



DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

Robert C. Hubbard
Director

MEMORANDUM

April 22, 2003

TO: Robert Kronenberg
Development Review Division - MNCPPC

FROM: Sarah R. Navid *S. Navid*
Right-of-Way Permitting and Plan Review Section

SUBJECT: Site Plan Review #8-03011 Martens Property – Meadows at Hurley Ridge

We have reviewed the revised site plan and recommend approval based on the following comments:

- The intersection locations of York Mill Lane at Havenworth Lane and at Fair Garden Lane are acceptable.
- The one-way ^{east} ~~west~~ ^{S.N.} bound operation on York Mill Lane at the above intersections must be indicated on the site plan.
- The sidewalk on the east side of Brick Haven Way must be extended to the north property line.
- We will review the curb ramp requirements at permit plan review .
- Little Seneca Parkway geometrics and auxiliary lane requirements will be determined at permit plan review.

Please let me know if you have any questions regarding these comments.

meadows at hurley ridge.doc

cc: Walter O'Connor
Seth Churchill
Jeff Riese





April 24, 2003

MEMORANDUM

TO: Robert Kronenberg, Planner
Development Review Division

VIA: Ronald C. Welke, Supervisor *RW*
Transportation Planning

FROM: Ki H. Kim, Planner *KHK*
Transportation Planning

SUBJECT: Site Plan No. 8-03011
Meadows at Hurley Ridge, Phase II
Clarksburg

This memorandum is Transportation Planning staff's review of the subject site plan for the Meadows at Hurley Ridge Phase II development. The proposed development under this site plan includes 250 dwelling units. The site has an approved preliminary plan for 325 dwelling units. The site plan for the first 75 dwelling units was approved under Phase I.

RECOMMENDATIONS

Staff recommends the following conditions related to approval of the subject site plan.

1. Total development under this site plan application is limited to the following uses and density:

250 dwelling units

2. As a condition of site access, a) construct the outside lanes of Little Seneca Parkway (A-302) through the property as a two-lane divided arterial road including a five-foot sidewalk on the south side, an eight-foot bike path on the north side, street trees, and grading for a future four-lane roadway, and b)

construct the full four-lane divided cross-section for 500 feet including a left-turn lane approaching the intersection of Frederick Road (MD 355).

3. Provide improvements to Frederick Road (MD 355) at Little Seneca Parkway (A-302) as required by the Maryland State Highway Administration, e.g., a deceleration lane and an acceleration lane.
4. The applicant shall dedicate necessary right-of-way and construct Brickhaven Way as a two-lane primary road including a five-foot sidewalk on both sides to the northern property line.

DISCUSSION

Local Area Transportation Review (LATR) and Policy Area Transportation Review (PATR)

The Adequate Public Facilities issues on the subject development as related to both LATR and PATR were addressed at the time of the preliminary plan application. The roadway improvements as listed in Conditions 2 and 3 in this memorandum are consistent with the previously conditioned approval of the preliminary plan.

Site Access and Circulation

Staff finds that the construction of Little Seneca Parkway to be provided by the applicant as described in Condition 2 in this memorandum provides safe and adequate access for vehicles and pedestrians. The pedestrian paths shown on the site plan connecting the site to Little Seneca Parkway provide efficient and safe pedestrian circulation. The internal vehicular circulation and sidewalk system shown on the site plan are also adequate to provide safe access for vehicles and pedestrians.

The submitted site plan indicates that Brickhaven Way is not extended to the northern property line (approximately 315 feet). Staff recommends that the applicant construct this road to the northern property line as described in Condition 4 to provide a future local area connection to the Damascus High School site located on Weems Road west of Frederick Road (MD 355). When the Montgomery County Board of Education extends Weems Road to connect Brickhaven Way to the future Damascus High School site, this roadway will provide improved local traffic circulation.

KK:ct

mno to kronenberg re meadows at hurley ridge.doc

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FAX TRANSMISSION COVER SHEET

TO: Mr. Mark Pfefferle

04/18/2003 4:41 PM

AT: Montgomery County Department of Park & Planning

FAX: 301-495-1303

PHONE: 301-495-4730

Pages: 32, Including Cover

FROM: Scott Harvey

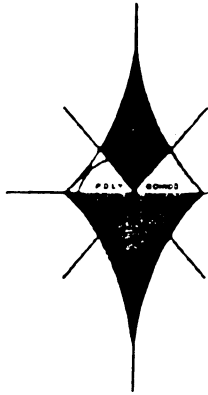
EMAIL: scotth@polysonicsmd.com

Also Sent By:

RE: Meadows at Hurley Ridge

COMMENTS:

If you do not receive 32 pages, including cover, please call Rhonda @ (301) 874-2600



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18 March 2003

Mr. Walter O'Connor
 Toll Brothers, Inc.
 7164 Columbia Gateway
 Suite 230
 Columbia, MD 21046

MEADOWS AT HURLEY RIDGE
 Traffic Noise Analysis
 Results

Dear Mr. O'Connor:

Per your request, Polysonics has analyzed the plans for the Meadows at Hurley Ridge site relative to traffic noise impact from future Little Seneca Parkway in order to determine the location of the future noise contours. We have determined the 65 dBA Ldn contour location for the road using the FHWA Traffic Noise Model (TNM) method. We have also designed noise barriers to meet Montgomery County standards for residential development. The results of this analysis are addressed herein.

The roadway data used in the analysis to determine noise levels are as follows:

Parameter	Little Seneca Parkway
Posted Speed	35 mph
ADT (Year 2020)	36,400 vehicles per day
Nighttime Traffic	15%
Percent Autos	95%
Percent Med Trucks	3%
Percent Hvy Trucks	2%

The source for the above data was MNCPPC Transportation Planning Division. The traffic volumes are based upon Level of Service D.

This information, along with the roadway alignment and elevations shown on the current site plan, was modeled using TNM to calculate future noise impact upon the site. The alignment currently shown on the plans indicates a single travel lane in each direction that would address only the needs of the Meadows at Hurley Ridge development. In order to accurately model the roadway for the future noise levels, the roadway was modeled with two travel lanes (each 24 feet wide) in each direction.

