

301 US 301 Project Development

8A

Section 3:

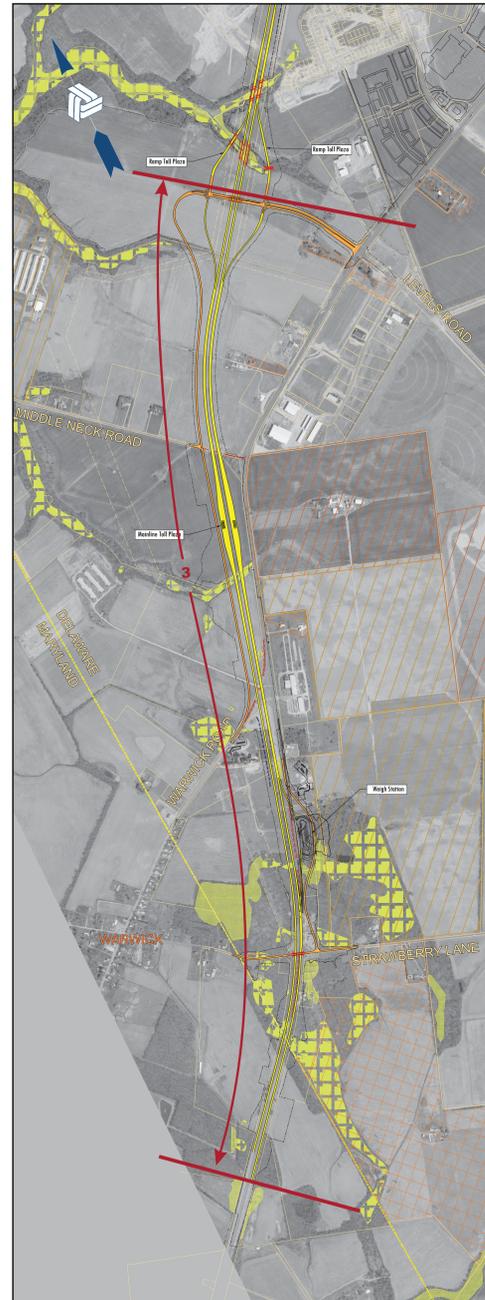
US 301, South of the MD/DE Line to Levels Road Extended, including:

Section 3 is 3.0 miles long and includes a single construction contract and:

- 2 lanes in each direction with controlled access
- 54 foot wide median (reduced from ROD width of 66 feet)
- Design Speed 70 mph / Posted Speed 65 mph
- Pavement: Concrete
- US 301 Mainline Toll Plaza
- Connection to existing northbound US 301 Weigh Station
- South Middletown Interchange at Levels Road/Warwick Road
- Levels Road Overpass of New US 301
- Interchange ramps at Levels Road to be tolled (to and from north only)
- Relocated Warwick Road ties to Levels Road
- Strawberry Lane Overpass of New US 301
- Strawberry Lane connection to Existing US 301 provided

Community Commitment:

- Landscaped visual earth berm at Middletown Veterinary Clinic constructed as early as practicable during roadway construction



Decisions Since March 2009 Workshop

Adopted Refinement: Slight shift of New US 301 Mainline to the east at the MD/DE Line to avoid electric transmission towers

Advantages

- Avoided major electric transmission towers
- Reduced impacts on natural resources
- Reduced required right-of-way
- Reduced Maintenance of Traffic complications during Strawberry Lane bridge construction
- Reduced construction cost

Disadvantages

- None identified

Adopted Refinement: Design modifications to improve traffic operations for weigh station and Levels Road Interchange

Advantages

- Weigh station trucks can use highway speed E-ZPass Lanes or Cash Lanes (not restricted to use cash lanes, per ROD Alternative)
- Northbound highway speed E-ZPass traffic can exit at Levels Road (not restricted to use cash lanes, per ROD Alternative)
- Levels Road on-ramp to southbound US 301 can use the highway speed E-ZPass Lanes (not restricted to use cash lanes, per ROD Alternative)
- Reduces project footprint, pavement and cost
 - Pavement reduction = 46,700 SY = \$3 million
 - Concrete barrier reduction = 9,400 LF = \$1.3 million
 - Wetland impact reduction = 0.14 acres
 - ROW impact reduction = 3 acres
 - Overhead sign structure span reduction
 - SWM facilities reduction

Disadvantages

- None identified

8B



Adopted Refinement: Level Road Interchange shifted about 125 feet south

Advantages

- Bridge cost savings of \$726,000 (4,400 sq ft less)
- Reduction of environmental impacts to Sandy Branch
- Reduction of earthwork quantities due to Ramp F configuration

Disadvantages

- Slightly closer to the historic property (Rumsey Farm)

Agency Coordination / Public Input

These three refinements, noted above, were presented at the March 2009 Workshop. The public and resource agencies did not object to the refinements.

8C



Mainline Toll Plaza Improvements

- Two highway speed E-ZPass and three E-ZPass / cash lanes in each direction
- Employee access to toll booths through tunnel
- Two level administration buildings
- Site access off existing US 301
- E-ZPass transponders available for sale at the building
- Parking lot to accommodate customers including handicap parking
- Facility will not serve as a public rest stop; no public rest rooms
- Emergency northbound access thru parking area
- Leadership in Energy and Environmental Design (LEED) rated facility including solar energy generation

