

# GOMMUNITIES - ROADWAY / TRAFFIG / NOISE

## 301 US 301 Project Development

### **Communities - Roadways, Traffic, and Noise**

- Effects on communities are an important component of project alternatives analysis. To understand the variety of effects of each alternative, DelDOT conducted a comparison of roadway, traffic, and noise effects on project area communities. Key elements of this comparison are presented in the tables at right. Other community effects, such as access to community services and facilities, community mobility, and effects on the local economy are also considered as part of the overall alternatives evaluation.
- DeIDOT identified a number of existing and planned communities that are near the alternatives. In general, these communities consist of named subdivisions or other clusters of residences or businesses. Properties that are not located within these communities are also included in the alternatives evaluation even though they are not presented here. Effects to all properties will be considered in making an informed decision on a recommended preferred alternative, the next step in the project development process.
- The following factors are included in the community roadway, traffic, and noise effects presented in the tables:

#### **Roadways**:

- Distance to Right-of-Way (ROW): The proposed distance or range of distances from the nearest community properties to the alternative's ROW.
- Right-of-Way Width: The width of the alternative's ROW at the nearest location to the community.
- Roadway Elevation: The preliminary, estimated alternative's vertical alignment (above grade, at grade, and below grade) at the nearest location to the community. Roadway elevations are expected to change somewhat as alternatives continue to be refined.

#### Traffic:

Traffic Volumes: The estimated number of vehicles per day (vpd) using the segment(s) of roadway at the nearest location to the community.

#### Noise

Noise: The projected noise environment based on current alternative plans. Effects from noise are provided for communities that are within 800 feet of a proposed alternative. Beyond this distance, effects from noise from the US 301 Project generally do not exceed the Federal Highway Administration criteria for a "noise impact." Where applicable, noise effects are identified for each affected.