Currently, the TNM model does not accurately calculate the DayNight Average Noise Level or Ldn. However, by calculating equivalent hourly traffic volumes based upon the above 24-hour volumes, output of Ldn by TNM can be achieved.

The traffic data provided above was input into a spreadsheet to determine the equivalent hourly traffic, which, in turn, can be input into TNM to determine a noise level numerically equal to the Ldn value. While TNM output results are labeled "L_{Aeq1h}", all values should be taken as "Ldn". See attached spreadsheet showing calculation breakdown. The equivalent volumes have been calculated and are as follows:

Vehicle Type	Equivalent Hourly Volume, Total	Equivalent Hourly Volume Per Lane
Auto	3,386	1,693
Medium Trucks	107	54
Heavy Trucks	71	36

With these equivalent hourly volumes the output values from the TNM model will be equivalent to the 24-hour Ldn values.

Two model runs were carried out. The first run was used to determine the unmitigated future noise levels and the second to determine the noise shielding effect of buildings and design noise mitigation as needed. From the results of the first model run, the 60 and 65 dBA Ldn noise contours were determined to lie 340 feet and 121 feet, respectively, from the future roadway centerline. The resulting contours have been delineated on the enclosed site plan. Note that these contours are in absence of any buildings upon the site.

Impact and Mitigation

MNCPPC generally classifies noise impact according to "Staff Guidelines for the Consideration of Transportation Noise Impacts in Land Use Planning and Development" prepared by Montgomery County Environmental Planning Division in June, 1983. This classifies impact on residential dwelling units using the following schedule:

Maximum Guideline Value	Area of Application
55 dBA Ldn	Permanent rural areas and where residential zoning is 5 or more acres
60 dBA Ldn	Residential areas of the county where suburban densities predominate. Noise attenuation is recommended to allow attainment of this level
65 dBA Ldn	This guideline is applied to the urban ring, freeway, and major highway corridors. Noise attenuation is strongly recommended to achieve this level

According to MNCPPC representatives, the 60 dBA criterion shall be used for the Meadows at Hurley Ridge project.

Outdoor Noise

Mitigation for outdoor activity areas such as rear yards and play courts is generally in the form of set-backs from roadway of noise-reducing berms, fencing, or structural barriers.

For this site, future buildings will provide noise reduction to areas further into the site, however the noise reduction will be insufficient to meet Montgomery County standards in all rear lot locations closer to the roadway. To remedy this, the model was modified to incorporate noise barriers 6 feet high along lot lines to shield select lots from impact. In one instance, a barrier 8 feet high was required to achieve 60 dBA. The townhomes and some of the single-family homes were also modeled as barriers in order to determine the overall noise reduction provided

The results of this model are provided in tabular and graphical form. The most critical table is labeled "Results: Sound Levels". This shows the sound level results at various receiver locations for both the "No Barrier" condition and the "With Barrier" condition. Individual receivers are critical points on the site representing a person with an average ear height of 5 feet above grade. The receiver locations plus other modeled elements have been overlaid on the site plan as reference. Note that no receiver locations are within buildings. All receivers are exterior.

The results table indicates that for receivers behind buildings, levels are well below 60 dBA Ldn. Receivers behind barriers are also at or below 60 dBA. The recommended barrier and barrier heights are shown on the enclosed site plan entitled "Noise Barrier Layout". Barrier heights are generally 6 feet above the proposed grade with the exception of one single-family lot. Barriers can be constructed of wood, concrete, composite materials, earthen berms, or a combination.

Wood barriers must be of nominal 1-inch thick boards with no gaps or openings. Butt joints shall be covered in 1 x 3 batten strips. There shall be a railroad tie or 6 x 6 pressure treated timber buried into the grade to keep noise from leaking under the barrier. See detail enclosed. Solid masonry walls are also acceptable. Alternative designs for noise barriers can be provided by companies such as Faddis Concrete Products, Plywall, and Durisol.

Alternative barrier locations were investigated in areas closer to the roadway, however grade variations between roadway and lots necessitated barrier heights in excess of 10 feet in order to achieve similar noise reduction. These were determined to be unreasonable for this project.

Indoor Noise

Interior noise mitigation comes from designing the proposed houses with sufficient reduction to achieve the required interior noise level given the expected exterior noise level. A residential unit of good quality construction in today's market will reduce noise levels as high as 65 dBA to a recommended level of 45 dBA without modification. Some of the units on this site are expected to be impacted by levels slightly higher than 65 dBA. When levels rise above 65, concern arises over maintaining an interior noise level. For levels between 65 and 70 dBA, building elements exhibiting the following acoustical ratings should be employed:

Building Element	STC Rating
Walls	39 STC
Windows*	28 STC
Doors	28 STC

*Window should not compose more than 20% of the exterior surface area of any room.

According to current site planning, a portion of the proposed lots along the roadway will be impacted by the 65 dBA Ldn noise contour however, as shown by the noise modeling with the buildings, the first line of buildings will provide shielding.

In order to achieve a 39 STC rating, exterior walls shall be composed of 2x4 wood studs with an exterior composed of vinyl siding over a minimum 1/2 inch layer of O.S.B., plywood, or exterior gypsum board. The interior shall have 1/2 inch drywall normally mounted with minimum 3 1/2 inch fiberglass batt in the cavity. See attached detail.

Windows composed of 1/2 inch insulated glass can exhibit a rating of 28 STC. Obtain certified test data from a third party laboratory for the proposed window system to document STC results.


Conclusion

In conclusion, there will be slight noise impact upon this site from the future traffic of Little Seneca parkway upon its full completion. Implementation of noise barriers between proposed lots and the roadway will achieve mitigation of outdoor noise to meet the Montgomery County recommended noise level. Barriers and buildings as outlined above will achieve such outdoor noise level requirements for this project.

Achievement of indoor noise levels will require review and design of proposed architectural plans when they become available. Minimum STC requirements for lots within the 65 dBA contour have been outlined herein.

