

US 301 PROJECT DEVELOPMENT



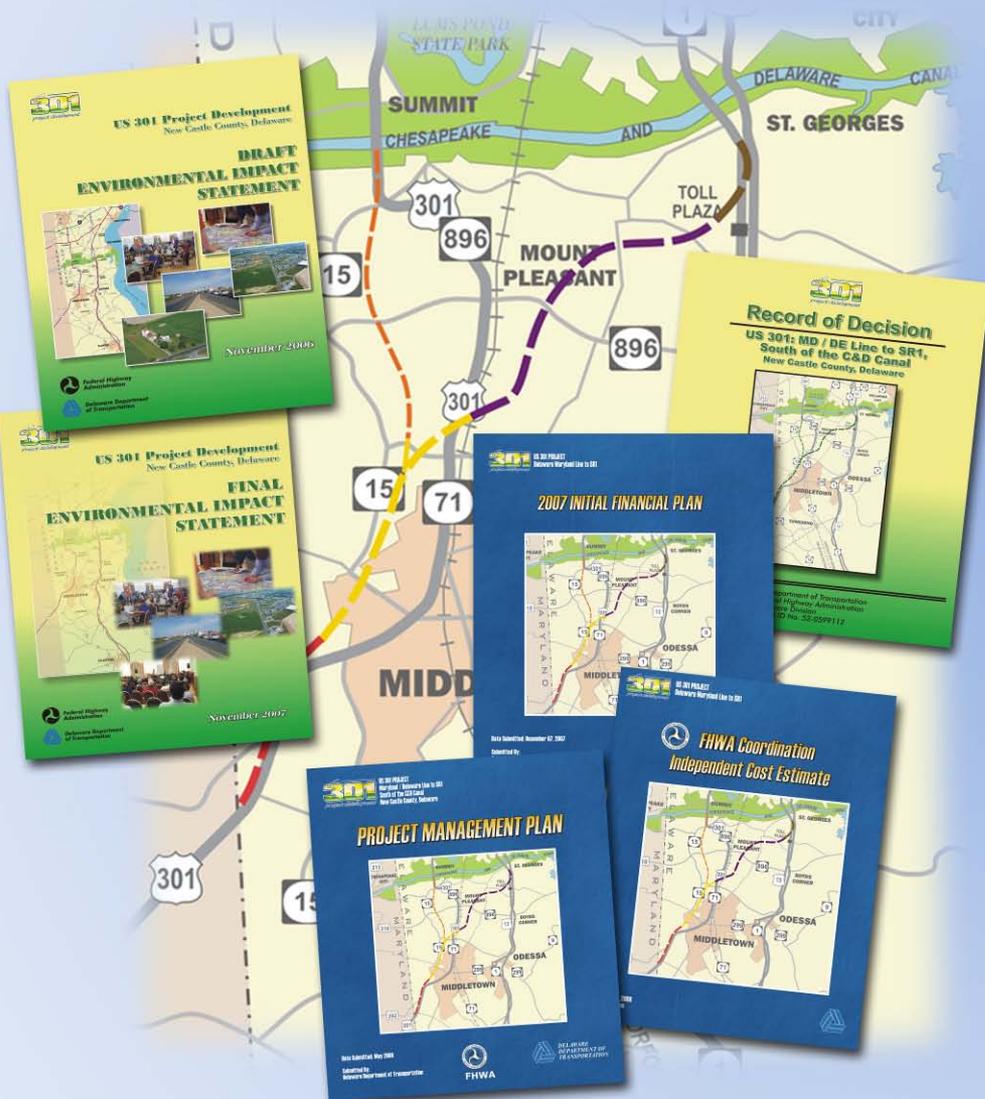
State Contract 25-113-01



Delaware Department
of Transportation

WINTER WORKSHOP PRESENTATION

February 18, 2010



Project History

- US 301 has undergone several planning efforts since the early 1960's.
- The most recent effort began in 2005, and included extensive public outreach and Environmental Resource Agency coordination.
- The effort concluded in April 2008, with Federal Highway Administration (FHWA) approval of the Selected Alternative, Green North + Spur Road [the Record of Decision (ROD)] .
- In 2008, FHWA also authorized right-of-way acquisition and final design (preparation of construction bid documents).
- Both activities are currently underway.
- The US Army Corps of Engineers has issued a provisional permit for the US 301 project.

Purpose & Need

- *Improve Safety*
- *Manage Truck Traffic*
- *Reduce Congestion*



Sharp Curve South of Summit Bridge



US 301 Northbound at SR 299



Westbound Boyds Corner Road at US 301

Project Improvements

- **US 301:**

- 4-lanes (2 lanes in each direction)
- Limited access toll road on new location
- Maryland Line to SR1, south of the C&D Canal
- 14 miles

- **Spur Road:**

- 2-lanes (1 lane in each direction)
- Limited access toll road on new location
- US301, in the vicinity of Armstrong Corner Road to Summit Bridge
- 3.5 miles

Includes fixing sharp curve south of Summit Bridge.



★ Interchange Locations

Four Main Design Sections

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SECTION 1 -- US 301: SR 1 to E. of Norfolk Southern RR

SECTION 2 -- US 301: E. of Norfolk Southern RR to Levels Road

SECTION 3 -- Levels Road to S. of DE/MD Line

SECTION 4 -- Spur Road: New US 301 to Summit Bridge





Public Workshop



March 26, 2009

Agency Coordination Meeting

Current Project Activities

- Final design, determination of right-of-way needs and preparation of construction contract bid documents have been actively underway since September 2008.
- Initial right-of-way activities have been underway since June 2008; primarily entailing acquisitions that involve entire properties, based upon the request of the property owner and limited funding.
- Coordination with Environmental Resource Agencies is continuing, including field reviews to refine final design and further minimize impacts.

Current Project Activities

- Archeology investigations are underway in the mainline portion of the project
- Soil Borings are finishing up in the mainline section of US 301 . Spur Rd soil boring program is just beginning
- Control monuments have been established in the corridor





Crop Damage

- All farming parcels were identified and contacts with owners or tenant farmers established
- Planting and harvesting schedules were tracked to determine best times to do field testing
- Protocol was established for entry on to lands by all DelDOT contractors



Property Entry Protocol

- DelDOT Contractor contacts the property owner and tells them what will be done and when it will be done
- DelDOT Contractor takes pictures before mobilization and after work is complete
- If crop damage occurs, limits of damage are marked and surveyed in
- Farmer is sent a letter with acreage of damage and cost of lost crops



Reducing Crop Damage

- Cost Savings were significant due to early coordination
- Good coordination between multiple crews in the project area



Survey



- Very little monumentation in this area of New Castle County
- Effort focused on developing monumentation that would be used for the entire project

Survey

- 19 Primary GPS control points established for horizontal values
- 187 secondary points have been established
- Primary and Secondary control points were published in a “US 301 Survey Control” book





Survey

- Exchange of data in same relative datum
- Consistent existing and proposed ROW lines at matches between contracts
- Machine Grade Control can be used for rough grading



Property Survey

- 370 properties have been identified as project parcels, including 15 properties in Maryland
- 158 adjacent properties
- One property mosaic for the entire 17 mile corridor



Path Forward

