US 301: EMERGENCY ACCESS NEEDS

13

US 301 Project Development

13A

Emergency Access Needs

GOAL: Provide adequate access for emergency response while maintaining safety to the traveling public.

- Achieve balance among Safety, Impacts, Costs & Need for Emergency Access.
- All ramps controlled by automatic gates.

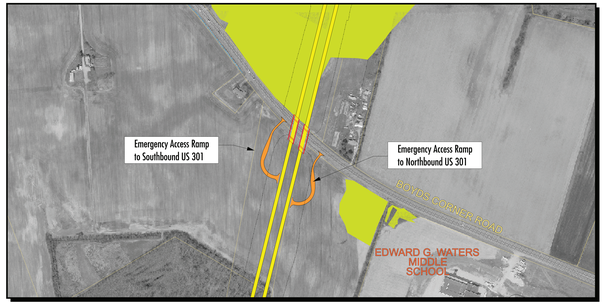
DISTANCES		
FROM	TO	MILES
SASSAFRAS ROAD, MD	MEDIAN XOVER AT MD LINE	2.5
MEDIAN XOVER AT MD LINE	S. MIDDLETOWN INTERCHANGE	2.5
S. MIDDLETOWN INTERCHANGE	N. MIDDLETOWN INTERCHANGE	3.2 (XOVER PROPOSED @ 1.5)
N. MIDDLETOWN INTERCHANGE	JAMISON CORNER INTERCHANGE	3.9 (XOVER PROPOSED @ 1.22)
JAMISON CORNER INTERCHANGE	US 301 RAMP SPLIT AT SR 1	1.5
US 301 NB AT RAMP SPLIT	SR 1 NORTHBOUND	0.8
SR 1 NORTHBOUND	SR 1 EXISTING MEDIAN XOVER	1.7
US 301 SPUR ROAD DISTANCES		
SOUTH CROSSOVER	CHURCHTOWN ROAD RAMPS	2.2
CHURCHTOWN ROAD RAMPS	NORTHERN CROSSOVER	1.2
NORTH CROSSOVER	SR 896/SR 71 INTERSECTION	2.3

8.16.11

13B

Boyds Corner Road

- Ramps at US 301 and SR 896
  - Provides Access for both Volunteer Hose Fire Company (Middletown) & Odessa Fire Company
  - Reduces Travel Distance to Potential Accident by Approximately 2 Miles
  - Ramps to Both Northbound & Southbound US 301
  - One-11' Lane, 8.18% Grade



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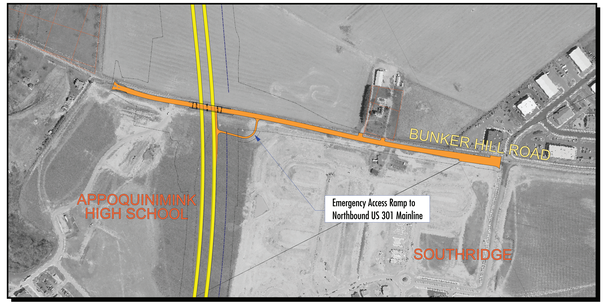
13C

Bunker Hill Road

- Ramp at Bunker Hill Road
  - Provides Direct Access for Volunteer Hose Fire Co. from Downtown Fire Station
  - Provides Access to US 301 and Spur Road
  - Reduces Travel Distance to Potential Accident by 1.6 to 1.75 Miles & Avoids Traffic Signals on Existing US 301
  - One-11' Lane, 8% Grade
  - Requires Break In Visual Mitigation Berm for Spring Arbor/Southridge Development
    - Negligible Increase In Noise (1 dBA)



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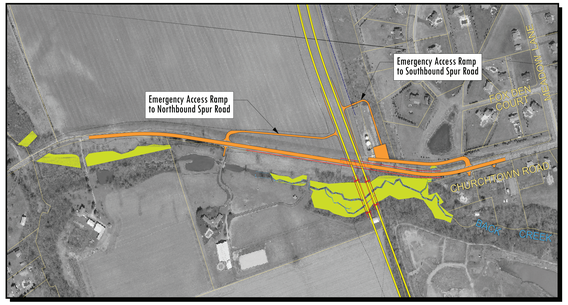
13D

Churchtown Road

- Ramp at Churchtown Road
  - Provides Direct Access from Volunteer
  - Hose Fire Co. Station on Churchtown Road
  - Ramps to Both NB & SB Spur Road
  - One-11' Lane
  - Ramp to NB Spur Road Within Existing DelDOT right-of-way



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