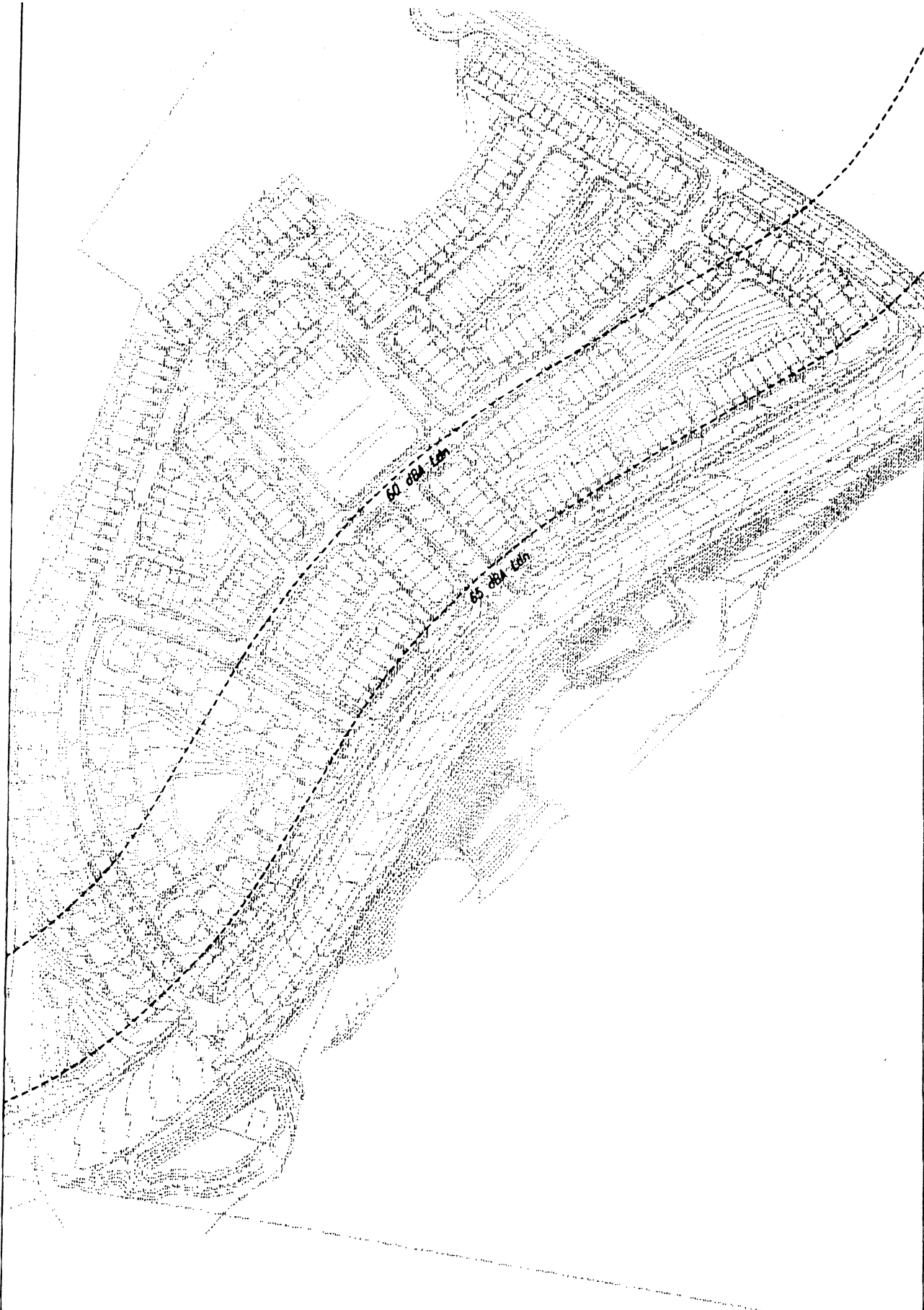
As always, if you have any questions, please contact me directly.

