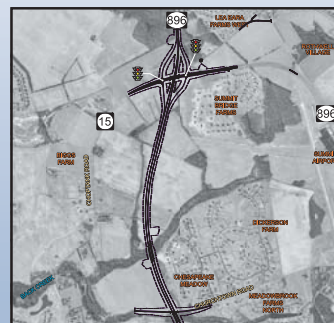


# SPUR ROAD - ARMSTRONG CORNER ROAD TO SUMMIT BRIDGE

## PURPLE + SPUR AND GREEN + SPUR



### PURPLE and GREEN + Spur Option 1

#### Description

- Provides a "full diamond" interchange with free traffic flow from Summit Bridge to the Spur

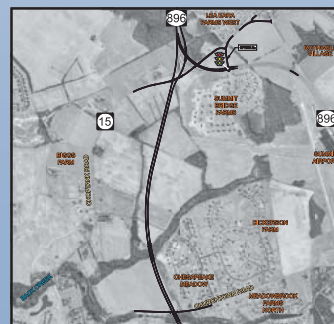
#### Advantages

- Eliminates the existing SR 896 sharp curve and traffic signal
- Diamond interchange ramp would act as buffer between Spur Road and Summit Bridge Farms
- Provides full vehicular access in all directions for local communities

#### Disadvantages

- Requires heaviest local traffic movements (SB & NB SR 896) to use signalized intersections
- Interchange is adjacent to Summit Bridge Farms community

PURPLE + SPUR and GREEN + SPUR



### PURPLE and GREEN + Spur Option 2

#### Description

- Provides a directional "Y" interchange between SR 896 and Spur
- Grade separates SR 15 over the Spur Road and SR 896
- Improves the sharp curve on SR 896 to current design standards and eliminates the traffic signal on the curve
- Option 2A would relocate the existing traffic signal at Old Summit Bridge Road to the entrance at Summit Bridge Farms and relocated Bethel Church Road

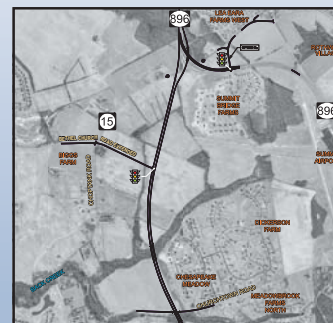
#### Advantages

- Improves the existing SR 896 sharp curve and removes the traffic signal on the curve
- Maintains free flow of heaviest local traffic movements (NB + SB SR 896) at the interchange
- Directional "Y" interchange is farther away from Summit Bridge Farms than Option 1
- Option 2A provides signalized access to / from Summit Bridge Farms
- Option 2A provides a less circuitous route for traffic using Choptank Road
- Option 2A provides less impacts to Lea Earra Farms

#### Disadvantages

- Creates circuitous access for SR 15 traffic west of SR 896 seeking access to SR 896 (via Bethel Church Road (adjacent to Lea Earra Farms) and Old Summit Bridge Road)
- Results in 6,200 and 6,900 vehicles per day on Bethel Church Road and Old Summit Bridge Road (east of existing US 301/SR 896)
- Requires minor modification of existing SR 896 / Old Summit Bridge Road intersection
- Increased construction costs (number of structures)
- The northbound Spur Road is elevated, adjacent to Summit Bridge Farms and Lea Earra Farms communities
- Option 2A moves traffic signal closer to curve on SR 896
- Option 2A increases delay at signal by adding a 4th leg (Summit Bridge Farms)
- Option 2A creates two closely spaced intersections (not desirable) - relocated Old Summit Bridge Road / SR 896 and relocated Old Summit Bridge Road / Bethel Church Road

PURPLE + SPUR and GREEN + SPUR



### PURPLE and GREEN + Spur Option 3

#### Description

- Provides a directional "Y" interchange between Spur and SR 896
- Improves the sharp curve on SR 896 to current design standards and eliminates the signalized intersection on the curve
- Relocates access from SR 15 to SR 896 (on sharp curve) to an east-west extension of Bethel Church Road from Choptank Road to the Spur Road
- Option 3A would relocate the existing traffic signal at Old Summit Bridge Road to the entrance at Summit Bridge Farms and relocated Bethel Church Road

