

SPUR ROAD STUDIES

301 US 301 Project Development

FEIS/ROD Alternative

Description:
The Spur Road provides a 2-lane 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
- Relocated Armstrong Corner Road Overpass of Spur Road
- Old School House Road Overpass of Spur Road
- Churchtown Road Overpass of Spur Road

ROD Commitments:

- Alignment investigations for Avoidance and Mitigation
- Wetlands Minimization/Wildlife Passage Structure Crossings (2 at Back Creek)
- Reforestation Sites (Summit Bridge Farms)
- Visual Mitigation for Affected Communities/Businesses
 - ▶ Chesapeake Meadow Visual impact to homes in the community construct a 11' x 1,600' earth berm to screen residences from the new US 301
- Historic Properties Affected by the Project Standing Structures
 - ▶ Choptank (CRS No. N00109) Visual effect
 - ▶ Governor Benjamin T. Biggs Farm (CRS No. N05123) Visual effect
- The ROD further stipulates the following efforts be undertaken:
 - ▶ An early contract to improve the sharp curve south of the Summit Bridge
 - ▶ A study of the Spur Road design speed and median width
 - ▶ Advancing the construction of mitigation (berms and landscaping) during the construction of the Spur Road
 - ▶ Evaluate the Spur Road alignment in the vicinity of the Steele Farm property (encumbered by perpetual agricultural easement) in an effort to reduce impacts
- Subsequent to the FEIS and ROD:
 - ▶ Daniel Rhoades submitted a letter to DNREC requesting a shift of the Spur Road alignment east to avoid impacts to their property.

Advantages:

- Reduces the projected traffic on Choptank Road and existing US 301/SR 896
- Improves safety for traffic traveling to and from Summit Bridge
- Provides a third route to Summit Bridge (Choptank Road, new Spur Road and existing US 301/SR 896)
- Provides an alternative route should there be an incident closing the SR 1 bridge over the Canal or new US 301, between Middletown and the C&D Canal

Disadvantages:

- Cost - \$105 million
- Spur is located within 600' of existing communities: Chesapeake Meadow & Summit Bridge Farms
- Impacts on agricultural properties
- Impacts on natural resources



See Impacts Matrix Handout for comparison of environmental impacts of Alignment and Interchange options and the FEIS/ROD Alternative.

Alignment Option 1:

Shift FEIS/ROD alignment to the west to increase distance between the Spur Road and the Chesapeake Meadow community

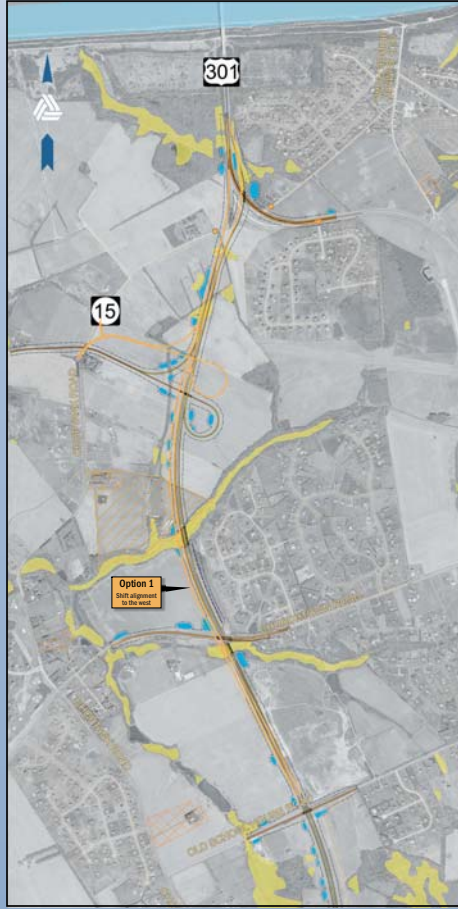
Advantages:

- Increases the distance between the Spur Road and Chesapeake Meadow by approximately 110'
- Maintains same distance to Summit Bridge Farms as the FEIS/ROD alignment at the north end and increases distance by approximately 50' at the south end of the community

Disadvantages:

- Increases property impacts to Steele Farm (agricultural easement) by about 2.5 acres. Four buildings would also be impacted
- Increases property impacts to Rhoadesdale Farm by almost 3 acres
- Increases property impacts to Yaiser property by approximately 4 acres
- Increases property impacts to the Zapata property by approximately 0.25 acres

See Impact Matrix Handout for comparison of environmental impacts of Alignment Option 1 (Interchange Options A & B) and Alignment Options 2 and 3 and the FEIS/ROD Alignment.



Alignment Option 2:

Shift FEIS/ROD alignment to the east to reduce impacts to Steele Farm structures

Advantages:

- Reduces the property impacts to Steele Farm (agricultural easement) by approximately 4 acres and avoids impacting their buildings
- Reduces the impacts to the Yaiser property by approximately 1 acre
- Reduces impacts to low quality wetlands and other Waters of the US

Disadvantages:

- Decreases the distance between the Spur Road and Chesapeake Meadow by approximately 100' at the closest point, but maintains visual earth berm
- Brings alignment closer to Summit Bridge Farms by approximately 30' at the north end and 135' at the south end of the community
- Increases structure length over Back Creek
- Increases total wetland impacts at Back Creek
- Increases impacts on subaqueous lands and forest lands

See Impact Matrix Handout for comparison of environmental impacts of Alignment Option 2 (Interchange Options A & B), Alignment Options 1 and 3, and the FEIS/ROD Alignment.