Sincerely,



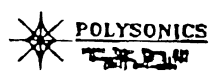
Scott Harvey, P.E.
Principal Consultant

SBH/rc
Meadows At HR LTR01.doc

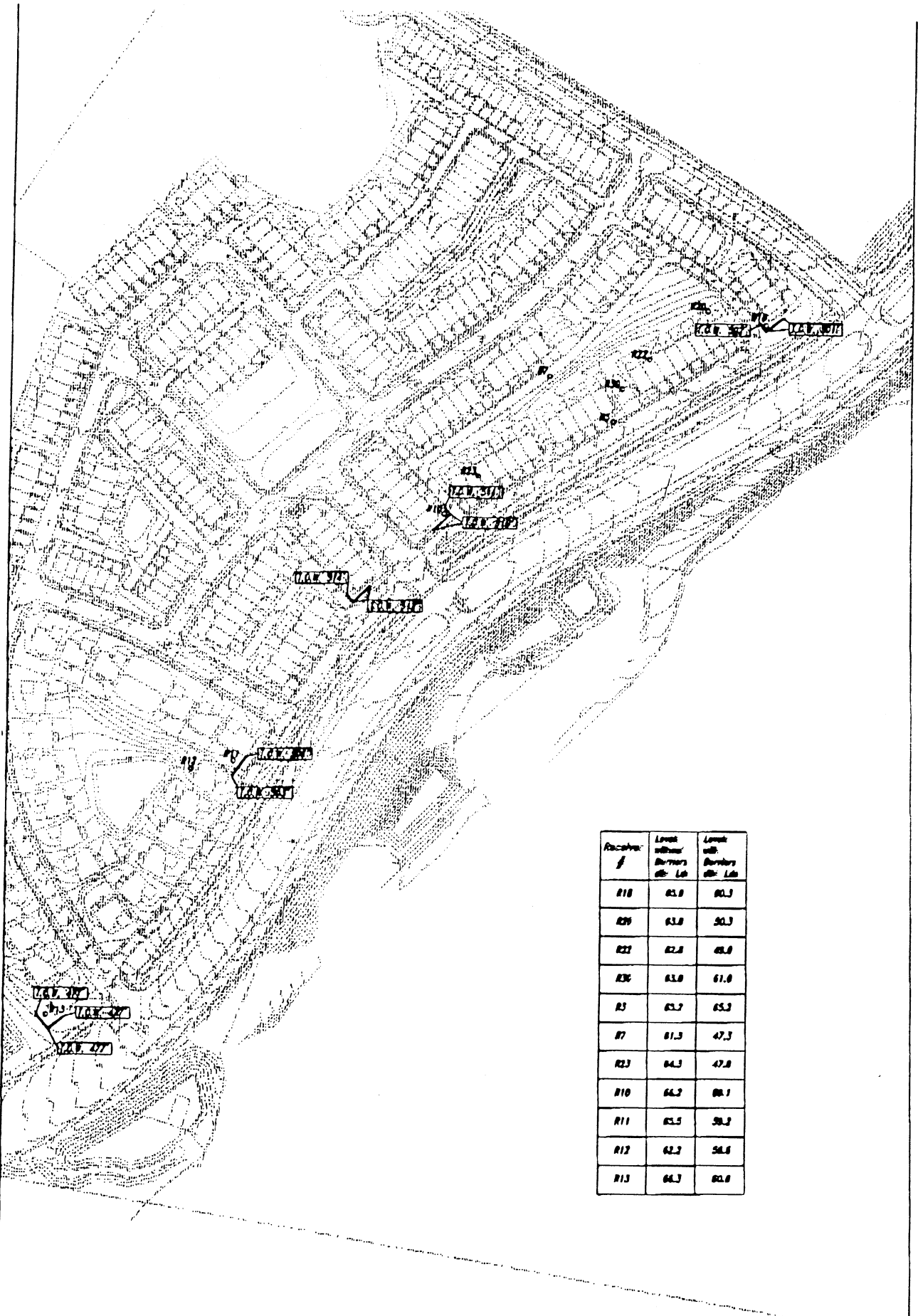


SCALE: NTS
 DRAWN BY: KSF
 DATE: 04/18/2003

PROJECT TITLE:
**Meadows of Hurley Ridge
 Year 2020, Noise Contours**



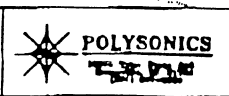
NUMBER:
1



Receiver #	Level without Barriers @ 10'	Level with Barriers @ 10'
118	63.8	60.3
119	63.8	59.3
122	62.8	60.8
126	63.8	61.8
13	63.2	65.3
17	61.3	47.3
123	64.3	47.8
110	64.2	68.1
111	63.5	58.3
112	62.2	56.8
113	64.3	62.8

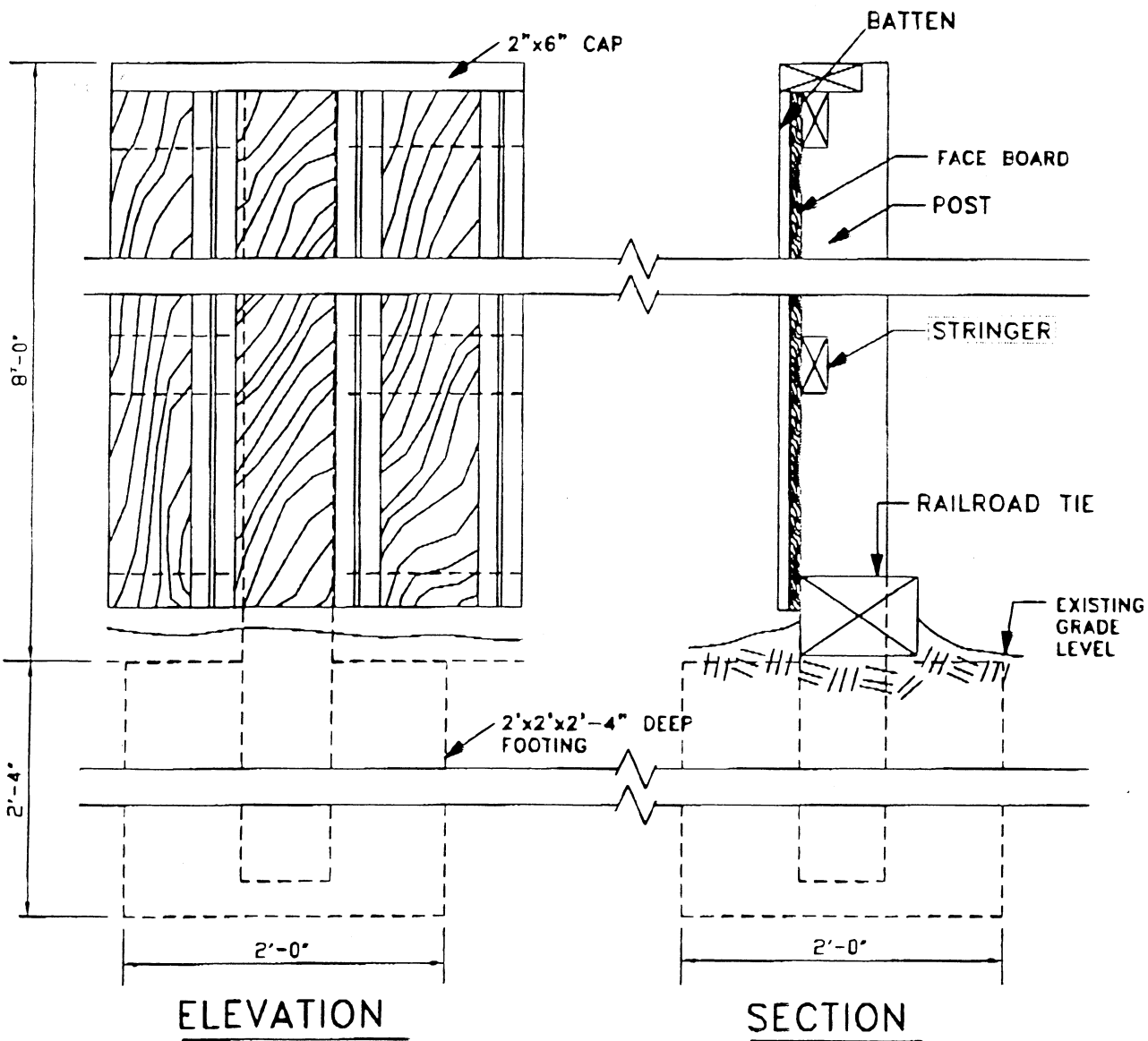
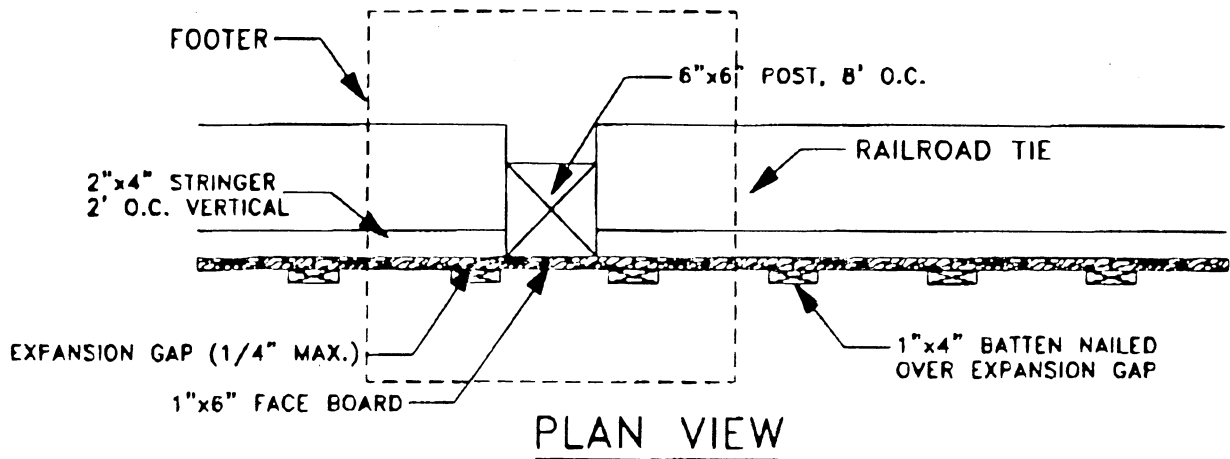
SCALE: NTS
 DRAWN BY: KSF
 DATE: 04/18/2003

