

US 301: SECTION 3 - SOUTH OF DE/MD LINE TO LEVELS ROAD

301 US 301 Project Development

Section 3:

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

- 2 lanes in each direction
- Controlled access
- 54 foot wide median*
- US 301 Mainline Toll Plaza
- Tie to existing northbound US 301 Weigh Station
- Levels Road Interchange
- Levels Road Overpass of New US 301 Interchange ramps at Levels Road (to and from north only) to be tolled
- Relocated Warwick Road
- Strawberry Lane Overpass of New US 301
- Strawberry Lane connection to Business (Existing) US 301 maintained
- Existing US 301 cul-de-sac'd south of New Strawberry Lane connection

* Median Width Reduced from 66 feet (ROD) to 54 feet

ROD Commitments:

- Visual earth berm at Bestes Veterinary Hospital

See Impact Matrix Handout for comparison of environmental impacts of FEIS/ROD Alternative and those of "Potential Refinements".



US 301 at MD/DE Line

Potential Refinements:

Slight shift of New US 301 Mainline to east to avoid electric transmission towers

Advantages

- Avoids major electric transmission towers - reduces cost and construction time required to relocate towers
- Reduces impacts on natural resources
- Reduces required right-of-way
- Reduces MOT complications during Strawberry Lane bridge construction

Disadvantages

- None identified

Improve Traffic Operations for weigh station and Levels Road Interchange

Advantages

- Weigh station trucks can use highway speed EZ-Pass Lanes or Cash Lanes (not restricted to use cash lanes, per ROD Alternative)
- Northbound highway speed EZ-Pass 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 EZ-Pass Lanes (not restricted to use cash lanes, per ROD Alternative)
- Reduces project footprint, pavement and cost
 - Pavement reduction = 46,700 SY = \$2,968,000
 - Concrete barrier reduction = 9,400 LF = \$1,269,000
 - Wetland impact reduction = 0.14 acres
 - ROW impact reduction = 3 acres
 - Overhead sign structure span reduction
 - SWM facilities reduction

Disadvantages

- None identified

See Impact Matrix Handout for comparison of environmental impacts of FEIS/ROD Alternative and those of "Potential Refinements".



Levels Road Interchange

Potential Refinement:

Shift about 125 feet south to reduce environmental impacts on Sandy Branch

Advantages

- Bridge cost savings of \$726,000 (4,400 sq ft less)
- Reduction of environmental impacts (in Section 2)
- Reduction of earthwork quantities due to Ramp F configuration
- Less required right-of-way for Ramp F

Disadvantages

- Slightly closer to the historic property (Rumsey Farm)

See Impacts Matrix Handout for comparison of environmental impacts of FEIS/ROD Alternative and this "Potential Refinement".

