



FAIRFAX COUNTY

OFFICE OF COMPREHENSIVE PLANNING
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5505

(703) 324-1290

Fax 324-3924

V I R G I N I A

July 15, 1994

Albert P. Coppola, Jr.
A. P. Coppola Properties
1980 Gallows Road, Suite 300
Vienna, VA 22182

Re: Interpretation for RZ 87-V-092, 108-1 ((1)) 22A, 8824-SP-01, Telegraph Road
Property, Proffer Number 9, Stormwater Management

Dear Mr. Coppola:

This is in response to your letter of July 7, 1994 requesting an interpretation of Proffer Number 9 accepted by the Board of Supervisors in conjunction with the approval of RZ 87-V-092. As I understand it, the question is whether the stormwater from this property can be directed to the pond which will be constructed in Pohick Landing which is located to the north of the Telegraph Road Property site. A copy of your letter is included as Attachment 1 and a sketch of the landscaping revision proposed for Pohick Landing prepared by Wes Tyree of christopher consultants, lp is Attachment 2.

Pohick Landing was rezoned to the R-8 District pursuant to the approval of RZ 91-V-003 subject to proffers. The proffered Generalized Development Plan includes a landscape sheet which shows an area of landscaped screening along the boundary of Pohick Landing with your property. In order for the stormwater to be transported to the Pohick Landing stormwater management pond, that screening will have to be crossed by piping and a stormwater easement. As requested, Wes Tyree of christopher consultants, lp, submitted a sketch plan showing how the landscaping in Pohick Landing could be revised to provide the screening if the piping connecting to your site crosses the landscaped area (Attachment 2). As noted in your letter and confirmed by Yong Paek of the Site Review Branch, the Pohick Landing pond has been sized to accommodate the stormwater from your site and is designed as a Best Management Practices (BMP) pond.

It is my determination that the stormwater from the Telegraph Road Property can be directed to the pond located in Pohick Landing, provided that the landscape plan for Pohick Landing provides the landscaping depicted on the sketch provided by Wes Tyree (see Attachment 2). The revision to the Pohick Landing subdivision plan should be approved prior to or concurrent with the approval of the site plan for the Telegraph Road Property (8824-SP-01). This determination has been reviewed with the Site Review Branch and Special Projects Branch of the Department of Environmental Management and has been made in my capacity as the duly authorized agent of the Zoning Administrator.

A. P. Coppola, Jr.
Page 2.

If you have any questions regarding this interpretation, please feel free to contact me or Peter Braham at (703) 324-1290.

Sincerely,



Barbara A. Byron, Director
Zoning Evaluation Division

BAB/PB/B:541

Attachments: A/S

cc: Gerry Hyland, Supervisor, Mount Vernon District
John Beyers, Planning Commissioner, Mount Vernon District
Jane W. Gwinn, Zoning Administrator
Edward J. Jankiewicz, Director, Design Review Division, DEM
Angela Rodeheaver, Section Chief for Site Analysis
Yong Paek, Chief, Site Review Branch, DEM
Ray Curd, Chief, Special Projects Branch, DEM
Wes Tyree, christopher consultants, ltd., 9900 Main Street, Suite 400, Fairfax,
Virginia 22031
Bonds and Agreements Branch, DRD, DEM
File: RZ 87-V-092, RZ 91-V-003

A.P. Coppola Properties

ATTACHMENT I

1980 Gallows Road, Suite 300, Vienna, VA 22182 • (703) 734-9444

Ms. Barbara A. Byron, Director
Zoning Evaluation Division, OCP
12055 Government Center Parkway, Suite 801
Fairfax, VA 22035-5503

July 7, 1994

Re: Rezoning RZ 87-V-092 9040 Telegraph Road
Tax Map Ref: 108-1 ((1)) 22A Site Area: 1.86 Acres
Site Plan Number 8824-SP-01 Zoning District C-6
Project Name: Telegraph Road Property
REQUEST FOR PROFFER INTERPRETATION

Dear Ms. Byron:

The purpose of this letter is to request an interpretation/clarification of Proffer Condition Number 9 of our Rezoning application Number RZ-87-V-092.

Proffer Number 9 states as follows:

"Stormwater management facilities upon the Property shall be provided in accordance with Best Management Practices, as determined by DEN."