PROJECT TITLE:
**Meadows at Hurley Ridge
 Proposed Barrier Layout**



NUMBER:
2

NOTE: ALL LUMBER PRESSURE TREATED



SCALE: NTS
 DRAWN BY: KSF
 DATE: 04/18/2003

Meadows at Hurley Ridge
 NOISE WALL
 Up to 8' HIGH



POLYSONICS
 10075 Tyler Place, Suite #10
 Jamsville, MD 21754
 (301) 874-2800

NOISEW_2
3

SECTION

1/2" GYPSUM BOARD

PLAN

2" X 4", 16" O.C.

3 1/2" FIBERGLASS INSULATION

SECTION

1/2" EXTERIOR DRYWALL, PLYWOOD, OR OSB

VINYL OR ALUMINUM SIDING

STC 39

SCALE: NTS
 DRAWN BY: KSF
 DATE: 04/18/2003

PROJECT TITLE:
 Meadows at Hurley Ridge
 Wall Detail

POLYSONICS
 10075 Tyler Place, Suite #16
 Lijomaville, MD 21754-8789
 (301) 874-2800

Sheet 4 of 1

First Model Run

“No Buildings”

The following calculates the equivalent hourly traffic volume from the 24 hour data expected for a particular roadway. The results can be input directly into the TNM (or STAMINA) in order to produce valid LDN values
 Note: The results in TNM will indicate "Leqh" however, actual value will be "Ldn".
 Your input shall be the number shown in blue.

This is based upon the equation $V_i, \text{equiv} = \text{ADT}(\text{P}_i, \text{day} + 10 \cdot \text{P}_i, \text{night})/2400$

- V_i, equiv - hourly equivalent volume for each vehicle type
- P_i, day - percentage of ADT occurring during daytime
- P_i, night - percentage of ADT occurring during nighttime

Insert Values Here

ADT = 36,400 vpd
 P_i, day = 85%
 P_i, night = 15%

$V_{\text{total, Day}}$ = 30,940 vpd
 $V_{\text{total, Night}}$ = 5,460 vpd

%Autos Day = 95%
 %Med Trucks Day = 3%
 % Hvy Truck Day = 2%

Autos Day = 29,393 vpd
 Med Trucks Day = 928 vpd
 Hvy Trucks Day = 619 vpd

%Autos Night = 95%
 %Med Trucks Night = 3%
 % Hvy Truck Night = 2%

Autos Night = 5,187 vpd
 Med Trucks Night = 164 vpd
 Hvy Trucks Night = 109 vpd

P auto day = 80.8%
 P med truck day = 2.6%
 P hvy truck day = 1.7%

P auto night = 14.3%
 P med truck night = 0.5%
 P hvy truck night = 0.3%

Sum % = 100.0%

Insert these values into
 TNM for Ldn calculation

V auto equiv = 3386 vph
 V med truck equiv = 107 vph
 V hvy truck equiv = 71 vph

RESULTS: SOUND LEVELS

Polysonics Corp.
 Scott Harvey

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:
 Meadows At Hurley Ridge
 Future Year 2020, No Buildings
 INPUT HEIGHTS

BARRIER DESIGN:
 68 deg F, 50% RH

ATMOSPHERICS:
 Average pavement type shall be used unless
 a State highway agency substantiates the use
 of a different type with approval of FHWA.

