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COMMUNITIES - ROADWAY / TRAFFIC / NOISE



COMMUNITIES	2005 Existing	2030 No-Build	ALTERNATIVES RETAINED FOR DETAILED EVALUATION					
			YELLOW	BROWN NORTH	BROWN SOUTH	PURPLE + SPUR	GREEN NORTH + SPUR	GREEN SOUTH + SPUR
SUMMIT BRIDGE FARMS								
Distance to Right of Way (ft.)	0' - 100'	0' - 300'	0' - 300'	0' - 300'	0' - 300'	0' - 300'	0' - 300'	0' - 300'
Road Right of Way (ft.)	220'	200'	600'	600'	200'	200'	200'	200'
Roadway Elevation (ft.)			At Grade to Above Grade	Above Grade	Above Grade	At Grade to Above Grade	At Grade to Above Grade	At Grade to Above Grade
Traffic Volumes (avg)								
To North - Existing US 301 (Existing + Proposed US 301 for Brown North Only)	19,900	40,500	40,400	35,200	27,600	27,400	27,400	27,400
To South - Proposed US 301 (Brown South Only)	N/A	N/A	N/A	28,400	N/A	N/A	N/A	N/A
To West - Proposed US 301 (Purple, Brown and Green only)	N/A	N/A	N/A	27,800	25,800	22,500	22,500	22,500
Noise - North	55 - 59	55 - 62	55 / 62	58 / 59	54 / 55	56 / 60	56 / 60	56 / 60
Lowest Level / Highest Level - North			3	0 - 6	-3	1 - 4	1 - 4	1 - 4
Noise - South	44 - 45	48	47 / 48	51 / 54	51 / 54	48 / 53	48 / 53	48 / 53
Lowest Level / Highest Level - South			3	7 - 9	4 - 8	4 - 8	4 - 8	4 - 8
Noise - East	44 - 59	48 - 62	47 / 62	51 / 59	54 / 55	49 / 60	49 / 60	49 / 60
Lowest Level / Highest Level - East			3	0 - 7	-1 - 0	0 - 2	0 - 2	0 - 2
Noise - West	45 - 52	48 - 62	48 / 55	54 / 58	51 / 55	53 / 58	53 / 58	53 / 58
Lowest Level / Highest Level - West			2	0 - 9	2 - 8	4 - 8	4 - 8	4 - 8
No. of Noise Impacts			12	0	18	12	12	12
Community Impact Summary	All Alternatives (except No-Build) would be adjacent to or require ROW from properties within Summit Bridge Farms. Alternative segments adjacent to Summit Bridge Farms will generally benefit from grade, along to above grade to meet Summit Bridge Farms. All Alternatives (except No-Build and Brown North) would have noise effects that meet the FHWA and DEDOT criteria for a noise impact. Earth terms, which would reduce adverse visual and noise effects, are proposed along the west side of the community for Brown, Green, and Purple Alternatives, and along the south side of the community for the Brown South Alternative, along the north side of the community, each barrier are not feasible and noise walls are not cost effective.							
LEA FARMS FARMS								
Distance to Right of Way (ft.)	0' - 650'	0' - 650'	0' - 650'	0' - 650'	0' - 650'	0' - 650'	0' - 650'	0' - 650'
Road Right of Way (ft.)	260'	200'	260'	260'	200'	260'	260'	260'
Roadway Elevation (ft.)			At Grade to Above Grade	At Grade to Above Grade	At Grade to Above Grade	At Grade to Above Grade	At Grade to Above Grade	At Grade to Above Grade
Traffic Volumes (avg)								
To North - Existing US 301 (Existing + Proposed US 301 for Brown North Only)	19,900	40,500	40,400	35,200	27,600	27,400	27,400	27,400
To South - Existing US 301 (Existing + Proposed US 301 for Brown South Only)	26,300	65,500	65,100	64,000	64,000	64,000	64,000	64,000
To West - Existing US 301	N/A	N/A	49 / 61	54 / 63	49 / 61	49 / 61	49 / 61	49 / 61
Noise	48 - 58	49 - 61	49 / 61	54 / 63	49 / 61	49 / 61	49 / 61	49 / 61
Lowest Level / Highest Level			13	3 - 3	4 - 9	3	3	3
No. of Noise Impacts			0	0	0	0	0	0
Community Impact Summary	Portions of all Alternatives (except No-Build) would be adjacent to Lea East Farms. Alternative segments adjacent to Lea East Farms will generally benefit from grade, along to above grade to meet Summit Bridge Farms. All Alternatives (except No-Build, Yellow, Brown South, Purple, and Green) would have noise effects that meet the FHWA and DEDOT criteria for a noise impact. Earth terms, which would reduce adverse visual and noise effects, are proposed along the north side of Lea East Farms.							