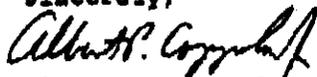
The Department Of Environmental Management (DEM) has reviewed my site plan and agrees that the best way to manage the small amount of stormwater runoff from my property is to direct the stormwater to the Pohick Landing Best Management Practices Stormwater Management (BMP/SWM) Facility that is adjacent to my site. The owner of the adjacent site has given me permission to direct the stormwater runoff from my site to his BMP/SWM Facility and it has been determined that his BMP/SWM Facility is adequate to accommodate the stormwater runoff from my site.

A concern was raised that the way that Proffer Number 9 above is worded may require me to physically locate any stormwater facility that I use on my property.

The way that Proffer Number 9 is worded, it would seem to me that DEM has the flexibility to determine the best approach to manage my stormwater, including the use of a neighboring BMP/SWM Facility. Please note that Proffer Number 9 specifically says, "As Determined By DEM".

I respectfully request that your interpretation of Proffer Number 9 will allow me to route the stormwater from my site to the neighboring BMP/SWM Facility.

Sincerely,



Albert P. Coppola, Jr.
A. P. Coppola Properties

APC/kce

cc: Wes Tyree, Christopher Consultants



FAIRFAX COUNTY

OFFICE OF COMPREHENSIVE PLANNING
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5505

(703) 324-1290

Fax 324-3924

V I R G I N I A

April 29, 1994

Paul A. Holst, Project Manager
Summer Homes
4733 Bethesda Avenue, Suite 530
Bethesda, MD 20814

Re: Interpretation for RZ 91-V-003, Pohick Landing, Proffer, Number C.3.

Dear Mr. Holst:

This is in response to your letter of April 25, 1994, which replaced your letter of April 1st, requesting an interpretation of Proffer Number C.3. accepted by the Board of Supervisors in conjunction with the approval of RZ 91-V-003. As I understand it, the question is whether the noise attenuation measures as specified in Proffer Number C.3. are required since none of the units or yard areas are within the specified noise contours as substantiated by the Polysonics Inc. report of January 12, 1994. This determination is based on the Traffic Noise Analysis report attached to your letter of April 25, 1994, and prepared by Polysonics Inc. which is dated January 12, 1994. Copies of the above referenced letter and the report are attached.

Staff of the Environment and Development Review Branch has reviewed the traffic noise report and concur with the findings of the report that noise mitigation measures are not required because the forecasted traffic volumes on Route 1 produce unmitigated noise levels exceeding the requirements of Proffer Number C.3. You have indicated in your letter that you are constructing the wall and the fence depicted along the southern boundary of the site as shown on the proffered Generalized Development Plan (GDP).

It is my determination that the elimination of noise attenuation measures is in substantial conformance with the Proffer Number C.3. so long as the wall and the fence are provided as shown on the proffered GDP. This determination has been reviewed with the Environment and Development Review Branch of the Planning Division, OCP and has been made in my capacity as the duly authorized agent of the Zoning Administrator. If you have any questions regarding this interpretation, please feel free to contact me or Kul Sandhu at (703) 324-1290.

Sincerely,

Barbara A. Byron, Director
Zoning Evaluation Division

BAB/KS/hh/68:89

Attachments: A/S

cc: Gerald W. Hyland, Supervisor, Mt. Vernon District
John R. Byers, Planning Commissioner, Mt. Vernon District
Jane W. Gwinn, Zoning Administrator
Edward J. Jankiewicz, Director, Design Review Division, DEM
Bruce G. Douglas, Chief, Environmental and Development Review Branch, OCP
Bonds and Agreements Branch, DRD, DEM
File: RZ 91-V-003

SUMNER HOMES

Committed to Excellence

April 25, 1994

VIA FACSIMILE (703) 324-3924

Mr. Kul Sandhu

Fairfax County Office of Comprehensive Planning
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, VA 22035--5505

RECEIVED
OFFICE OF COMPREHENSIVE PLANNING

APR 25 1994

ZONING EVALUATION DIVISION

RE: Pohick Landing (RZ 91-V-003)

Dear Mr. Sandhu:

I am writing you regarding Proffer C. 3 which regards acoustical criteria for the above referenced project. In order to determine the specific location of the relevant noise contours we retained Polysonics Inc., an acoustical consultant, to perform a traffic noise analysis. We had included within our final site plan submission a summary letter from Polysonics, Inc. The substance of the analysis as set forth in the summary letter is that none of our proposed town homes lie within the relevant noise contours and that no noise attenuation measures would be required. Our position, therefore, is that no sound attenuation measures are required to meet the proffer. However, we still plan to construct the wall and fence depicted along the southern boundary of our site in substantial conformance with the proffered generalized development plan.

