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 65 feet)
  - Design Speed 70 mph / Posted Speed 65 mph
  - Pavement: Concrete
  - US 301 Mainline Toll Plaza
  - Connection to existing northbound US 301
  - South Middletown Interchange at Levels Road/Warwick Road
  - Levels Road Overpass of New US 301
  - Interchange ramps at Levels Road to be tabbed (to and from north only)
  - Relocated Warwick Road exit 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 Alternative: 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 Alternative: 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 = 48,700 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

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

Adopted Alternative: 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 E 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.