-				ALTERN	ATIVES RETAINED F	OR DETAILED EVA	LUATION	
COMMUNITIES	2005 Existing	2030 No-Build	YELLOW	BROWN NORTH	BROWN SOUTH	PURPLE +SPUR	GREEN NORTH +SPUR	GREEN SOUTH +S
EXISTING COMMUNITIES		•						
BUNKER HILL I & II								
Distance to Right of Way (ft.)			0	3,000	3,000	3,000	3,000	3,000
Road Right of Way (ft.)			400	325 Below Grade to Ahove	325 Below Grade to Ahove	325 Robert Grade to Abour	325 Relaw Grada to Above	325 Relay Cando to A
Roadway Elevation (ft.)			Above Grade	Grade	Grade	Grade	Grade ID Above Grade	Grade
Traffic Volumes (vpd)								
to North - US 301 Frontage Road (yellow only) to South - Bunker Hill Road	N/A 4.000	N/A 16,500	18,700 9,600	N/A 7,600	N/A 7,600	N/A 7,500	N/A 6,900	N/A 6,900
to South - Bunker Hill Road to East - Existing US 301 (or Proposed US 301 - yellow only)	4,000	16,500 27,600	9,600 37,600	7,600	7,600	7,500	6,900 17,000	6,900 17,000
to West - Choptank Road	950	17 900	10.600	56,000	56,000	53,700	56,700	56,700
Community Impact Summary	All properties with     The Brown, Purp	hin the Bunker Hill ile, and Green Alter	& II development would b natives are more than % in a take under the Yellow Alt	e displaced by the Yellow Al ile from Bunker Hill I&II	lemative			
Commany impact commany	<ul> <li>The community w</li> <li>Noise effects from</li> </ul>	would be a complet m the Brown. Purplet	a take under the Yellow Alt a, and Green Alternatives (	arnative; noise analysis is n to not meet the FHWA and D	ot applicable DeIDOT standard for noise i	impact to commercial prope	irties	
MATAPEAKE								
Distance to Right of Way (ft.)			> 3,000'	500' to 1,200'	500' to 1,200'	500' to 1,200'	500' to 1,200'	500' to 1,200
Road Right of Way (ft.)			N/A	330'	330'	330'	330'	330'
Roadway Elevation (ft.)			N/A	At Grade to Below Grade	At Grade to Below Grade	At Grade to Below Grade	At Grade to Below Grade	At Grade to Below
Traffic Volumes (vpd)								
to North - Bunker Hill Road	1,300	17,600	12,100	9,100	9,100	10,300	9,900	9,900
to East - Choptank Road (no build and yellow only) OR Proposed US 301	950	17,900	10,600	56,000	56,000	53,700	56,800	56,800
Noise	43	51			47 / 47	47 / 47	47 / 47	47/47
Lowest Level / Highest Level Increased Level	1		-1-	47 / 47 4	47 / 47	47 / 47		
Increased Level No. of Noise Impacts	1	I	-	4	4	4	4	4
	Some properties in	n the Matapeake co	mmunity are within 500 fe	at of the Brown, Purple, and	Green Alternatives			, i i
Community Impact Summary	The Brown, Purp     Compared to ma	ile, and Green Alter	natives are expected to be idents would experience	at of the Brown, Purple, and below grade near Matapeal creased noise from Brown,	ke Purple and Green: there o	flects would be loss three	nder the No-Build	
	<ul> <li>Noise effects do</li> </ul>	not meet the FHW/	and DelDOT criteria for a	noise impact under any alte	anative	Necta would be read than to		
MIDDLETOWN VILLAGE		-						
Distance to Right of Way (ft.)			500'	200' to 2,000'	200' to 2,000'	200' to 2,000'	200' to 2,000'	200' to 2,000
Road Right of Way (fL)			200' - 400'	250' - 325' Below Grade to Ahove	250' - 325' Below Grade to Ahove	250' - 325' Bolow Grade to Ahove	250' - 325' Balow Grade to Ahrwe	250' - 325' Below Grade to A
Roadway Elevation (ft.)			Above Grade	Grade	Grade	Grade	Grade	Grade
Traffic Volumes (vpd)								
to South - Bunker Hill Road	4,000	16,500 27,600	9,600 56,300	7,600	7,600	7,500	6,900 17,000	6,900 17,000
to East - Existing US 301 (or Proposed US 301 - yellow only) to West - Choptank Road (no-build and yellow only) OR Proposed US 301	12,100	27,600 17,900	56,300	17,000 56,000	17,000 56,000	17,100 53,700	17,000 56,700	17,000 56,700
Nnise - East	950	17,900	10,800	56,000	56,000	53,700	56,700	56,700
Lowest Level / Highest Level - East	40-07	40 - 55	53/67	-/-	-/-	-/-	-/-	-/-
Increased Level - East			6 - 10					
Noise - West	(45)	47						
Lowest Level / Highest Level - West	(45)	47	-1-	57 / 57	57 / 57	57 / 57	57 / 57	57/57
			-	12	12	12	12	12
Lowest Level / Highest Level - West Increased Level - West No. of Nosle Imports - Earch West Community Impact Summary		re located within 50 No-Build Abernativ m, Purple and Gree which would reduce	-	12	12	12	12	12
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COMMUNITIES
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Right of Way (ft.) way Elevation (ft.)
: Volumes (vpd)
North - Old Schoolhouse Road
East - Existing US 301 (and Proposed US 301 - Yellow
West - Proposed US 301 (Purple, Brown and Green on
runity Impact Summary
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nce to Right of Way (ft.)
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: Volumes (vpd)
North - Old Schoolhouse Road
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#### April 2006