SUMMIT FARMS								
Distance to Right of Way (ft.)	0' - 3,500'	0' - 3,500'	0' - 3,500'	0' - 3,500'	0' - 3,500'	0' - 3,500'	0' - 3,500'	0' - 3,500'
Road Right of Way (ft.)			N/A	260'	260'	N/A	N/A	N/A
Roadway Elevation (ft.)			N/A	Above Grade	N/A	N/A	N/A	N/A
Traffic Volumes (avg)								
To North - Existing US 301 (Existing + Proposed US 301 for Brown North Only)	19,900	40,500	40,400	35,200	27,600	27,400	27,400	27,400
To South - Existing US 301	19,300	65,500	65,100	64,000	64,000	64,000	64,000	64,000
Noise	(46) - (56)	(48) - (58)	- / -	52 / 56	- / -	- / -	- / -	- / -
Lowest Level / Highest Level			-	0 - 6	0	0	0	0
No. of Noise Impacts			0	0	0	0	0	0
Community Impact Summary	The Brown North Alternative is within 500 feet of Summit Farms, all others are more than 2,000 feet away. Compared to the No-Build Alternative, all Alternatives (except Yellow and Green) would increase traffic on existing US 301. Compared to the No-Build, Yellow, Brown South, Purple, and Green would decrease traffic on existing US 301. Some residents will likely be able to hear US 301, however, given the distance from the alternatives, noise effects will not meet the FHWA criteria for a noise impact.							
ARMONT								
Distance to Right of Way (ft.)	> 5,000'	360' - 3,000'	360' - 3,000'	360' - 3,000'	360' - 3,000'	360' - 3,000'	360' - 3,000'	360' - 3,000'
Road Right of Way (ft.)		N/A	300'	300'	N/A	300'	300'	300'
Roadway Elevation (ft.)			N/A	Below Grade to Above Grade	Below Grade to Above Grade	N/A	Below Grade to Above Grade	Below Grade to Above Grade
Traffic Volumes (avg)								
To North - Lonswood Grove Road	3,000	6,900	3,000	900	900	3,200	1,300	1,300
To South - Proposed US 301 (Green and Brown only)	N/A	N/A	35,800	35,800	N/A	43,500	43,500	43,500
To West - Jamison Corner Road	700	6,300	5,700	2,200	2,200	5,500	2,400	2,400
Noise	(51) - (55)	(51) - (55)	- / -	56 / 59	56 / 59	- / -	57 / 59	- / -
Lowest Level / Highest Level			-	4 - 8	4 - 8	-	5 - 8	-
No. of Noise Impacts			0	0	0	0	0	0
Community Impact Summary	The Brown and Green North Alternatives are within 360 feet of some Armont properties. Compared to the No-Build Alternative, the Yellow, Brown, Purple, and Green Alternatives would reduce traffic on Lonswood Grove Road and Jamison Corner Road. Residents would experience an increase in noise from the Brown and Green North Alternatives. Noise effects do not meet the FHWA and DEDOT criteria for a noise impact under any alternative. An earth berm is being proposed between the Brown and Green North Alternatives and the community to create a visual screen from the roadway.							