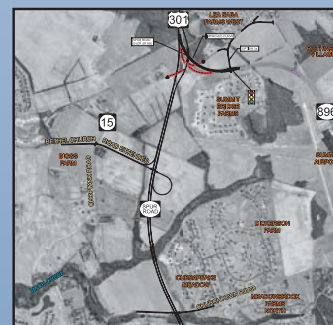
PURPLE + SPUR and GREEN + SPUR

#### Advantages

- Maintains free flow of heaviest local traffic movements (NB + SB SR 896) at the "Y" interchange
- Improves the existing sharp curve on SR 896 and eliminates the traffic signal on the curve
- Locates directional "Y" interchange farther away from Summit Bridge Farms than Option 1
- Option 3A provides signalized access to / from Summit Bridge Farms
- Option 3A less circuitous route for traffic using Choptank Road
- Option 3A has less impact on Lea Earra Farms

#### Disadvantages

- Northern Spur Road is elevated, adjacent to Summit Bridge Farms community
- Does not provide direct access (Summit Bridge Farms, Lea Earra Farms & Summit Farms) to and from the south, on the Spur



### PURPLE and GREEN + Spur Option 3B (New)

#### Description

- Same as Option 3, plus
- Provides a grade separation / trumpet interchange at the Spur Road / Bethel Church Road extended

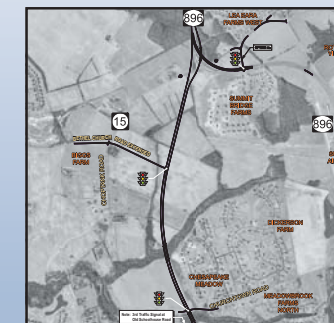
PURPLE + SPUR and GREEN + SPUR

#### Advantages

- Provides free flowing traffic on Spur
- Removes only signal on Spur / proposed US 301 south of Canal
- Reduces potential noise associated with signal (braking, stopping & starting)
- Can maintain a single through lane along entire Spur

#### Disadvantages

- Greater right-of-way impacts
- More attractive route for potential diversions onto Choptank and Bethel Church Road
- Provides "unusual" 2-lane into 1-lane merge condition



### PURPLE and GREEN + Spur Option 4

#### Description

- Same as Option 3, plus provides local access at Churchtown Road and Old Schoolhouse Road
- Requires traffic signals at the two additional intersections along the spur
- Option 4A would relocate the existing traffic signal at Old Summit Bridge Road to the entrance at Summit Bridge Farms and relocated Bethel Church Road

PURPLE + SPUR and GREEN + SPUR

#### Advantages

- Same as Option 3, plus
- Provides access for local residents
- Would keep speeds lower on Spur Road, closer to a true parkway concept
- Would reduce traffic on the section of Choptank Road north of Churchtown Road compared to Spur options with no local access
- Option 4A provides signalized access to / from Summit Bridge Farms
- Option 4A provides a less circuitous route for traffic using Choptank Road
- Option 4A provides less impacts to Lea Earra Farms

#### Disadvantages

- Same as Option 3, plus
- May accelerate or encourage further development along roadways with access to the spur in both Delaware and Maryland (Old Schoolhouse Road, Churchtown Road and Bethel Church Road)
- Provides more toll free connectivity to the spur for Westown, Southridge, and other Middletown communities west of US 301, increasing volumes on southern Choptank Road. About 1,900 vpd are projected to use Old Schoolhouse Road to access spur, rather than Levels Road (toll).
- Potential safety issues - intersection vs. free flowing traffic
- Potential noise issues - braking, stopping and starting at intersections
- Option 4A moves traffic signal closer to curve on SR 896
- Option 4A increases delay at signal by adding a 4th leg (Summit Bridge Farms)
- Option 4A creates two closely spaced intersections (not desirable) - relocated Old Summit Bridge Road / SR 896 and relocated Old Summit Bridge Road / Bethel Church Road