During final site plan review and at our post submission conference the issue of this Proffer was raised by Mirza Baig (D. E. M., Site Review branch). While Mr. Baig understands our position and I don't believe he disagrees, he would like OCP's concurrence. I have enclosed a copy of Mr. Baig's comment, post submission conference minutes, Polysonics' summary letter as well as the traffic noise analysis for your reference.

Assuming you concur with our position I request that you notify Mirza Baig of this. Mr. Baig indicated that a phone call would be sufficient for his purposes. I would, however, appreciate a written response. I can be reached at (301) 961-4902 should the need arise.

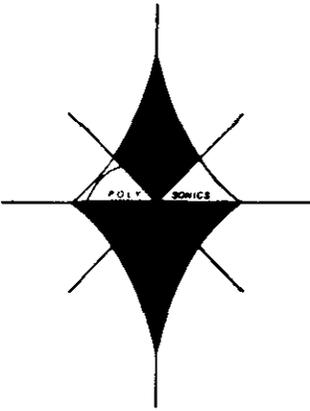
Sincerely,



Paul A. Holst
Project Manager

F:\WORD\PAH\PROFFER\003.DOC

4733 Bethesda Ave., Suite 530, Bethesda, Maryland 20814
(301) 961 4900 FAX (301) 961 4930



POLYSONICS INC.

5115 MacArthur Blvd., N.W. Washington, D.C. 20016

(202) 244-7171 FAX (202) 244-7479

ACOUSTICAL CONSULTANTS

- ◆ PLANNING
- ◆ APPLIED RESEARCH
- ◆ DEVELOPMENT

January 17, 1994

Paul A. Holst
Sumner Development Company
3201 New Mexico Avenue, NW
Suite 205
Washington, DC 20016

POHICK LANDING
Traffic Noise Analysis

Dear Paul:

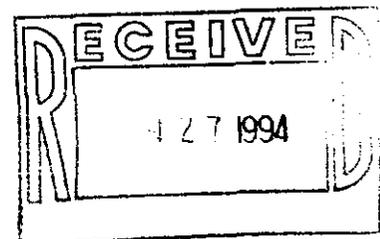
Polysonics has performed a traffic noise analysis for the proposed Pohick Landing project to determine whether forecasted 2015 traffic volumes on Route 1 produce unmitigated noise levels exceeding the Fairfax County outdoor activity area noise level limit of 65 dBA Ldn or the indoor noise level limit of 45 dBA Ldn.

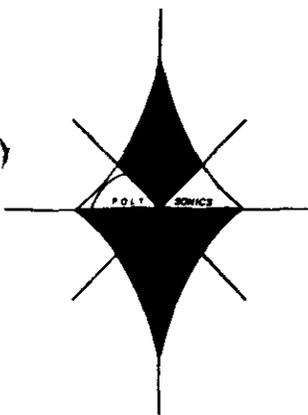
These requirements will be met based upon the Urban Engineering Preliminary Plat dated October, 1992. The noise wall shown on the plan is not necessary to meet the county requirements nor are any other noise attenuation measures.

If you have any questions please call me.

Sincerely,

Gary Ehrlich
Acoustical Engineer





POLYSONICS INC.

5115 MacArthur Blvd., N.W. Washington, D.C. 20016
(202) 244-7171 FAX (202) 244-7479

ACOUSTICAL CONSULTANTS

- ◆ PLANNING
- ◆ APPLIED RESEARCH
- ◆ DEVELOPMENT

TRAFFIC NOISE ANALYSIS FOR POHICK LANDING

Report #3267

January 12, 1994

PREPARED FOR: SUMNER DEVELOPMENT COMPANY

**PREPARED BY: GARY EHRLICH,
ACOUSTICAL ENGINEER**

REGISTERED PROFESSIONAL ENGINEERS

INTRODUCTION

Polysonics performed a traffic noise analysis for the proposed Pohick Landing project in Fairfax County, Virginia. The site is adjacent to Route 1, between Routes 638 and 611.

The analysis was conducted using STAMINA 2.0 Noise Prediction Modeling with forecasted future traffic volumes. Noise levels for all units will meet the county requirements of 65 dBA Ldn for outdoor activity areas (rear yards) and 45 dBA Ldn for indoor living areas.

EXISTING NOISE AND TRAFFIC ENVIRONMENT

On Tuesday and Wednesday, December 21 and 22, 1993, Polysonics conducted a noise survey at the Pohick Landing site. Noise measurements were made in two locations approximately 135 and 270 feet from the centerline of Route 1, shown as M1 and M2 on the attached site plan. The two GenRad 1945 Community Noise Analyzers used are capable of measuring noise levels and calculating statistical results over the time period measured. These units meet ANSI S1.4 standards for Type II Sound Level Meters.

