

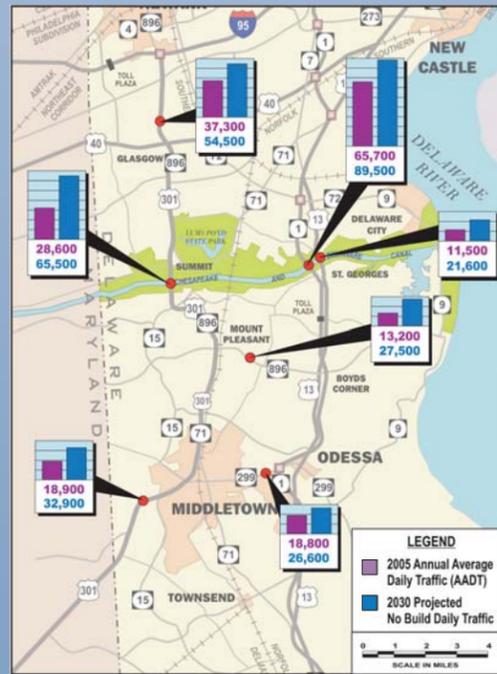
PROJECT PURPOSE AND NEED

301 US 301 Project Development



Reduce Roadway Congestion

- Separate local traffic from US 301 through traffic, especially trucks.
- Multi-modal related recommendations from the US 301 Major Investment Study have been, or are being, implemented.
- Despite these non-capacity improvements, traffic growth, during the last 5 to 10 years in the Project Area, has exceeded projections and is expected to continue into the future.
- Need to develop roadway capacity improvements.



Improve Safety

- From October 1999 to September 2004 – 1200+ reported accidents in project area (US 301, SR 896, SR 299, and SR 15)
 - ▶ 415 (34%) resulted in injury or death
 - ▶ 20 fatalities
 - Half (10) on US 301 south of the C&D Canal
- High Accident Locations
 - ▶ Several roadway segments of US 301 / SR 896 are on DeIDOT's Highway Safety Improvement Program (HSIP) list
 - ▶ Need to address sharp curve at south end of Summit Bridge



Manage Truck Traffic

- US 301 is used as a Mid-Atlantic truck route, bypassing I-95 corridor congestion and tolls from Richmond, Virginia to Wilmington, Delaware
- High percentage of truck traffic on US 301
 - ▶ 27% Trucks at DE/MD State Line
 - ▶ 25% Trucks on Boyds Corner Road
- Mixing a high percentage of truck traffic with local traffic affects roadway operations and safety.
- 95% of interstate truck traffic on Northbound US 301 is heading Northeast.

Note: Truck weigh station at DE/MD State Line to be implemented per MIS recommendation

