

301 US 301 Project Development

9A

9B



Section 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.

Project Refinement:

- Eliminated stormwater management on Lea Eara Farms open space reducing impacts from 6.7 acres to 4.8 acres
- Shifted Bethel Church Road to the East to reduce impacts to homes on Bethel Church Road



Community Commitments:

- Continue to adjust and refine the alignment to avoid and/or minimize impacts to individual properties and communities
- An early contract to improve the sharp curve south of the Summit Bridge
- Landscaped visual earth berm at Summit Bridge Farms constructed as early as practicable during roadway construction (FEIS/ROD: not included / refined 11' x 2000')

Decisions Since March 2009 Workshop

Adopted Refinement: Provides direct north serving ramps between Bethel Church Road and SR 896 (See map - lower left)

Advantages:

- Improves the sharp curve on SR 896, south of Summit Bridge, increasing the design speed and removing the advisory speed limit.
- Removes the traffic signal on the sharp curve.
- Provides a more direct connection to Bethel Church Road with minimal reconstruction of the roundabout at Choptank and Bethel Church Roads.
- Reduces right of way impacts associated with the relocated Bethel Church Road.
- Reduces the construction cost by reducing the length of roadway.
- Reduces wetland impacts.
- Provides a visual earth berm (10'x2,100') between Summit Bridge Farms and the Spur Road.
- Reduces impacts to Lea Eara Farms Open Space / Forest (6.7 to 4.9 acres).

Disadvantage:

- Proximity to a portion of Summit Bridge Farms community (35 feet farther away than ROD Option (442 vs 407) at the north end of community, but 16 feet closer than ROD Option (837 vs 853) at the south end of the community) - mitigated by proposed visual earth berm (10'x2,100')

FEIS/ROD Option: Provides north serving access between Bethel Church Road and SR 896 via an east-west extension of Bethel Church Road to the Spur Road

Description:

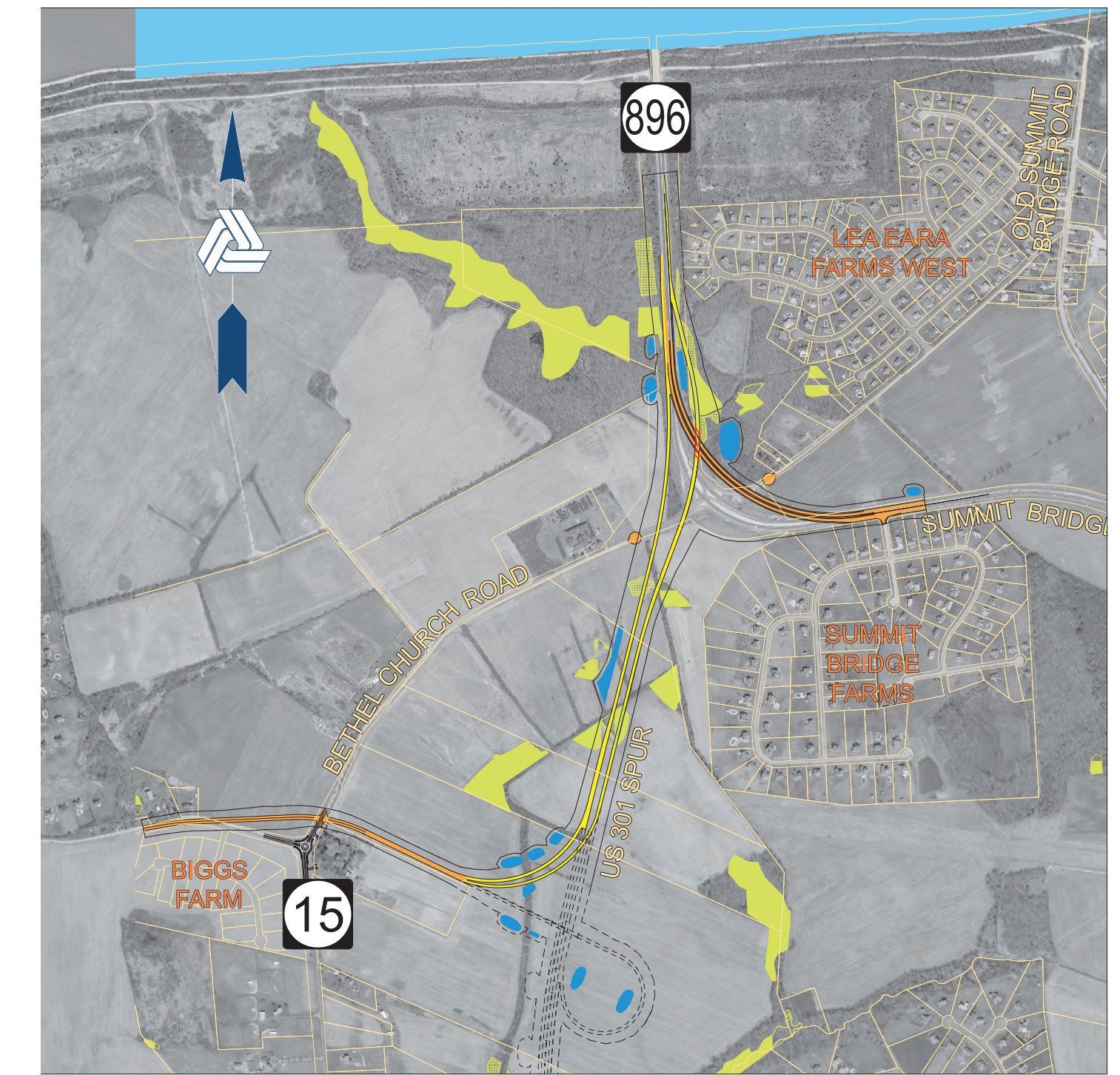
- Access from SR 15 to SR 896 (on sharp curve) would be provided by an east-west extension of Bethel Church Road from Choptank Road to Spur Road.
- Improves the sharp curve on SR 896, south of Summit Bridge.
- Removes the traffic signal on the sharp curve.

Advantage:

- Provides free flowing traffic from Choptank Road and Bethel Church Road.

Disadvantages:

- Proximity to a portion Summit Bridge Farms community. Distance between Spur Road and west property line: 407 feet at north end of community and 853 feet at the south end of the community.
- Greater right-of-way impacts than Adopted Option.
- Greater wetland impacts than Adopted Option.
- Increased construction cost.



Public/Agency Coordination

The interchange refinement, noted above, was presented at the March 2009 Workshop. When presented at the Resource Agency meeting, the resource agencies did not object to the refinement. The Lea Eara Farm and Summit Bridge Farm communities expressed concern over the proximity of the Spur Road to their community.