

1104 Harrison Ave, 230 Park Ave, 621 Cresson Ave, and 704 Cresson Ave

Pleasantville NJ

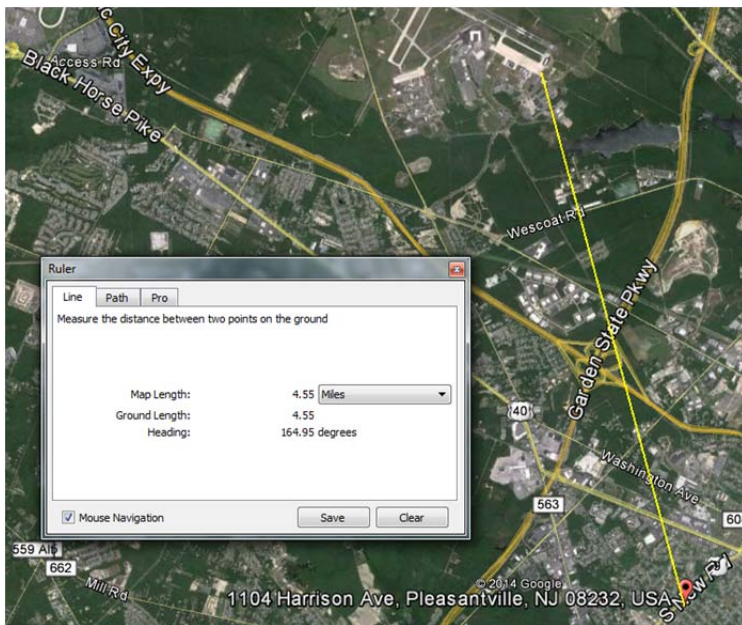
HUD Noise Screening Analysis

The project does not involve new stationary noise sources and the effect of four single-family residences on mobile source noise generation is negligible. The project would generate noise temporarily during construction, but no significant construction noise impacts are anticipated because of the scale and type of construction involved.

The following sections assess the existing noise exposure of the project site for comparison to the HUD criterion for outdoor noise at residential building. The analysis is consistent with 24 CFR Part 51 and the HUD Noise Guidebook.