A one-hour and a 24-hour run were performed. The most important result from the one-hour run is the average hourly noise level or Leq. The most important result from the 24-hour run is the Ldn, a time-averaged noise level with a 10 dBA "penalty" added during the nighttime hours of 10:00 pm to 7:00 am (to account for

greater human sensitivity to noise at night). The measured values at locations M1 and M2 are as follows:

	<u>TIME</u>	<u>M1</u>	<u>M2</u>
One-Hour Leq	11:27 am - 12:27 pm	61	57
24-Hour Ldn	12:27 pm - 12:27 pm	63	62

Since the Ldn at the two locations are nearly equal, a source of noise beside traffic on Route 1 must have been present and increased the Ldn more significantly at M2 than at M1. This source is presumed to be nighttime traffic on I-95. The data from location M1 is considered reliable and represents noise due to traffic on Route 1. Data from location M2 will henceforth be disregarded.

In addition to the noise measurements, 15-minute traffic counts on Route 1 were also performed. The results were extrapolated to a one-hour period and are tabulated below.

<u>Hour Beginning</u>	<u>Autos</u>	<u>Medium Trucks</u>	<u>Heavy Trucks</u>
11:30 am	2,280	60	44
5:00 pm	4,120	220	148
11:00 pm	1,240	52	32
7:00 am	3,480	200	112

The afternoon rush-hour, between 5:00 and 6:00 pm, will be considered the peak hour. Medium trucks comprise 5% of the total traffic volume at this time and heavy trucks comprise almost 3-1/2%.

OUTDOOR NOISE MODELING

The STAMINA 2.0 Noise Prediction Model is a computerized traffic noise prediction model developed by the Federal Highway Administration (FHWA) for three-dimensional modeling of land areas adjacent to major roadways. Output from STAMINA is an estimate of the average hourly noise level (L_{eq}) at any receiver location within the modeled areas.

STAMINA 2.0 estimates the noise levels at a site resulting from a series of roadway segments. Traffic noise levels are a function of vehicle speed, vehicle density, and vehicle type. The program is user-interactive. Vehicle types are generally cars, medium trucks (two axles, six wheels), and heavy trucks (three or more axles). The program also considers characteristics of the source-receiver path, such as natural and man-made barriers, ground conditions, topography, trees, houses, atmospheric absorption, and first-order reflections. The geometry is three-dimensional.

SUMMARY OF COMPUTER PARAMETERS

Coordinates and elevations for Route 1 were taken from the Urban Engineering Preliminary Plat dated October, 1992, and from the Fairfax County tax map. The site was modeled as a soft site. Receivers were considered 5' off the ground (first-floor receivers).

The first row of houses provides attenuation for the second row of houses. According to the FHWA Highway Traffic Noise Prediction Model "5 dBA is provided by the first row when the buildings occupy 40 to 65 percent of the length of the row." This attenuation was not considered in the STAMINA model. However, the attenuation effects of buildings will reduce noise levels at the second row of houses.

Two STAMINA runs were performed, 1) a calibration run for present noise levels, and 2) a future run.

1) The traffic volumes counted during the one-hour measurement at 11:30 am tabulated above were used for the calibration run. Modeling parameters were adjusted until the measured Leq at location M1 (61 dBA) was output from STAMINA. The slight shielding effect of topography (the 1' berm noted in the attached STAMINA output) and the speed of vehicles (30 mph) were manipulated until the model accurately represented present noise levels.

2) A total of eight receiver locations were modeled for the future run in order to obtain the best understanding of the

expected noise levels at the site. The complete noise analysis was based on the site measurement survey, the topography, the roadway layouts, and the projected traffic volumes.

Based upon 5:00 pm peak-hour traffic volumes counted during our survey tabulated above, the vehicle breakdown is 5% medium trucks and 3-1/2 % heavy trucks. Forecasted traffic data was provided by the State Highway Administration for Route 1 near the site in the year 2015. They provided the future design Average Daily Traffic (ADT) volume of 50,000. The peak-hour traffic volume can conservatively be considered 13% of this volume, or 6,500 vehicles per hour (peak-hour volumes are typically 8-9% of ADT, and nearly always in the range 5-13% of ADT). We estimated peak-hour vehicle counts by type using the above percentages. The following table summarizes the forecasted traffic volumes.