Meadows At Hurley Ridge

18 April 2003
 TNM 2.1
 Calculated with TNM 2.1

Receiver Name	No.	#DUs	Existing		No Barrier		Increase over existing		With Barrier		Calculated minus Goal dB			
			L _{Aeq} th	dBA	L _{Aeq} th	Calculated	Calculated	Crit'n	Sub'l Inc	Type Impact		Calculated	Noise Reduction	Calculated
Receiver3	3	1	0.0	65.3	66	65.3	10	---	---	65.3	0.0	8	-8.0	
Receiver7	7	1	0.0	61.5	66	61.5	10	---	---	61.5	0.0	8	-8.0	
Receiver22	22	1	0.0	62.6	66	62.6	10	---	---	62.6	0.0	8	-8.0	
Receiver23	23	1	0.0	64.2	66	64.2	10	---	---	64.2	0.0	8	-8.0	
Receiver26	26	1	0.0	61.0	66	61.0	10	---	---	61.0	0.0	8	-8.0	
Receiver27	27	1	0.0	60.1	66	60.1	10	---	---	60.1	0.0	8	-8.0	
Receiver28	28	1	0.0	49.6	66	49.6	10	---	---	49.6	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction		Max		Avg		Min		dB		dB	
All Selected		7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All Impacted		0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All that meet NR Goal		0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

INPUT: RECEIVERS

Polysonics Corp.
Scott Harvey

INPUT: RECEIVERS

PROJECT/CONTRACT:

Meadows At Hurley Ridge
Future Year 2020, No Buildings

RUN:

Receiver

Receiver Name	No.	#DUs	Coordinates (ground)			Height above Ground ft	Input Sound Levels and Criteria		Active In Calc.		
			X ft	Y ft	Z ft		Existing LAeq1h dBA	Impact Criteria LAeq1h Sub'l dBA		NR Goal dB	
Receiver3	3	1	1,237,353.6	565,939.1	488.00	4.92	0.00	66	10.0	8.0	Y
Receiver7	7	1	1,237,244.0	566,013.4	502.00	4.92	0.00	66	10.0	8.0	Y
Receiver22	22	1	1,237,411.9	566,043.2	495.00	4.92	0.00	66	10.0	8.0	Y
Receiver23	23	1	1,237,125.8	565,845.7	495.00	4.92	0.00	66	10.0	8.0	Y
Receiver26	26	1	1,237,079.5	565,999.7	516.00	4.92	0.00	66	10.0	8.0	Y
Receiver27	27	1	1,237,322.4	566,177.6	518.00	4.92	0.00	66	10.0	8.0	Y
Receiver28	28	1	1,237,700.4	566,142.6	0.00	4.92	0.00	66	10.0	8.0	Y

Meadows At Hurley Ridge

18 April 2003
TNM 2.1

C:\MHLNB

INPUT: ROADWAYS

Polysonics Corp.
Scott Harvey

18 April 2003
TNM 2.1

Meadows At Hurley Ridge

INPUT: ROADWAYS

PROJECT/CONTRACT:
Meadows At Hurley Ridge
RUN: Future Year 2020, No Buildings

Average pavement type shall be used unless
a State highway agency substantiates the use
of a different type with the approval of FHWA

Roadway Name	Width ft	Points Name	No.	Coordinates (pavement)			Flow Control		Segment Pvmt Type	On Struct?
				X ft	Y ft	Z ft	Control Device	Speed Constraint mph		
L Seneca Pkwy SB	24.0	point15	15	1,238,477.6	566,969.4	488.00			Average	
		point16	16	1,238,366.1	566,912.1	490.00			Average	
		point17	17	1,238,250.2	566,827.9	494.00			Average	
		point22	22	1,238,149.2	566,703.2	498.00			Average	
		point23	23	1,238,102.6	566,618.1	498.00			Average	
		point28	28	1,237,984.2	566,388.3	494.00			Average	
		point29	29	1,237,924.9	566,290.6	492.00			Average	
		point30	30	1,237,848.5	566,191.3	492.00			Average	
		point31	31	1,237,665.0	566,023.9	490.00			Average	
		point32	32	1,237,338.0	565,819.2	490.00			Average	
		point33	33	1,237,223.9	565,749.8	495.00			Average	
		point34	34	1,237,119.5	565,674.4	500.00			Average	
		point35	35	1,237,047.6	565,610.9	500.00			Average	
		point36	36	1,236,971.6	565,528.7	500.00			Average	
		point37	37	1,236,901.6	565,437.9	497.00			Average	
		point38	38	1,236,762.1	565,198.9	490.00			Average	
		point39	39	1,236,665.0	565,046.9	480.00			Average	
		point40	40	1,236,532.4	564,903.5	470.00			Average	
		point41	41	1,236,333.9	564,759.6	460.00			Average	
		point43	43	1,236,206.9	564,709.6	460.00			Average	
		point44	44	1,236,026.9	564,659.6	460.00			Average	
		point45	45	1,235,843.0	564,645.6	460.00			Average	
		point46	46	1,235,709.0	564,653.6	460.00			Average	
		point47	47	1,235,373.1	564,719.6	460.00			Average	
		point48	48	1,235,361.1	564,659.6	460.00			Average	

L Seneca Pkwy NB

C:\MHLNB

18 April 2003

INPUT: ROADWAYS

Meadows At Hurley Ridge

point49	49	1,235,697.0	564,601.6	460.00	Average
point50	50	1,235,845.0	564,595.6	460.00	Average
point51	51	1,236,032.9	564,613.6	460.00	Average
point52	52	1,236,218.9	564,665.6	460.00	Average
point53	53	1,236,332.2	584,708.1	460.00	Average
point54	54	1,236,545.2	564,851.6	470.00	Average
point55	55	1,236,629.2	564,934.6	475.00	Average
point56	56	1,236,691.2	565,006.0	480.00	Average
point57	57	1,236,744.6	565,080.9	485.00	Average
point58	58	1,236,798.0	565,170.9	490.00	Average
point59	59	1,236,939.1	565,409.4	496.00	Average
point60	60	1,236,996.5	565,487.9	500.00	Average
point61	61	1,237,096.6	565,596.9	500.00	Average
point63	63	1,237,199.4	565,677.6	495.00	Average
point64	64	1,237,356.9	565,777.2	490.00	Average
point65	65	1,237,666.2	565,968.1	480.00	Average
point66	66	1,237,755.1	566,036.0	490.00	Average
point67	67	1,237,854.6	566,129.0	490.00	Average
point68	68	1,237,920.1	566,202.5	490.00	Average
point69	69	1,237,997.6	566,319.4	490.00	Average
point71	71	1,238,198.6	566,693.3	485.00	Average
point72	72	1,238,279.5	566,790.2	494.00	Average
point73	73	1,238,372.5	566,864.8	490.00	Average
point74	74	1,238,496.6	566,923.3	488.00	Average