Airports

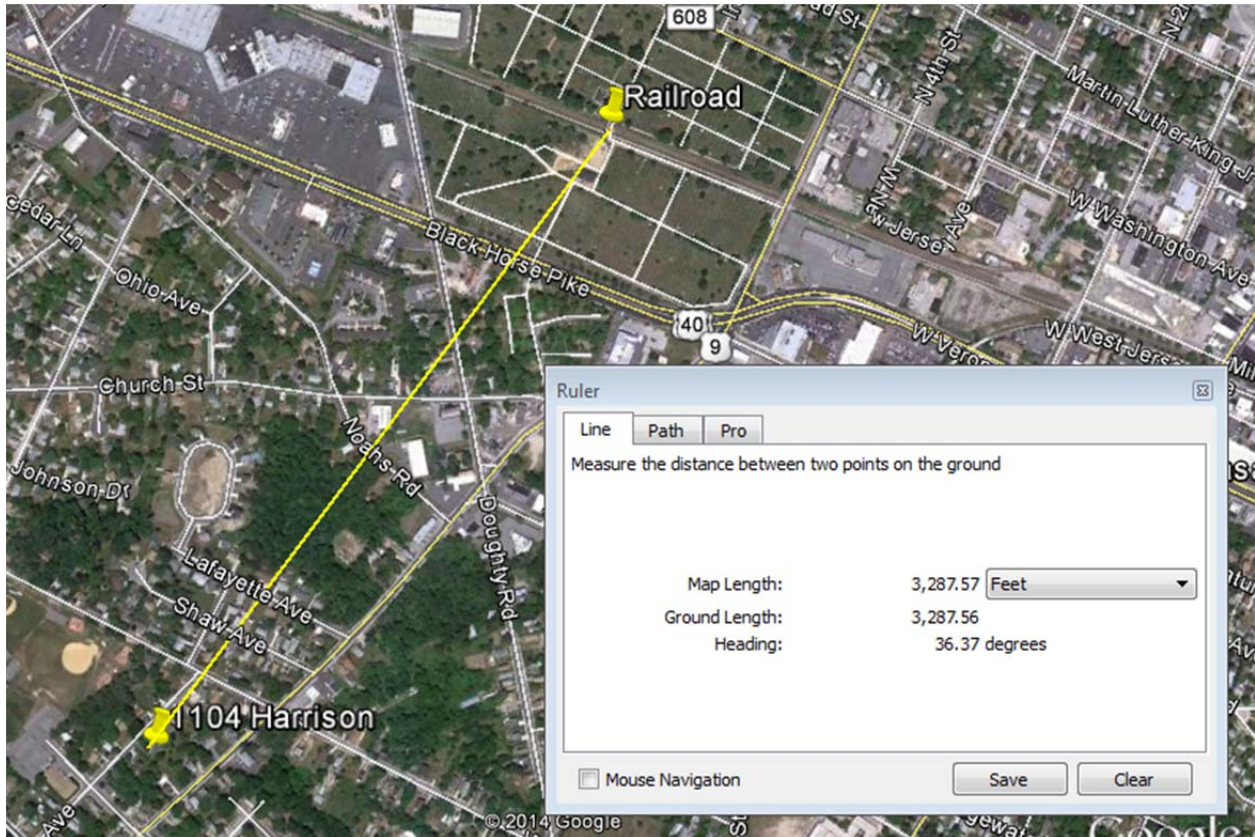
The Atlantic City International Airport is approximately four and a half miles northwest of the proposed project location in Pleasantville. This distance is slightly different than the measured distance between 1104 Harrison Ave and the Atlantic City International Airport clear zone, which extends beyond the runway. Based on the distance involved and the orientation of the Atlantic City International Airport runways, airport noise is not expected to be a major contributor to the noise environment at the project sites and further review is not warranted. While the U.S. Coast Guard Station in Atlantic City routinely handles helicopter traffic, the takeoff and landing approaches do not encroach into Pleasantville's airspace.¹



¹ <http://www.pleasantville-nj.org/pdf/Pville%202008%20Master%20Plan%20Reexamination%20-%20APPROVED.pdf>

Railroads

The closest project parcel to a railroad is 1104 Harrison St. Even for this location, the nearest railroad (freight) is located over 3,000 feet to the north. Given the large distance involved, railroad-related noise is unlikely to be a substantial contributor to overall noise levels at the site and further analysis of railroad noise at the site is not warranted.



Roadway Traffic

The project parcel at 1104 Harrison Ave. represents the worst-case location in terms of traffic noise because it is the closest site to a major roadway (U.S. Route 9/South New Road.). Therefore, the screening analysis focuses on 1104 Harrison Ave. If 65 DNL criterion is not exceeded at 1104 Harrison, it would not be exceeded at the other locations that are farther from major roads.

Table 1 and the accompanying figure summarize the location of the major roadways in the vicinity of 1104 Harrison Ave and available traffic data. The input and output from HUD’s “Site DNL Calculator” for the traffic noise analysis is also provided below. The combined roadway noise level at the project site is 58.4 dBA, which is within the range of acceptable noise for residential land use per the HUD noise policy.