	<u>Autos</u>	<u>Medium Trucks</u>	<u>Heavy Trucks</u>
Total (6,500)	5,948	325	228
Each Direction	2,974	163	114

According to the Department of Housing and Urban Development (HUD), the peak-hour Leq is nearly equivalent to the Ldn. For this reason, and to provide brief results, the output from the future STAMINA run has been adjusted to represent the Ldn by adding a shielding factor of 2.5.

The eight receiver locations for the future run are designated as R1 - R6, M1 and M2. Locations R1 - R6 are in the rear yards of the proposed houses.

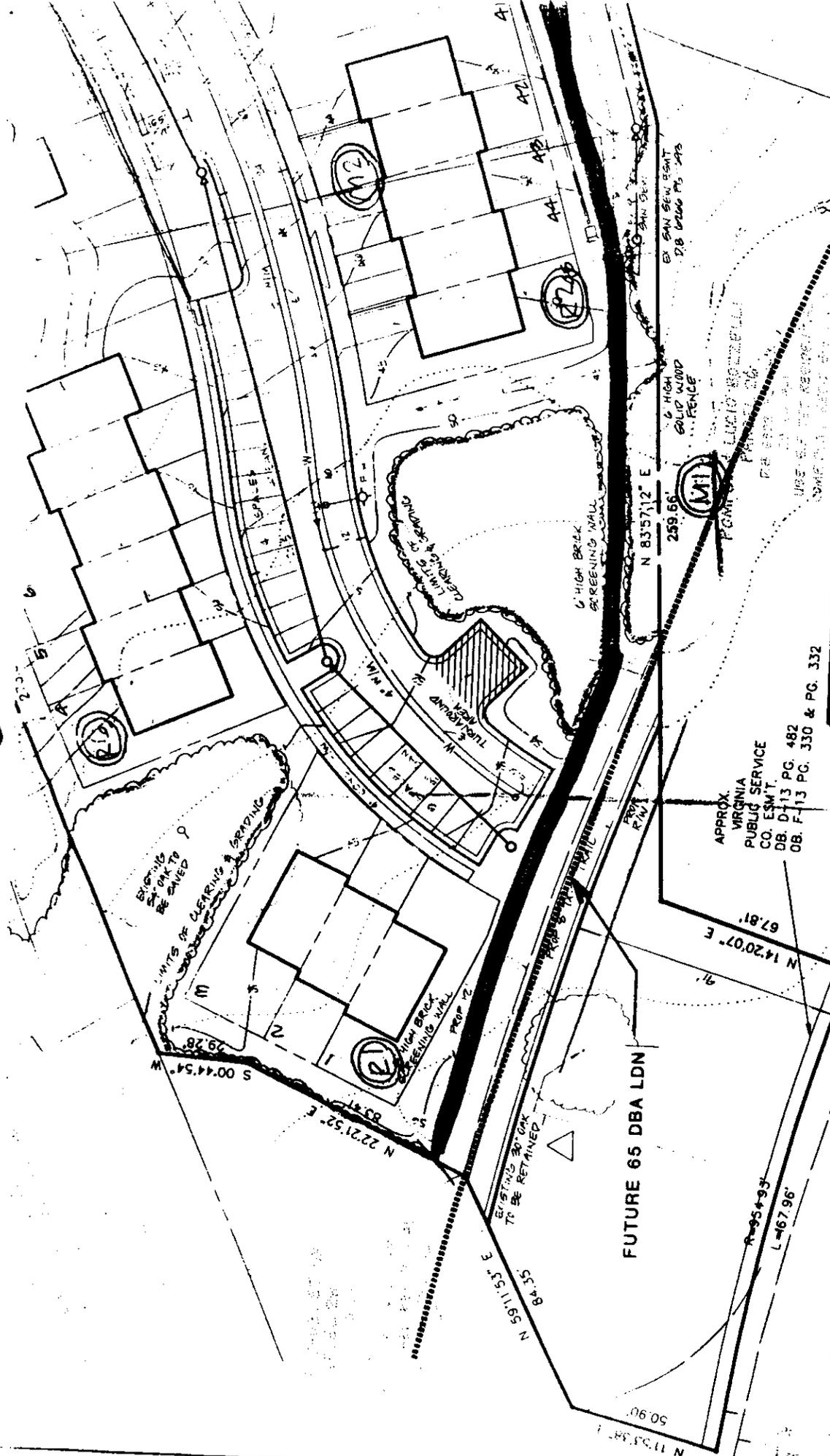
The output from the two STAMINA runs is attached.