L Seneca Pkwy SB The volumes input were Hourly Equivalent V

INPUT: TRAFFIC FOR LAeq1h Volumes

Meadows At Hurley Ridge

Polysonics Corp.
Scott Harvey

18 April 2003
TNM 2.1

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT:
RUN:

Meadows At Hurley Ridge
Future Year 2020, No Buildings

Roadway Name	Points	No.	Segment	Autos			HTricks			Buses			Motorcycles			
				V	S	mph	V	S	mph	V	S	mph	V	S	mph	
				veh/hr	veh/hr	mph	veh/hr	veh/hr	mph	veh/hr	veh/hr	mph	veh/hr	veh/hr	mph	
L Seneca Pkwy SB	point15	15	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point16	16	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point17	17	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point22	22	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point23	23	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point28	28	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point29	29	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point30	30	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point31	31	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point32	32	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point33	33	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point34	34	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point35	35	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point36	36	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point37	37	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point38	38	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point39	39	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point40	40	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point41	41	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point43	43	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point44	44	1693	35	54	35	36	35	0	0	0	0	0	0	0	0
	point45	45	1693	35	54	35	36	35	0	0	0	0	0	0	0	0

C:\MHLNB

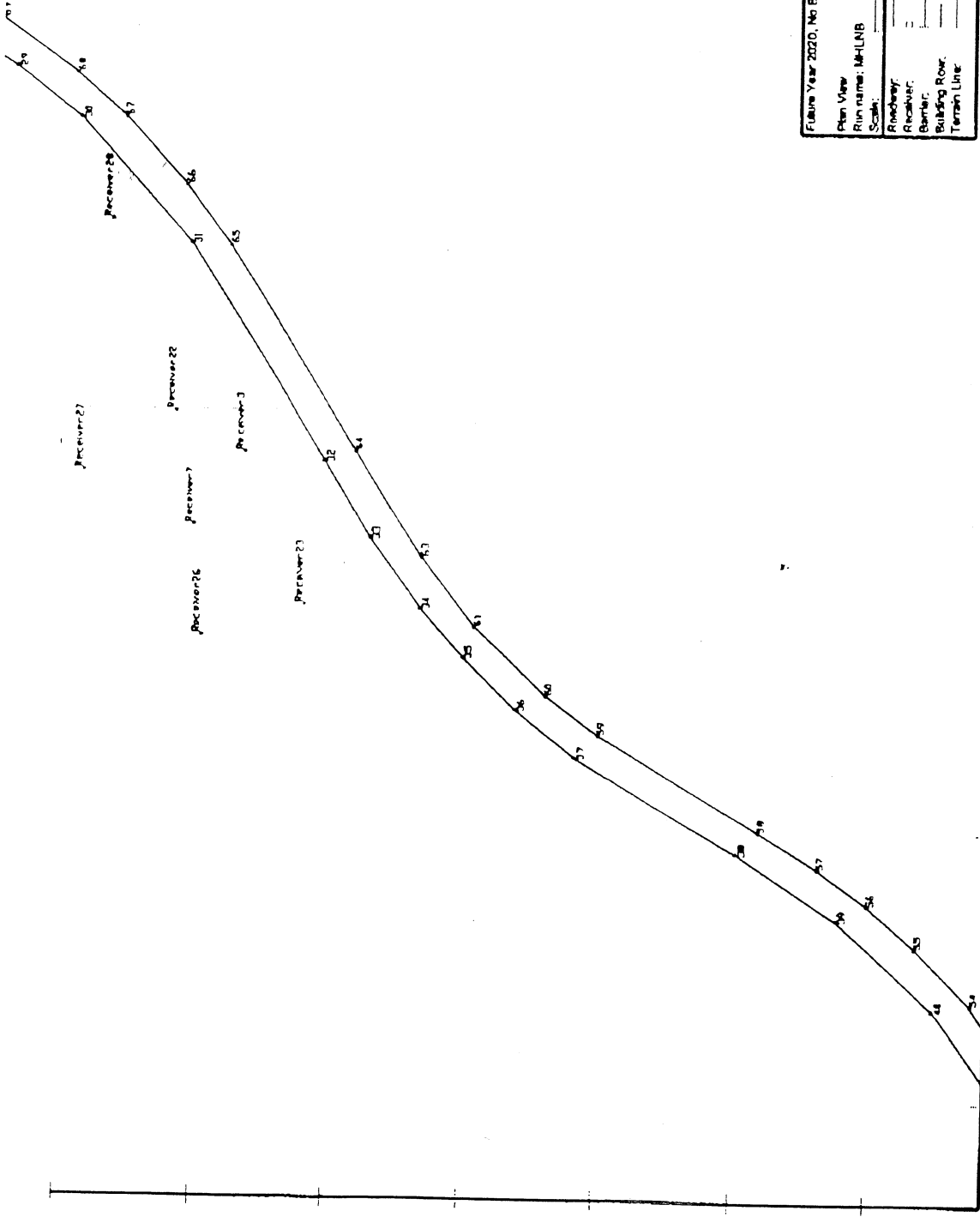
1

18 April 2003

INPUT: TRAFFIC FOR LAeq1h Volumes

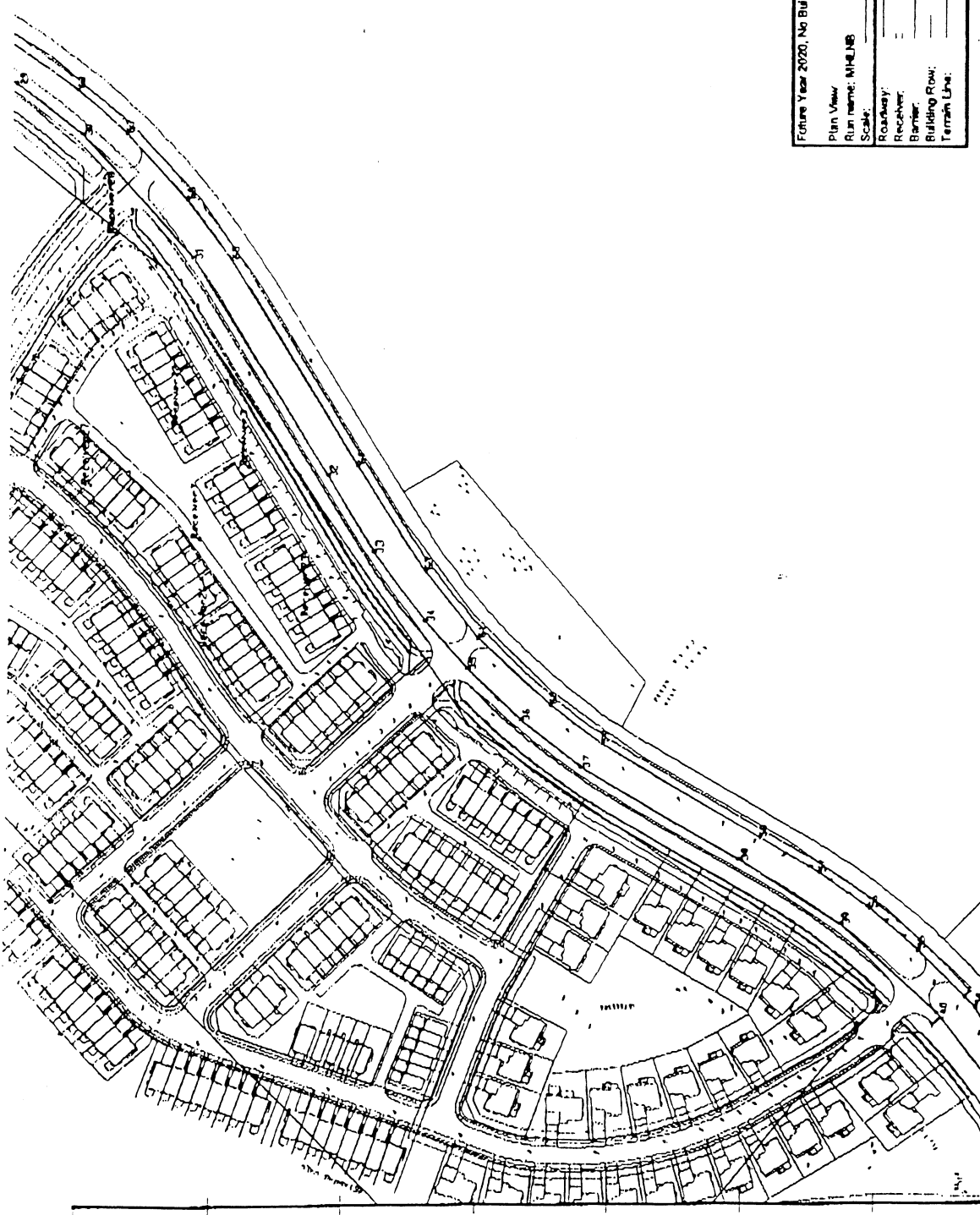
