

First Ave. and Third Ave.

South Toms River 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 sites for comparison to the HUD criterion for outdoor noise at residential buildings. The analysis is consistent with 24 CFR Part 51 and the HUD Noise Guidebook.

Airports

There are no major commercial airports in the vicinity of the project sites. The Ocean County Airport is located approximately 4.5 miles away, but involves limited operations of small aircraft¹ and thus is not a major noise generator for the project site.

The Joint Base McGuire-Dix-Lakehurst is located 8.8 miles to the northwest and includes military aircraft operations. The noise contour maps for this facility were reviewed²; the project sites are located so far away that noise from this facility would be negligible. Therefore, further airport noise analysis is not warranted.

Railroads

There are no active railroads within the vicinity of the project sites, no analysis of railroad noise is necessary.

Roadway Traffic

The roadways that the project sites are located on do not have traffic counts available, but ADT would be expected to be very low given that the streets are used for local access to residences only and do not provide connectivity to other areas. Heavy truck use of these local streets would be negligible.

The predominant noise source for the project sites is the Garden State Parkway, which is located 1,050 feet east from house site A. An estimate of future (2025) traffic volumes for this portion of the Garden State Parkway was available from the interchange 30 to 80 widening environmental impact statement.³ The 2025 projected AADT was 61,112. Vehicle classification data was not readily available. Therefore, it was assumed up to 5% of traffic would consist of medium trucks and 5% would consist of heavy trucks.

¹ http://www.planning.co.ocean.nj.us/airport/01_home.htm

² <http://www.jointbasemdl.af.mil/shared/media/document/AFD-100407-043.PDF>

³ <http://www.state.nj.us/turnpike/documents/GSP-MP30-MP80-Widening-Project-Final-EIS-3-13-2007.pdf>

This is a very conservative assumption; actual truck percentages are likely much lower. For example, the predicted truck percentage for Ocean County as a whole in 2030 is only 1.27%.⁴ The Garden State Parkway is not a major truck route because truck traffic is not allowed north of interchange 105.

The figure below shows the input and output from HUD’s “Site DNL Calculator” for the traffic noise analysis for the closest proposed residence. Even with future traffic volumes and a conservative truck percentage, the predicted DNL of 62.4 dBA is within the “acceptable” range per the HUD noise criteria. The noise level at other receptors, all of which are further from the Parkway, would be less than the predicted level for the closest receptor (house A).

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="1050"/>	<input type="text" value="1050"/>	<input type="text" value="1050"/>
Distance to Stop Sign	<input type="text"/>	<input type="text"/>	<input type="text"/>
Average Speed	<input type="text" value="65"/>	<input type="text" value="65"/>	<input type="text" value="65"/>
Average Daily Trips (ADT)	<input type="text" value="55000"/>	<input type="text" value="3056"/>	<input type="text" value="3056"/>
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="57.2547"/>	<input type="text" value="44.7026"/>	<input type="text" value="60.602"/>
Calculate Road #1 DNL	<input type="text" value="62.3795"/>	<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 at the project sites. Therefore, no significant impacts would occur and no mitigation is required.

⁴ <http://www.state.nj.us/transportation/freight/plan/pdf/2007statewidefreightplan.pdf>