RESULTS AND CONCLUSIONS

The forecasted noise levels in the rear yards of all proposed units are within the 65 dBA noise contour drawn on the attached site plan. Noise levels in rear yards will be in the range of 59 - 63 dBA Ldn for the first row of houses (see the attached STAMINA output). As previously mentioned, noise levels in the yards of the second row of houses and in yards partially or fully shielded by the first row of houses will be lower.

Typical building construction will attenuate outdoor noise levels of at least 65 dBA Ldn to 45 dBA Ldn. Therefore, the county requirement for indoor noise levels will be met for all units.

The designs for the proposed Pohick Landing project shown on the Urban Engineering Preliminary Plat dated October, 1992, will meet Fairfax County acoustical requirements.



RICHMOND HIGHWAY
 U.S. ROUTE # 1 (WIDTH VARIES)

FUTURE 65 DBA LDN

APPROX.
 VIRGINIA
 PUBLIC SERVICE
 CO. ESM'T.
 DB. D-13 PG. 482
 DB. F-13 PG. 330 & PG. 332

U E A

'URBAN ENGINEERING &
 CIVIL ENGINEERS • LANDSCAPE ARCHITECT

7712 LITTLE RIVER TURNPIKE
 ANNANDALE, VIRGINIA 22003

TELEGR
ROUTE # 61

AREA TABULATION

- STE AREA = 5.0745
- NO OF DU = 7.78 D.
- DENSITY PROPOSED = 8 DU / AC (R. 9. 2)
- NO OF PARKING SPACES PROPOSED = 1.18 AC. (2)
- NO OF PARKING SPACES REQUIRED = 2.05 AC. (2)
- (9. 23 SP. (D.))
- OPEN SPACE PROVIDED = 1.18 AC. (2)
- OPEN SPACE REQUIRED = 2.05 AC. (2)
- INTERIOR PARKING LOT LANDSCAPING PROVIDED
- * INCLUDES TWO ON-LOT SPACES AT EACH STRIKE UNIT

OWNER
POHICK STATION LIMITED PARTNERSHIP
1320 OLD CHAIN BRIDGE ROAD
SUITE 300
MCLEAN, VIRGINIA 22101

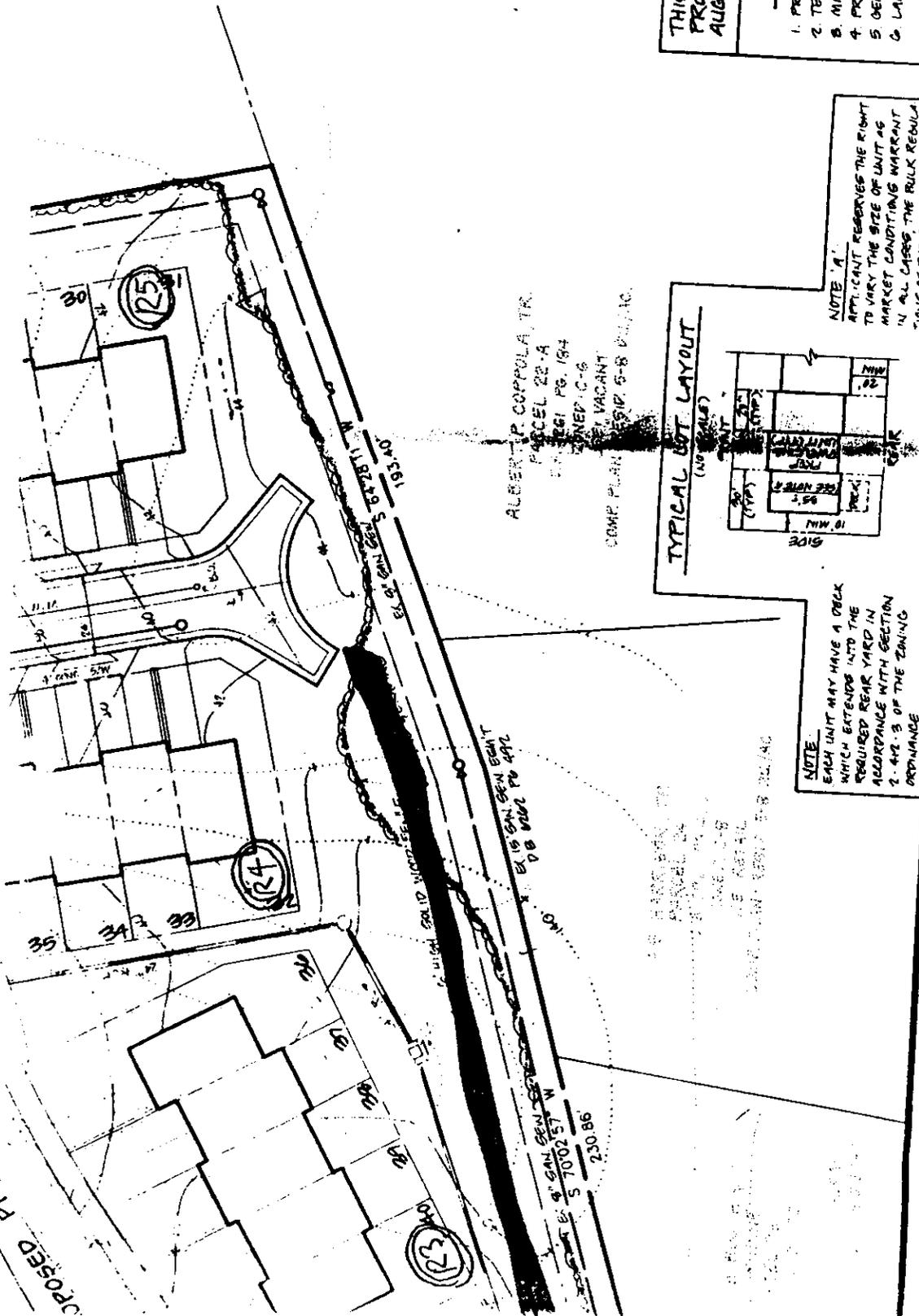
THIS PLAN APPROVED FOR EXPEDITE PROCESSING BY BOARD ACTION ON AUG. 3, 1992 (SEE GHT. # 4)

