



# SPUR ROAD ALTERNATIVES

## 301 US 301 Project Development

### Bond Bill Language

The General Assembly provided the following direction to DeIDOT in the form of budget language, during the 2008 Legislative session.

*"The General Assembly directs the Department to implement the US 301 Corridor project in Phases, beginning with the US 301 mainline section. Before expending funds for the final design and construction of the Spur Road segment of the project, the Department will convene public workshops on the Spur Road segment. At the workshops, the Department will present information and alternatives for the Spur Road, including the upgrading of the existing US 301. The most current traffic data available at that time shall be presented to the public at the workshops. The Department shall report to the General Assembly on the comments received at the public workshops and make recommendations on how to proceed with this segment of the project no later than May 1,*

### Spur Road Alternatives

In accordance with the above legislative direction, DeIDOT is presenting the results of additional studies including the advantages and disadvantages, along with a comparison of effects of the following Spur Road Alternatives:

- FEIS/ROD/Selected Alternative - Spur Road & No Upgrade of Existing US 301
- Alternative 1: No Spur Road & No Upgrade of Existing US 301
- Alternative 2: No Spur Road & Upgrade of Existing US 301, Ash Boulevard to Mt. Pleasant (Specifically mentioned in Bond Bill)
- Alternative 3: No Spur Road & Limited Access Roadway Along Existing US 301 (Existing/New US 301 Interchange, north of Armstrong Corner Road, to Summit Bridge)

Note: All Spur Road alternatives assume construction of the new mainline US 301

### FEIS/ROD/Selected Alternative:

#### Spur Road & No Upgrade of Existing US 301

##### Description:

The Spur Road provides a 2-lane, median divided, controlled access facility (one lane in each direction), from New US 301 in the vicinity of Armstrong Corner Road to Summit Bridge, including:

- North serving trumpet-type interchange between Spur Road and Bethel Church Road Extended
- Y-type interchange with SR 896, south of Summit Bridge
- Overpasses of Spur Road by Armstrong Corner Road, Old School House Road, and Churchtown Road
- Visual earth berm west of Chesapeake Meadow Community

##### Advantages:

###### Manage Truck Traffic:

- Provides a controlled-access highway for thru-truck traffic from MD/DE line to Summit Bridge
- Places 900 to 2,000 trucks per day in 2030 on a safer controlled-access highway (Spur Road), removing them from local roads

###### Safety:

- Improves safety by separating regional traffic (especially trucks) from local traffic
- Reduces the projected traffic on Choptank Road and Existing US 301/SR 896, thus improving safety
- Places from 12,000 to 22,000 vehicles per day in 2030, depending on the level of Westown development completed at that time on a safer controlled-access facility (Spur Road), removing

###### Congestion:

- Provides an alternative route should there be an incident on SR 1 north of the Biddles Toll Plaza, or on New US 301 between Middletown and SR 1
- Accommodates full potential for growth in Westown area

##### Disadvantages:

- Cost - \$105 million in Year of Expenditure Dollars (Preliminary Estimate)
- Located within 600' of existing communities of Chesapeake Meadow & Summit Bridge Farms
- Impacts agricultural properties and properties with agricultural easements

See Impacts Matrix Handout for Comparison of Environmental Impacts of FEIS/ROD Alternative and Alternatives 1, 2, and 3.



### Alternative 1:

#### No Spur Road - No Upgrade to Existing US 301

##### Advantages:

- Eliminates Spur Road impacts
- Reduces overall project costs (preliminary cost of Spur Road is \$105 million)

##### Disadvantages:

###### Manage Truck Traffic:

- Thru-truck traffic (to and from Summit Bridge) would use Existing US 301 from the new interchange between Existing and New US 301, from north of Armstrong Corner Road to Summit Bridge, thus not separating regional traffic (especially trucks) from local traffic

###### Safety:

- Would not provide any safety benefits for traffic heading to and from Summit Bridge

###### Congestion:

- Does not reduce traffic on Existing US 301
- Does not reduce traffic on Choptank Road
- Does not provide a controlled-access highway to Summit Bridge
- Does not accommodate full potential for growth

See Impacts Matrix Handout for Comparison of Environmental Impacts of FEIS/ROD Alternative and Alternatives 1, 2, and 3.

