ambient background noise
71 dB intermittent traffic passing on road

Racetrack Infield

Readings were taken from the infield of the racetrack.

Pre Race Readings:

59 dB of ambient background noise

Race Readings:

105 dB of ambient background noise

Track Surface

Readings were taken from a near the actual racetrack as security allowed.

Pre Race Readings:

64 dB of ambient background noise

Race Readings:

114 dB of ambient background noise