- SHEET INDEX**
- 1. PRELIMINARY PLAN
 - 2. TELEGRAPH ROAD PLAN & PROFILE
 - 3. MISCELLANEOUS COMPUTATIONS
 - 4. PROFFERS AND BOARD ACTIONS
 - 5. GENERALIZED DEVELOPMENT PLAN
 - 6. LANDSCAPE PLAN

SHEET 1 OF 6

FILE No. 1992

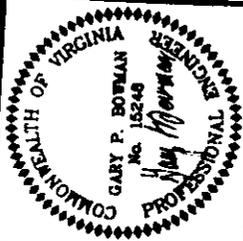
DATE: OCTOBER 1992



PRELIMINARY PLAT

POHICK LANDING
MOUNT VERNON DISTRICT
FAIRFAX COUNTY, VIRGINIA

SCALE: 1" = 30'



SOC., INC.
LAND SURVEYORS

8080

1

STAMINA 2.0/BCR
 FHWA VERSION 3 (MARCH 1983)
 TRAFFIC NOISE PREDICTION MODEL
 IBM-PC VERSION 1.50
 (C) COPYRIGHT 1987, TRINITY CONSULTANTS, INC.
 SERIAL NUMBER 5567
 SOLD TO POLYSONICS

RUN BEGAN ON 01-10-93 AT 17:30:54

(INPUT UNITS- ENGLISH , OUTPUT UNITS- ENGLISH)

Pohick Landing Calibration Run

OPROGRAM INITIALIZATION PARAMETERS

HEIGHT	CODE	DESCRIPTION
.00	1	RECEIVER HEIGHT ADJUSTMENT
1.00	2	A-WEIGHTED SOUND LEVEL ONLY
.00	3	HEIGHT ADJUSTMENT FOR PASSENGER CARS
(CARS) 8.00	4	HEIGHT ADJUSTMENT FOR HEAVY TRUCKS
(HT) 2.30	5	HEIGHT ADJUSTMENT FOR MEDIUM TRUCKS
(MT)		

OROADWAY 1 Northbound Route 1

	VEHICLE TYPE	VEHICLES/HOUR	SPEED	
	CARS	1140.	30.	
	HT	22.	30.	
	MT	30.	30.	
0	-----COORDINATES-----			
	X	Y	Z	GRADE
N1	0.	309.	150.	0
N2	371.	392.	156.	0
N3	650.	398.	158.	0
N4	889.	349.	157.	0
N5	1911.	21.	150.	0

SHIELDING FACTORS - RECEIVER ACROSS, ROADWAY DOWN

1 *	.0	.0	.0	.0	.0	.0	.0	.0
2 *	.0	.0	.0	.0	.0	.0	.0	.0

RECEIVER	LEQ(H)	L10
R1	59.6	63.1

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	1	2	3	4
	43.2	49.7	53.4	49.4
2	1	2	3	4
	43.3	50.2	54.4	49.8