MOUNT HOPE								
Distance to Right of Way (ft.)	> 2,000'	> 1,700'	> 1,700'	> 2,000'	> 1,700'	> 1,700'	> 2,000'	> 1,700'
Road Right of Way (ft.)		N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roadway Elevation (ft.)			N/A	N/A	N/A	N/A	N/A	N/A
Traffic Volumes (avg)								
To North - Lonswood Grove Road	3,000	6,900	3,000	900	900	3,200	1,300	1,300
To South - Proposed US 301 (Green and Brown only)	N/A	N/A	35,800	35,800	N/A	43,500	43,500	43,500
To East - SR 1 & US 13 (Bridge Volumes)	85,700	111,100	122,000	119,700	119,700	119,500	123,900	123,900
Noise	(51) - (55)	(51) - (55)	- / -	56 / 59	56 / 59	- / -	57 / 59	- / -
Lowest Level / Highest Level			-	4 - 8	4 - 8	-	5 - 8	-
No. of Noise Impacts			0	0	0	0	0	0
Community Impact Summary	The Yellow, Brown, Purple, and Green Alternatives are all more than 1,500 feet from the Mount Hope community. Compared to the No-Build, the Brown North Alternative would carry increased traffic on existing US 301. Compared to the No-Build, Yellow, Brown South, Purple, and Green would decrease traffic on existing US 301. Residents will likely be able to hear US 301, however, given the distance from the alternatives, noise effects will not meet the FHWA criteria for a noise impact.							
SOUTHBRIDGE								
Distance to Right of Way (ft.)	610' - 1,400'	190' - 230'	190' - 230'	190' - 230'	190' - 230'	190' - 230'	190' - 230'	190' - 230'
Road Right of Way (ft.)	230' to 300'	230' to 300'	230' to 300'	230' to 300'	230' to 300'	230' to 300'	230' to 300'	230' to 300'
Roadway Elevation (ft.)			Above Grade	At Grade to Above Grade	At Grade to Above Grade	At Grade to Above Grade	At Grade to Above Grade	At Grade to Above Grade
Traffic Volumes (avg)								
To North - Burner Hill Road	4,000	16,300	9,800	7,600	7,600	7,500	6,900	6,900
To South - Burner Hill Road and Warwick East - Yellow Only	N/A	N/A	27,000	N/A	N/A	N/A	N/A	N/A
To East - Existing US 301 (P Proposed US 301 - Yellow only)	14,900	42,000	37,800	19,200	19,200	19,300	18,000	18,000
To West - Proposed US 301 (Purple, Brown and Green only)	N/A	N/A	N/A	66,000	66,000	53,700	56,700	56,700
Noise	(48)	(48)	- / -	60 / 63	60 / 63	60 / 63	60 / 63	60 / 63
Lowest Level / Highest Level			-	14	14	14	14	14
No. of Noise Impacts			0	54	54	54	54	54
Community Impact Summary	The Yellow Alternative is within 600 feet of this proposed community. The Brown, Purple, and Green Alternatives are within 100 feet on the west side. Compared to the No-Build, all built alternatives would decrease traffic on Burner Hill Road and existing US 301. The Brown, Purple, and Green Alternatives would decrease traffic on Burner Hill Road and existing US 301. Earth terms, which would reduce adverse visual and noise effects, are feasible for the Brown, Purple, and Green Alternatives and being proposed by DEDOT.							

COMMUNITIES	2005 Existing	2030 No-Build	ALTERNATIVES RETAINED FOR DETAILED EVALUATION					
			YELLOW	BROWN NORTH	BROWN SOUTH	PURPLE + SPUR	GREEN NORTH + SPUR	GREEN SOUTH + SPUR
PLEASANTON								
Distance to Right of Way (ft.)			600'	4,500'	4,500'	0 (direct)	0 (direct)	0 (direct)
Road Right of Way (ft.)			480'	N/A	N/A	290' - 330'	290' - 330'	290' - 330'
Roadway Elevation (ft.)			Above Grade	N/A	N/A	Above Grade	Above Grade	Above Grade
Traffic Volumes (avg)								
To North - Proposed US 301 (Purple and Green Only)	N/A	N/A	N/A	N/A	N/A	31,200	42,200	42,200
To West - Existing US 301 (Proposed US 301 Yellow Only)	19,900	45,500	66,500	25,000	25,000	23,100	22,200	22,200
Community Impact Summary	The Yellow Alternative is within 600 feet of this proposed community. The Purple and Green Alternatives would require ROW from the west side of Pleasanton. Compared to the No-Build, all built alternatives except the Yellow would decrease traffic on existing US 301. This development is under consideration only, and has not yet been approved by the County. Therefore, it does not warrant a noise analysis.							
