



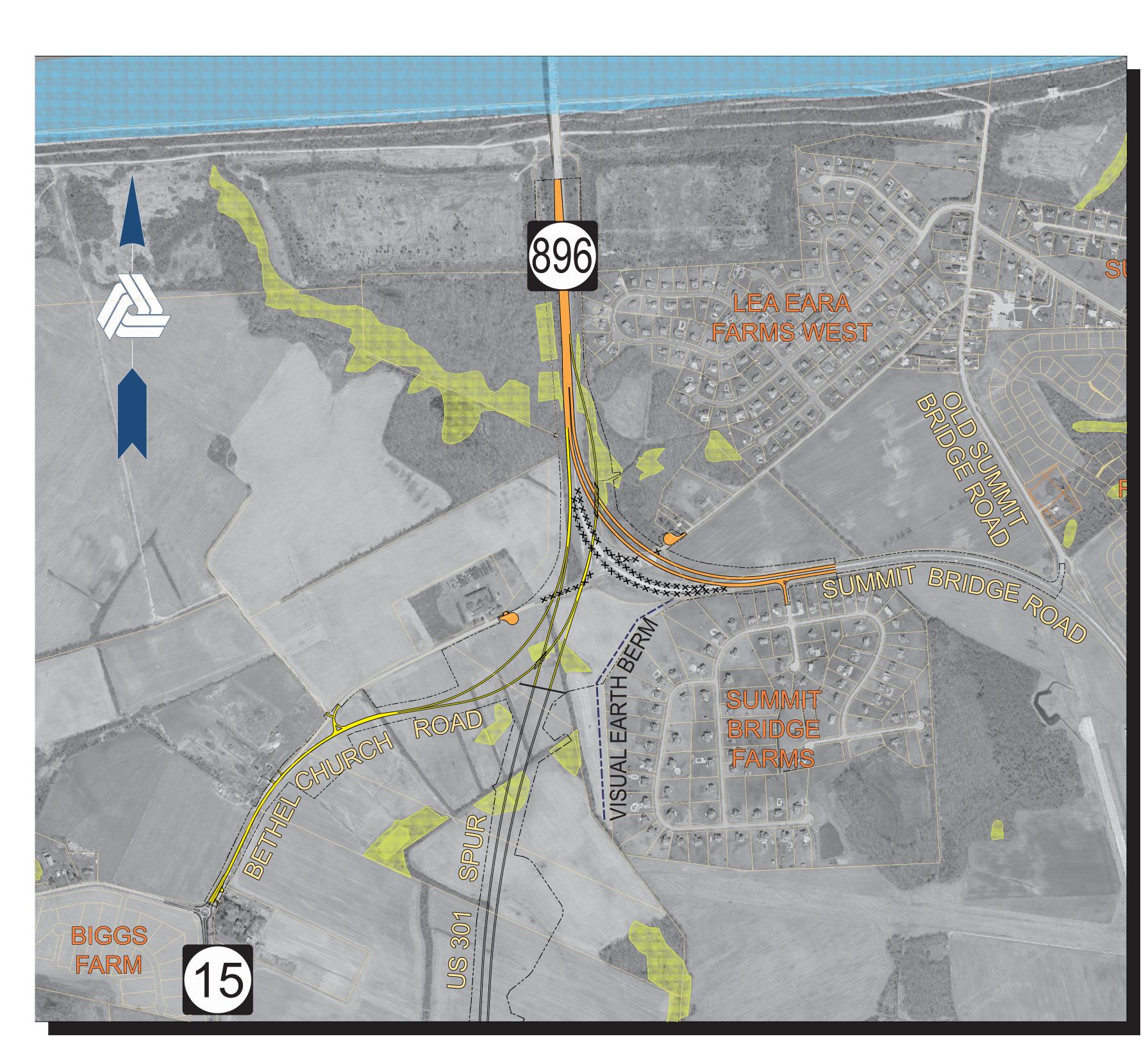




SR 896 / Bethel Church Road Interchange (4A)

SR 896/Bethel Church Road Interchange provides direct north serving ramps between Bethel Church Road and SR 896 and:

- Improves the sharp curve on SR 896, south of Summit Bridge, increasing the design speed from 50 mph to 60 mph and removing the advisory speed limit. The posted speed limit on the improved curve would be 55 mph.
- Removes the existing signalized intersection on sharp curve between SR 896 and Bethel Church Road.
- Provides direct connection to the roundabout at Bethel Church Road and Choptank Road with minimum reconstruction.
- Pavement: Asphalt
- Provides northbound Bethel Church Road overpasses of southbound Spur Road and SR 896.



Community Comments:

- Continue to adjust and refine the alignment to avoid and/or minimize impacts to individual properties and communities
- Landscaped visual earth berm at Summit Bridge Farms constructed as early as practicable during roadway construction (11' x 2000')

SR 896 / Bethel Church Road Interchange (4A)

- The interchange would be designed to accommodate the US 301 Spur Road (Sections 4B & 4C).
- The interchange could be constructed and become operational prior to or as part of the US 301 Spur Road.
- There is currently no schedule or identified funding in the CTP for interchange (Section 4A) design, right-of-way acquisition, or construction.

Spur Road (4B & 4G)



Sections 4B and 4G:

The Spur Road from New US 301 in the vicinity of Armstrong Corner Road to the SR 896 / Bethel Church Road Interchange is 3.9 miles long and divided into 2 construction contracts 4B and 4C which include:

- 1 lane in each direction with controlled access
- 54 foot wide median (reduced from ROD width of
- Design Speed: 70 mph and Posted Speed: 65 mph
- Pavement: Asphalt
- North serving ramps from New US 301 to Spur Road
- North serving ramps from Spur Road to SR 896
- Overpasses of Spur Road by Armstrong Corner Road, Old School House Road, and Churchtown Road

Community Commitments:

- Continue to adjust and refine the alignment to avoid and/or minimize impacts to individual properties and communities
- Landscaped visual earth berm at Chesapeake Meadow constructed as early as practicable during roadway contructions (FEIS/ROD: 11'x1600' / Refined: 11'x1800')
- Fair compensation for farmland acquired; also compensation provided for remainder portions left unsuitable or inaccessible for farming.
- Continue outreach to affected parties during final design of landscaping and other mitigation where feasible; landscaping to be included in final design.

Spur Road (4B & 4C)

- In the Fiscal Year 2010 Bond Bill, the General Assembly directed DelDOT to implement the US 301 Corridor Project in phases, beginning with the US 301 Mainline.
- The same direction has been provided subsequent Bond Bills.
- Thus, the US 301 Mainline has been and continues to be a higher priority than the US 301 Spur Road.
- In January 2010, a House Resolution resulted in the establishment of a process to monitor, on an annual basis, important transportation and land use data in the US 301 project area. The US 301 Spur Road Monitoring Reports are on the US 301 project website.
- The decision on when to build the US 301 Spur Road (Sections 4B & 4C) will be based on a collective understanding of traffic flow characteristics and conditions, including congestion levels, safety data and land use/development activity.
- It is anticipated that construction on the US 301 Spur will not happen for a number of years. It is currently contemplated that construction of the US 301 Spur Road would begin sometime after the opening of the US 301 Mainline.
- There is currently no schedule or identified funding in the CTP for the US 301 Spur Road (Sections 4B & 4C) design, right-of-way acquisition, or construction.

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