	point46	46	1693	35	54	35	36	35	0	0	0
L Seneca Pkwy NB	point47	47									
	point48	48	1693	35	54	35	36	35	0	0	0
	point49	49	1693	35	54	35	36	35	0	0	0
	point50	50	1693	35	54	35	36	35	0	0	0
	point51	51	1693	35	54	35	36	35	0	0	0
	point52	52	1693	35	54	35	36	35	0	0	0
	point53	53	1693	35	54	35	36	35	0	0	0
	point54	54	1693	35	54	35	36	35	0	0	0
	point55	55	1693	35	54	35	36	35	0	0	0
	point56	56	1693	35	54	35	36	35	0	0	0
	point57	57	1693	35	54	35	36	35	0	0	0
	point58	58	1693	35	54	35	36	35	0	0	0
	point59	59	1693	35	54	35	36	35	0	0	0
	point60	60	1693	35	54	35	36	35	0	0	0
	point61	61	1693	35	54	35	36	35	0	0	0
	point63	63	1693	35	54	35	36	35	0	0	0
	point64	64	1693	35	54	35	36	35	0	0	0
	point65	65	1693	35	54	35	36	35	0	0	0
	point66	66	1693	35	54	35	36	35	0	0	0
	point67	67	1693	35	54	35	36	35	0	0	0
	point68	68	1693	35	54	35	36	35	0	0	0
	point69	69	1693	35	54	35	36	35	0	0	0
	point71	71	1693	35	54	35	36	35	0	0	0
	point72	72	1693	35	54	35	36	35	0	0	0
	point73	73	1693	35	54	35	36	35	0	0	0
	point74	74	1693	35	54	35	36	35	0	0	0

Meadows At Hurley Ridge



Future Year: 2020, No Buildings	Sheet 1 of 1	18 Apr 2003
Plan View	Polysonics Corp.	
Run name: M-LINB	Project/Contract No. Meadows At Hurley Ridge	
Scale:	Thru Version 2.10, Feb 2003	
Receiver:	200 Analysts By: Scott Hickey	
Barrier:	Ground Zone: polygon	
Building Foot:	Tree Zone: dashed polygon	
Terrain Line:	Concave Zone: polygon	
	Parallel Barrier:	
	Shaw Section:	

1236400 1236900 1237400 1237900 1238400 1238900 1239400 1239900 1240400 1240900



Future Year 2020, No Buildings	Sheet 1 of 1	18 Apr 2003
Plan View	Polysynics Corp.	
Run name: MHLNS	Project/Contract No. Masdoni At Hubley Ridge	
Scale:	TNA Version 2.1.0, Feb 2003	
Roadway:	2003analysis By: Scott Henney	
Receiver:	Ground Zone:	polygon
Barrier:	Tree Zone:	polygon
Bulking Row:	Combustion Zone:	polygon
Terrain Line:	Parallel Barrier:	polygon
	Stew Section:	polygon

1236400 1236600 1236800 1237000 1237200 1237400 1237600 1237800 1238000 1238200 1238400 1238600