CHURCHTOWN MANOR								
Distance to Right of Way (ft.)			> 2,000'	> 8,000'	> 8,000'	0 (direct)	0 (direct)	0 (direct)
Road Right of Way (ft.)			N/A	N/A	N/A	300'	300'	300'
Roadway Elevation (ft.)			N/A	N/A	N/A	Above Grade	Above Grade	Above Grade
Traffic Volumes (avg)								
To North - Boy's Corner Road (P Proposed US 301 - Yellow Only)	12,100	20,900	53,300	19,300	19,300	19,400	19,500	19,500
To East - Cedar Lane Road	4,500	9,700	6,100	5,500	5,500	5,800	4,500	4,500
To West - Proposed US 301 (Purple and Green only)	N/A	N/A	N/A	N/A	N/A	31,200	42,200	42,200
Community Impact Summary	The Purple and Green Alternatives would require ROW from the west side of Churchtown Manor, based on current site concepts. Compared to the No-Build, all built alternatives except the Yellow would decrease traffic on Boy's Corner Road and Cedar Lane Road. This development is under consideration only, and has not yet been approved by the County. Therefore, it does not warrant a noise analysis.							
BARBERRY								
Distance to Right of Way (ft.)			0 (direct)	> 1,500'	> 1,500'	0 (direct)	> 1,500'	0 (direct)
Road Right of Way (ft.)			300 - 350'	N/A	N/A	300 - 350'	N/A	300 - 325'
Roadway Elevation (ft.)			Above Grade	N/A	N/A	Above Grade	N/A	Below Grade to Above Grade
Traffic Volumes (avg)								
To North - Proposed US 301 (Brown and Green Only)	N/A	N/A	N/A	55,800	55,800	N/A	43,500	43,500
To South - Boy's Corner Road (P Proposed US 301 - Yellow and Purple only)	16,500	29,800	57,800	24,600	24,600	55,900	23,800	23,800
To West - Jamison Corner Road	700	6,300	5,700	6,900	6,900	5,500	7,300	7,300
Traffic Volumes (avg)								
To North - Boy's Corner Road (P Proposed US 301 - Yellow and Purple Only)	14,500	29,800	57,800	24,600	24,600	55,900	23,800	23,800
To East - Cedar Lane Road	N/A	N/A	N/A	5,500	5,500	5,800	4,500	4,500
Community Impact Summary	The Yellow, Purple, and Green South Alternatives would be near the proposed Barberry development. The Brown and Green South Alternatives would be more than 1000 feet from Barberry. Compared to the No-Build, Brown and Green would decrease traffic on Boy's Corner Road, the Yellow and Purple Alternatives would decrease traffic on Jamison Corner Rd. This development is under consideration only, and has not yet been approved by the County. Therefore, it does not warrant a noise analysis.							
PENFIELD FARMS								
Distance to Right of Way (ft.)			> 2,100'	> 2,100'	> 2,100'	> 2,100'	> 2,100'	> 2,100'
Road Right of Way (ft.)			N/A	N/A	N/A	N/A	N/A	N/A
Roadway Elevation (ft.)			N/A	N/A	N/A	N/A	N/A	N/A
Traffic Volumes (avg)								
To West - US 13 & SR 1 (P Proposed US 301 - Yellow and Purple only)	63,400	107,600	125,100	89,400	88,400	122,950	86,800	86,800
Community Impact Summary	The proposed development is more than 2,000 feet from any alternative. Compared to the No-Build Alternative, the Yellow and Purple Alternatives would increase traffic on the existing SR 1 and US 13 alignment near Penfield Farms. The Brown and Green Alternatives would decrease traffic on existing SR 1 and US 13. Given the distance from the alternatives, noise effects on this proposed community will not meet the FHWA criteria for noise impacts.							
APPOQUIMNI HIGH SCHOOL								
Distance to Right of Way (ft.)			2,300'	350'	350'	350'	350'	350'
Road Right of Way (ft.)			N/A	250-300'	250-300'	250-300'	250-300'	250-300'
Roadway Elevation (ft.)			N/A	Below Grade	Below Grade	Below Grade	Below Grade	Below Grade
Traffic Volumes (avg)								
To North - Burner Hill Road	1,300	17,600	12,100	9,100	9,100	10,300	9,900	9,900
To East - Cedar Lane Road	N/A	N/A	N/A	56,000	56,000	53,700	56,700	56,700
Noise	(46)	(46)	- / -	57 / 57	57 / 57	57 / 57	57 / 57	57 / 57
Lowest Level / Highest Level			-	11	11	11	11	11
No. of Noise Impacts			0	1	1	1	1	1
Community Impact Summary								