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SPUR ROAD ALTERNATIVES



Alternative 2:

No Spur Road - Upgrade of Existing US 301, Ash Blvd to Mt. Pleasant (specifically mentioned in Bond Bill)

Description:

- Widens Existing US 301 from Ash Boulevard to the Mt. Pleasant intersection to 2-lanes in each direction, with raised median and turning lanes
- Alignment developed to avoid National Register Properties and Norfolk Southern Railroad

Advantages:

Safety:

- Provides improvement to US 301 from Ash Boulevard to Mt. Pleasant (2 lanes in each direction with center turning lanes and a raised concrete median) thus improving safety of this section although not as safe as the median divided, controlled-access Spur Road

Other:

- Cost of upgrading Existing US 301 would be less than the Spur Road Alternative (\$65M versus \$105M for Spur Road - Preliminary Cost Estimates)
- Reduces impacts to active agricultural lands and agricultural easement lands
- Fewer impacts to forests as compared to the Spur Road

Disadvantages:

Manage Truck Traffic:

- Does not separate regional traffic (especially trucks) from local traffic
- Thru-truck traffic would use Existing US 301 from the interchange between existing and New US 301 from north of Armstrong Corner Road and Summit Bridge

Safety:

- While safer than Existing US 301 (two lane undivided roadway), Alternative 2 would not be as safe as the median divided, controlled-access Spur Road, i.e. under Alternative 2, 12,000 to 22,000 more vehicles per day (including 900 to 2,000 trucks) in 2030, depending on the level of Westown development completed at that time would travel on local roads through at-grade intersections and past driveways on Existing US 301

Congestion:

- While upgrading Existing US 301 provides additional capacity over Existing US 301, without the Spur Road, future traffic growth over the Summit Bridge would be focused on existing US 301 and Choptank Road
- Does not provide an alternative route to Summit Bridge during incidents or emergencies

Other:

- Considerably more properties impacted than Spur Road Alternative (64 vs. 35)
 - Requires the total acquisition of 5 homes and 1 business vs. none for the Spur Road
 - Requires the partial acquisition of 15 businesses, 12 residentially occupied properties and a church, along with the communities of Springmill and Middletown Village
- Left turns in and left turns out to properties/businesses located along Existing US 301 will be limited by provision of a raised concrete median
- Greater impacts to wetlands as compared to the Spur Road (1.92 vs. 1.23 acres)

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

Alternative 2:



Alternative 3:

No Spur Road & Limited Access Along Existing US 301, North of Armstrong Corner Road to Summit Bridge

Description:

- Provides a Y-type interchange between New US 301 and an upgraded Existing US 301 which would be converted into a controlled access facility to Summit Bridge.
- The freeway-type road would extend north along the west side of Existing US 301 to the vicinity of Summit Airport.
- The roadway would then cross Existing US 301 extending north along the east side of Existing US 301 and then curve west and north to Summit Bridge

Advantages:

Manage Truck Traffic, Safety, and Congestion:

- Since Alternative 3 is a limited access facility, it would be expected to provide benefits similar to the recommended Spur Road, including the management of truck traffic and improved safety and congestion:
 - Provides a direct controlled access highway for thru-truck traffic to and from Summit Bridge
 - Places more vehicles on a safer controlled-access facility, removing them from local roads with at-grade intersections, traffic signals and drive way access

Disadvantages:

- Costs associated with Alternative 3 would exceed those of the recommended Spur Road, i.e. approximately \$165 million versus \$105 million (Preliminary Cost Estimates)
- The impacts to properties along Existing US 301 would be extraordinary, including Summit Airport and their expansion plans, 12 homes and the Shoppes at Mt. Pleasant
- Potential Section 4(f) impacts (historic resources) at Mt. Pleasant Farm, due to proximity to Norfolk Southern Railroad
- Significantly greater impacts to natural resources as compared to the Spur Road
 - 13 acres of wetlands impacted as compared to 1.2 acres for the Spur Road
 - 11.2 acres of forest impacted as compared to 6.7 acres for the Spur Road

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