			ALTERNATIVES RETAINED FOR DETAILED EVALUATION					
	2005 Existing	2030 No-Build	YELLOW	BROWN NORTH	BROWN SOUTH	PURPLE +SPUR	GREEN NORTH +SPUR	GREEN SOUTH +SPUR
			> 1,800' 550' Above Grade	1,000' 350' Above Grade	1,000' 350' Above Grade	1,000' 250' Above Grade	1,000' 250' Above Grade	1,000' 250' Above Grade
	400	3,900	3,900	3,900	3,900	3,800	3,900	3,900
y)	19,900 N/A • All alternatives ar	40,500 N/A e more than 1,000	66,300 N/A feet from Post and Rail Fa	25,000 56,000	25,000 56,000	23,100 25,800	22,200 22,500	22,200 22,500
	All alternatives w     The Brown, Purp     Residents will like	ould be above grad le, and Green Alter aly be able to hear	e at segments adjacent to natives would decrease tr US 301, however, given th	rms Post and Rail Farms. ffic on existing US 301 e distance from the alternati	ves, noise effects will not r	neet the FHWA criteria for a	a noise impact	
			340 630 Above Grade	> 2300 N/A N/A	> 2300 N/A N/A	> 2300 N/A N/A	> 2300 N/A N/A	> 2300 N/A N/A
	395	3,900	3,900	3,900	3,900	3,800	3,900	3,900
nly)	18,300 48	38,900 48	62,900 52 / 52	24,000	24,000	-/	21,300	21,300
	The Yellow Altern	ative would be with	4 0 in 340 feet of the Old Sch	 0 polhouse Road Community (	 0 located south of Meadowit	 0 rook Farms)	 0	
	The Brown, Purp     With the Yellow A     Noise effects do	le, and Green Alter Iternative, traffic vi not meet the FHW	natives would be more tha ilumes increase on the exit and DeIDOT criteria for a	colhouse Road Community ( n 2,300 feet from the comm sting US 301 (Yellow) aligne noise impact under any alte	unity sent; noise levels at Old Sc mative	hoolhouse Road would inc	rease	
			> 5,200' N/A	130' 310'	130' 310'	180' 250'	160' 260'	160' 260'
	2,600	4,900	N/A 3,900	Above Grade	Above Grade 2,900	Above Grade 3,000	Above Grade	Above Grade 2,900
	N/A (47)	N/A (47)	-/-	56,000	56,000	25,800	22,000	22,000
			-	11 - 16 21	10 - 13 11	7 - 11 11	7 - 10 11	7 - 10 11
	The Brown, Purp     Compared to the     The Brown, Purp     Earthen berms, v	le, and Green Alter No-Build, the Yello le and Green Alter which would reduce	natives are within 200 feet w, Brown, Purple, and Gre actives would have noise e adverse visual and noise	of Chesapeake Meadows; t en alternatives would slight flects that meet the FHWA a effects, are feasible and are	he Yellow Alternative is air y reduce traffic on Churcht nd DelDOT criteria for a n being proposed by DelDO	nost 1 mile away own Road sise impact T		
			100' 320'	> 8,000' N/A	> 8,000' N/A	> 3,200' N/A	> 3,700'	> 2,100'
			Above Grade	N/A	N/A	N/A	N/A	NA
	21,400 18,300 12,100	43,500 38,900 27,500	40,800 32,900 20,900	29,100 24,000 18,900	29,100 24,000 18,900	27,900 23,100 20,400	27,900 21,300 18,100	27,900 21,300 18,100
	2700 68	5500 70	4,500	3,700	3,700	3,800	3,700	3,700
			2 11				0	
	The Fellow Anter The Brown, Purp Compared to the Noise effects unc	le, and Green Alter No-Build, all build ler the Yellow Alter	natives would be more that alternatives would result in native would meet FHWA	corner Road Community n 1.5 miles from the commu a decrease of traffic volume and DeIDOT criteria for noise	nity is on all surrounding roadv i impacts	ays		
			80' - 320' 325'	> 3,400' N/A	> 3,400' N/A	80' - 320' 350'	> 3,400' N/A	> 3,400' N/A
and Purple only)	14,000	23,100	Above Grade 53,700	N/A 19,300	N/A 19,300	Above Grade 51,000	N/A 19,200	N/A 19,200
v and Purple only) urple only)	14,000 63,400 58 - 60	23,100 107,800 61 - 64	125,100	89,400	89,400	122,050	85,800	85,800
			62 / 66 3 - 8 36	-/-  0	-/-  0	62/66 3-8 36	-/-  0	-/- - 0
	The Yellow and F     Compared to the     The Yellow and F     Farthen herms v	Purple Alternatives No-Build, Yellow a Purple alternatives which would reduce		e View Farms raffic volumes on surroundir iat meet the FHWA and DelE effects, are not feasible give	g roadways; Brown and G OOT criteria for a noise imp n the proximity and influer	•		
			> 7,100'	900'	900'	900'	900'	900'
			N/A N/A	300' to 530' Above Grade	300' to 530' Above Grade	230' to 270' Above Grade	230' to 270' Above Grade	230' to 270' Above Grade
	N/A 2,600 N/A	N/A 4,900 N/A	N/A 3,900 N/A	N/A 2,900 56,000	28,400 2,900 56,000	N/A 3,000 25,800	N/A 2,900 22,500	N/A 2,900 22,500
	(47)	(47)	-1-	-/-	49/49	-/-	-/-	-1-
	• All alternatives ar	e more than 900 fe	 0 et from Dickerson Farms,	- 0 except for Yellow which is ne eased traffic on Churchtown	0 early 1.5 miles away		 0	- 0
	Compared to the     Residents will like	reo-Build, all altern aly be able to hear	US 301, however, given th	e distance from the alternati	ves, noise effects will not r			
			1,250 360 Above Grade	> 3400 N/A N/A	> 3400 N/A N/A	1,250 360 Above Grade	> 3300 N/A N/A	830 870 Below Grade to Above
	735	6,300	5,700	8,900	8,900	5,500	7,300	Grade 7,300
	16500 43	29000 43	24,500	24,600	24,600	24,700	-/-	23,800
	1		7		-	7	-	7