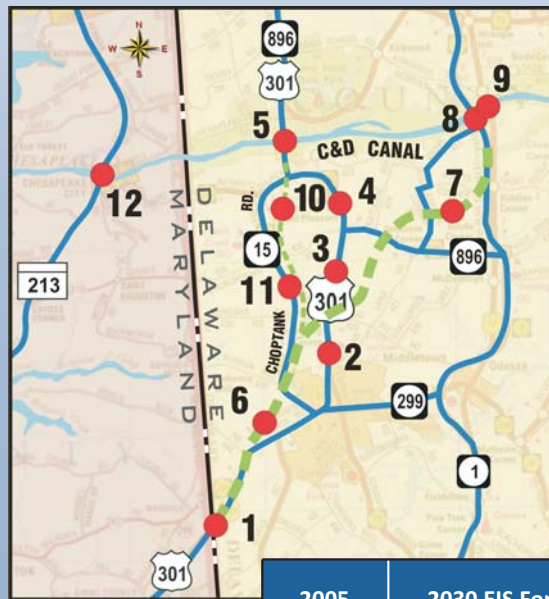


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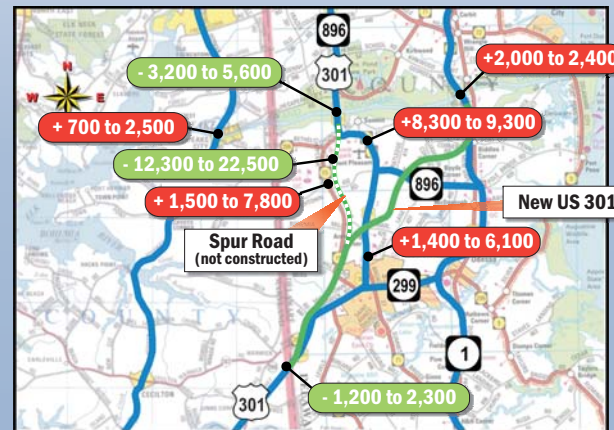
# TRAFFIC



## Traffic Forecast Locations and Comparison

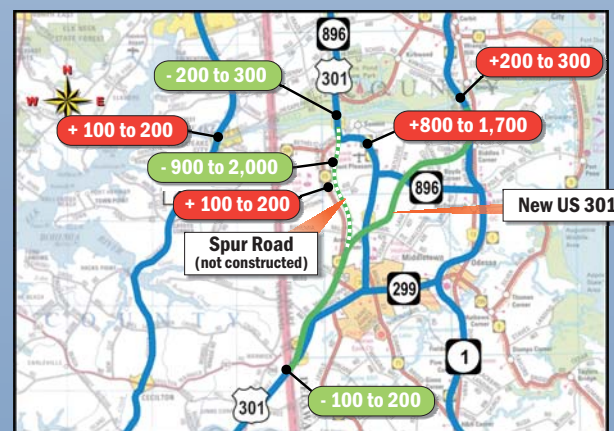


## What Happens If You Don't Build the Spur?



### Total Volume Changes

- 2030 projected traffic volumes would be:
  - approximately 8,300 to 9,300 vehicles per day higher on existing US 301 north of Boyds Corner Road
  - approximately 1,500 to 7,800 vehicles per day higher on Choptank Road
  - approximately 700 to 2,500 vehicles per day higher on MD 213 crossing the C&D Canal
  - approximately 1,200 to 2,300 vehicles per day lower on US 301 crossing the state line

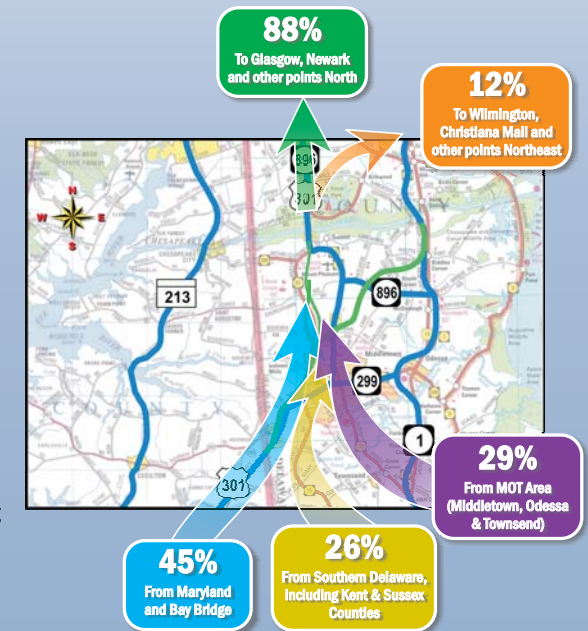


### Truck Volume Changes

- 2030 projected truck traffic volumes would be:
  - approximately 800 to 1,700 trucks per day higher on existing US 301 north of Boyds Corner Road
  - approximately 100 to 200 trucks per day higher on Choptank Road and MD 213 crossing the C&D Canal
  - approximately 100 to 200 trucks per day lower on US 301 crossing the state line

## Who Is Using the Spur?

- More than half (55%) of the traffic projected to use the Spur Road will start or end their trips in Delaware south of the C&D canal
- The remainder (45%) of the traffic will start or end their trips on the eastern shore of Maryland or use the Bay Bridge to or from points further west
- North of the C&D canal, the large majority (nearly 90%) of traffic using the Spur Road will start or end their trips in Glasgow, Newark or other points to the north
- The remainder (about 10%) of the traffic will start or end their trips to the northeast, including the Christiana Mall and Wilmington



## Summary

- The new US 301 will be constructed as a toll road and toll rates will be established to discourage traffic diversions in both Maryland and Delaware
- Eight (8) different recommendations proposed by a Toll Diversion Working Group have been approved by DeIDOT's Secretary of Transportation and Maryland State Highway Administration's Administrator
- Traffic Forecasts for the US 301 project have recently been updated. However, based on information provided recently by the Town of Middletown, the current traffic model land use assumptions appear to underestimate the level of development anticipated in Westown – where rapid development continues even during the current economic downturn. Therefore,
  - The 2030 EIS forecasts likely represent a reasonable "upper bound" for the traffic projections in the study area
  - The current 2030 forecasts (based on 2008 WILMAPCO land use projections) appear to understate the traffic projections in the study area
- Comparing the two forecasts, if the Spur Road were not constructed, between 12,300 and 22,500 additional vehicles, including 900 to 2,000 trucks would be placed on other local roads, including existing US 301, Choptank Road, and MD 213

	2005 Existing	2030 EIS Forecasts		Current 2030 Forecasts (2008 WILMAPCO Land Use Data)	
		w/ Spur	w/o Spur	w/ Spur	w/o Spur
1 US 301 @ State Line	11,400	16,800	14,500	26,800	25,600
2 Existing US 301	21,900	22,100	28,200	24,800	26,200
3 Existing US 301	19,900	21,300	27,900	15,200	22,500
4 Existing US 301	23,200	27,900	37,200	31,000	39,300
5 US 301 @ Summit Bridge	28,600	59,500	53,900	50,800	47,600
6 New US 301	-	56,700	42,000	34,200	27,100
7 New US 301	-	43,500	45,300	27,700	28,100
8 SR 1 @ C&D Canal	65,700	104,300	106,300	110,000	112,400
9 US 13 @ C&D Canal	11,500	19,600	19,700	26,600	26,700
10 Spur Road	-	22,500	-	12,300	-
11 Choptank Road	3,400	5,100	12,900	7,500	9,000
12 MD 213 @ C&D Canal	15,000	21,000	23,500	24,400	25,100