RECEIVER	LEQ(H)	L10
R2	58.2	61.7

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	2	3	4
	43.1	48.4	53.3
2	2	3	4
	43.2	48.8	53.9

RECEIVER	LEQ(H)	L10
R3	55.9	59.3

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	2	3	4
	40.4	44.2	51.6
2	2	3	4
	40.5	44.5	52.1

RECEIVER	LEQ(H)	L10
R4	53.8	57.0

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	3	4
	41.1	49.6

2	3	4
	41.3	50.0

RECEIVER	LEQ(H)	L10
R5	52.4	55.5

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	4
	48.4
2	4
	48.7

RECEIVER	LEQ(H)	L10
R6	55.6	58.9

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	1	2	3	4
	40.8	45.0	47.9	48.3
2	1	2	3	4
	41.0	45.4	48.5	48.6

RECEIVER	LEQ(H)	L10
M1	61.0	64.6

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	1	2	3	4
	40.1	44.8	51.9	55.9
2	1	2	3	4
	40.2	44.8	52.5	56.7

RECEIVER	LEQ(H)	L10
M2	56.4	59.7

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	2	3	4
	42.3	46.6	51.4
2	2	3	4
	42.4	47.0	51.8

1

STAMINA 2.0/BCR
 FHWA VERSION 3 (MARCH 1983)
 TRAFFIC NOISE PREDICTION MODEL
 IBM-PC VERSION 1.50
 (C) COPYRIGHT 1987, TRINITY CONSULTANTS, INC.
 SERIAL NUMBER 5567
 SOLD TO POLYSONICS

RUN BEGAN ON 01-10-93 AT 22:15:44

(INPUT UNITS- ENGLISH , OUTPUT UNITS- ENGLISH)

Pohick Landing Future (2.5 dB shield to convert Leq to Ldn)

OPROGRAM INITIALIZATION PARAMETERS

	HEIGHT	CODE	DESCRIPTION
	.00	1	RECEIVER HEIGHT ADJUSTMENT
	1.00	2	A-WEIGHTED SOUND LEVEL ONLY
(CARS)	.00	3	HEIGHT ADJUSTMENT FOR PASSENGER CARS
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OROADWAY 1 Northbound Route 1

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	HT	114.	30.	
	MT	163.	30.	
0	-----COORDINATES-----			
	X	Y	Z	GRADE
N1	0.	309.	150.	0
N2	371.	392.	156.	0
N3	650.	398.	158.	0
N4	889.	349.	157.	0
N5	1911.	21.	150.	0

SHIELDING FACTORS - RECEIVER ACROSS, ROADWAY DOWN

1 * 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5
 2 * 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5

RECEIVER LEQ(H) L10
 R1 63.4 66.8

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	1	2	3	4
	46.9	53.4	57.1	53.3
2	1	2	3	4
	47.1	54.0	58.1	53.6

RECEIVER LEQ(H) L10
 R2 62.1 65.5

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	1	2	3	4
	42.9	46.9	52.3	57.3
2	1	2	3	4
	43.0	47.0	52.7	57.9

RECEIVER LEQ(H) L10
 R3 59.8 63.1

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	1	2	3	4
	41.2	44.2	48.1	55.4
2	1	2	3	4
	41.3	44.3	48.4	55.9

RECEIVER LEQ(H) L10
 R4 57.6 60.7

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	2	3	4
	42.0	44.9	53.4

2	2	3	4
	42.0	45.1	53.8

RECEIVER	LEQ(H)	L10
R5	56.1	59.2

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	2	3	4
	40.1	42.6	52.1
2	2	3	4
	40.2	42.7	52.5

RECEIVER	LEQ(H)	L10
R6	59.4	62.7

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	1	2	3	4
	44.6	48.8	51.7	52.1
2	1	2	3	4
	44.8	49.2	52.3	52.5

RECEIVER	LEQ(H)	L10
M1	65.1	68.6

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	1	2	3	4
	43.9	48.6	55.9	59.9
2	1	2	3	4
	44.0	48.6	56.4	60.8

RECEIVER	LEQ(H)	L10
M2	60.3	63.6

ROADWAY SEGMENT SOUND LEVEL CONTRIBUTIONS EXCEEDING 40.0 DBA

ROADWAY SEGMENT

1	1	2	3	4
	42.5	46.1	50.5	55.3
2	1	2	3	4
	42.6	46.2	50.9	55.7