

# SPUR ROAD - ARMSTRONG CORNER ROAD TO SUMMIT BRIDGE

PURPLE+SPUR AND GREEN+SPUR

16



301

## SPUR ROAD

### Description

- PURPLE & GREEN include a 2-lane Spur (one-lane in each direction), from the vicinity of Armstrong Corner Road to Summit Bridge, with an interchange south of Summit Bridge, at the Spur/SR 15/SR 896

### Advantages

- Provides a third route to Summit Bridge (Choptank Road, new Spur Road and existing US 301/SR 896)
- Significantly reduces the projected traffic on Choptank Road and existing US 301/SR 896
- Improves safety for traffic traveling to / from Summit Bridge
- Provides more flexibility in addressing the sharp curve and traffic signal on the curve at the south end of Summit Bridge
- 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
- Provides roadway capacity that accommodates projected traffic demand for year 2030

### Disadvantages

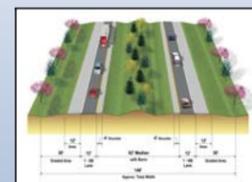
- Spur is located within 600' of existing communities: Chesapeake Meadow & Summit Bridge Farms
- Slight increase in wetlands impacts
- Increases property acquisition costs
- Increases project construction costs



PURPLE+SPUR and GREEN+SPUR



Rendering of Spur Road at Chesapeake Meadow (Looking Northeast)



Spur Road Typical Section (Looking North)

### Questions Resulting from December Workshop / Responses

“Why should we improve access to Summit Bridge?”

It is desirable to improve access to Summit Bridge because:

- Traffic Survey shows that,
  - 65% of NB traffic is going northeast (SR 1)
  - 35% of NB traffic is going north (SR 896)
  - 95% of the long distance trucks are going northeast (SR 1)
- Traffic Projections (2030) support the need for a new 4-lane US 301 and 2-lane Spur Road



“Is the Spur Road the best way to improve access to Summit Bridge?”

The Spur Road provides the following benefits:

- Traffic Congestion:**
  - The Spur Road significantly reduces traffic on Choptank Road (by 57% - 15,000 to 6,000 vpd) and on existing US 301 (by 25% - 37,000 to 28,000) compared to non-spur options
- Safety:**
  - The Spur Road draws traffic away from two undivided roads (Choptank Road and US 301) and places it on a divided roadway (Spur) – divided roadways typically have lower accident rates
  - The Spur Road provides additional opportunities for addressing the sharp curve and traffic signal at the base of the Summit Bridge
- Regional Traffic Management:**
  - Provides another north-south route that could carry traffic in the event of a major incident (closure of SR 1 or US 301, or evacuation)

Year	Existing	Spur	Choptank	US 301
2003	24,000	15,000	15,000	1,000
2030	37,000	15,000	15,000	1,000

## Questions Resulting from December Workshop / Responses

“Who would use the Spur?” –

some thought the Spur would only serve interstate (to/from MD) traffic

Traffic projected to use the Spur Road includes:

- 57% goes to & comes from the Levels Road interchange (southern Middletown area, including Westtown)
- 39% goes to & comes from MD
- 4% goes to & comes from other locations

	Choptank, North of Churchtown	Spur Rd, North of Churchtown	Choptank, South of Old Schoolhouse	Spur Rd, South of Old Schoolhouse
Existing (2003)	5,400	–	3,100	–
No Build (2030)	22,500	–	15,200	–
Green + Spur (No Access)	6,200	22,500	6,600	22,500
Green + Spur (Full Access)	3,300	27,500	9,700	20,600

\* Green+Spur used as example, Purple+spur provides similar results

“Can the Spur be replaced by improvements to existing US 301 north of Armstrong Corner Road?” (Example: The “GREEN without Spur but, with Improved US 301” Alternative)

- Yes, existing US 301/SR 896 could be improved instead of adding the spur, however, with New US 301 and this option:
  - Traffic volumes on Choptank Road would still nearly triple (15,000 vpd vs. 5,000 vpd) from existing (2003) levels
  - Traffic volumes on existing US 301/SR 896 would be considerably higher (30%) than those expected with the Spur Road
  - Does not provide the same safety benefits as the Spur Road, i.e. all traffic would continue to use Choptank Road, an undivided roadway.

## Interchange South of Summit Bridge

What is being done to improve the sharp curve and the traffic signal on the curve south of Summit Bridge?

Both at-grade intersections and grade-separated interchanges have been evaluated:

- Existing signalized intersection of US 301 / SR 896 and Bethel Church Road is located on a sharp curve at the base of Summit Bridge. This location has a history of serious accidents: Accidents between 9/99 and 10/04 - Resulting in 54 injuries and 3 fatalities



“Would an at-grade intersection work at the south end of Summit Bridge (US 301/SR 896/SR 15)?”

No

- All at-grade intersection options fail (LOS E or LOS F)
- Traffic safety would continue to be an issue

