

SPUR ROAD - ARMSTRONG CORNER ROAD TO SUMMIT BRIDGE

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 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

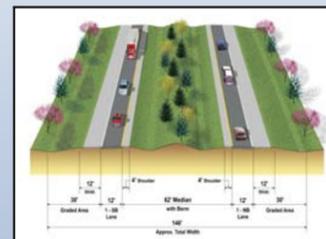
- Spur is located within 600' of existing communities: Chesapeake Meadows & Summit Bridge Farms
- Slight increase in wetlands impacts
- Increases property acquisition costs
- Increases project construction costs



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 in 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)

| | Existing | Summit Bridge | SR 1 Bridge | Spur | Existing US 301 | Choptank @ Bethel Church |
|------|----------------|---------------|-------------|--------|-----------------|--------------------------|
| 2003 | 26,000 | 26,000 | 55,000 | — | 23,000 | 5,000 |
| 2030 | No Build | 66,000 | 90,000 | — | 44,000 | 23,000 |
| | Green + Spur | 60,000 | 104,000 | 23,000 | 28,000 | 6,000 |
| | Green w/o Spur | 54,000 | 106,000 | — | 37,000 | 15,000 |

Note: Volumes rounded to closest thousand (vehicles per day)
Green Alternative used for comparison purposes. Purple Alternative has similar traffic distribution

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

“What are the advantages and disadvantages of providing local access to/from the Spur?”

Advantages

- Provides access for local residents
- Would keep speeds lower on Spur Road, closer to a true parkway concept
- Would reduce volumes on the section of Choptank Road north of Churchtown Road compared to spur options with no local access

Disadvantages

- 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 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 the Spur Road, rather than Levels Road (Toll).
- Potential Safety Issues – intersection vs. free flowing traffic
- Potential Noise Issues – braking, stopping and starting at intersections

“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 two undivided roadways: Choptank Road and existing US 301, from the new US 301 in Armstrong Corner Road area to Summit Ridge