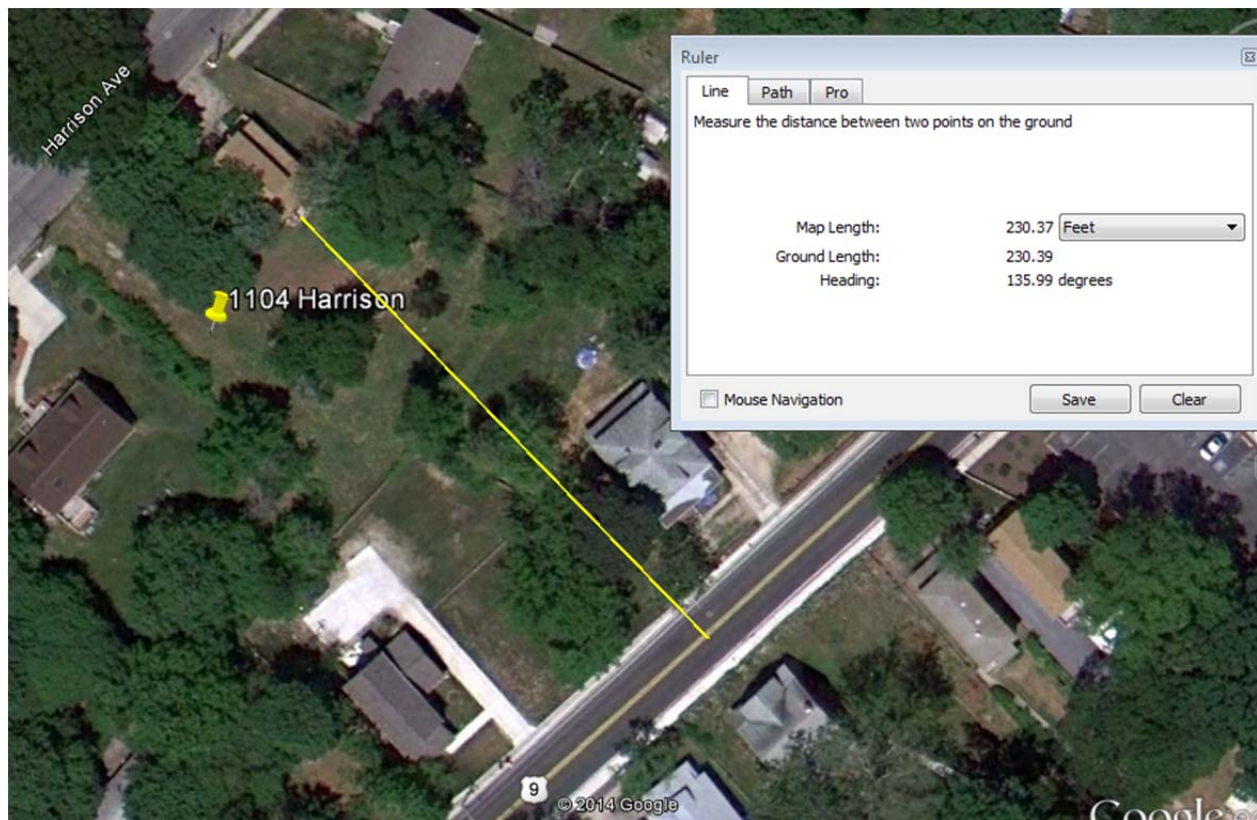
Table 1: Traffic Data

Roadway	Effective Distance (feet)	AADT	Functional Class	Percent Auto	Percent Med	Percent Heavy
U.S. Route 9	230	12,784	Urban Principal Arterial-Other	95.14 (12,163)	3.27 (418)	1.59 (203)

Sources:

AADT from 2012 FHWA HMPS shapefile <http://www.fhwa.dot.gov/policyinformation/hmps/shapefiles.cfm>

Vehicle classification based on average by functional class for count region 4, see <http://www.state.nj.us/transportation/refdata/roadway/pdf/TravelActivityVehTypeByRegion.pdf>



Road # 1 Name:

Road #1			
Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	<input type="text" value="230"/>	<input type="text" value="230"/>	<input type="text" value="230"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
Average Daily Trips (ADT)	<input type="text" value="12163"/>	<input type="text" value="418"/>	<input type="text" value="203"/>
Night Fraction of ADT	<input type="text" value="15"/>	<input type="text" value="15"/>	<input type="text" value="15"/>
Road Gradient (%)	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>
Vehicle DNL	<input type="text" value="53.8776"/>	<input type="text" value="39.2389"/>	<input type="text" value="56.4605"/>
<input type="button" value="Calculate Road #1 DNL"/>	<input type="text" value="58.4361"/>	<input type="button" value="Reset"/>	

Mitigation

As discussed above, the noise screening analysis shows the 65 DNL criterion for acceptable noise would not be exceeded the worst-case site, 1104 Harrison Ave. Noise levels at the other sites would be lower. Therefore, no significant impacts would occur and no mitigation is required.