

SPUR ROAD - ARMSTRONG CORNER ROAD TO SUMMIT BRIDGE - INTERCHANGE OPTIONS - SOUTH OF SUMMIT BRIDGE (SR15 / SR986)

PURPLE + SPUR AND GREEN + SPUR

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 a north serving interchange between the Spur and Bethel Church Road Extended

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

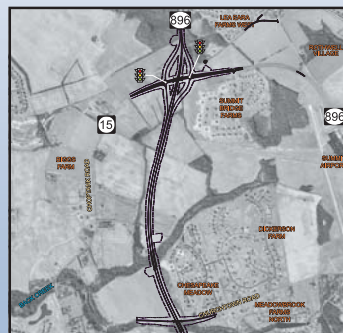
- Spur is located within 600' of existing communities: Chesapeake Meadow & Summit Bridge Farms
- Slight increase in wetlands impacts
- Increases property acquisition costs
- Increases project construction costs

Note:

Natural environmental impacts are generally similar for Options 1,2,3,3B & 4, except Option 4 has less waters of the US impacts because of at-grade intersections (Option 4) versus local roads being grade separated over the Spur Road (Options 1,2,3 and 3B)



PURPLE + SPUR and GREEN + SPUR



PURPLE + SPUR and GREEN + SPUR

PURPLE and GREEN + Spur Option 1

Description

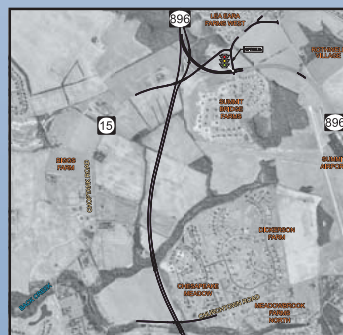
- Provides a "full diamond" interchange with free traffic flow from Summit Bridge to the Spur

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

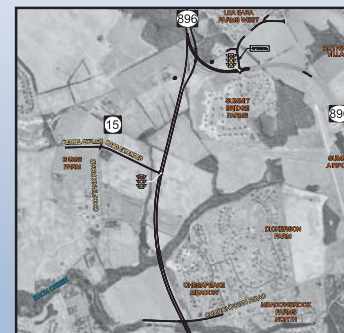
- Provides a directional "Y" interchange between SR 896 and Spur
- Grade separates SR 15 over the Spur Road and SR 896
- Improves the sharp curve on SR 896 to current design standards and eliminates the traffic signal on the curve
- Option 2A would relocate the existing traffic signal at Old Summit Bridge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

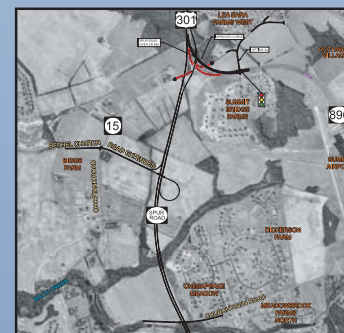
- Provides a directional "Y" interchange between Spur and SR 896
- Improves the sharp curve on SR 896 to current design standards and eliminates the signalized intersection on the curve
- Relocates access from SR 15 to SR 896 (on sharp curve) to an east-west extension of Bethel Church Road from Choptank 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

Disadvantages

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



PURPLE + SPUR and GREEN + SPUR

PURPLE and GREEN + Spur Option 3B

Description

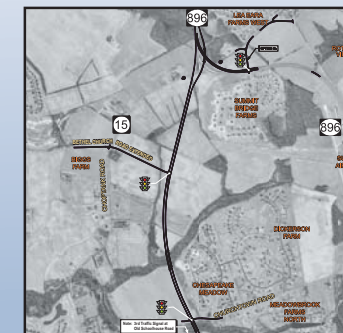
- Same as Option 3, plus
- Provides a grade separation / trumpet interchange

Disadvantages

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

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



PURPLE + SPUR and GREEN + SPUR

PURPLE and GREEN + Spur Option 4

Description

- Same as Option 3, except provides local access at Choptank 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

Disadvantages

- Same as Option 3, plus
- May accelerate or encourage additional 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 Westtown, 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).
- 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 Eara Farms
- 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

Advantages

- Same as Option 3, except 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 Eara Farms