

TOLL CONSIDERATIONS

US 301 Project Development

General Considerations

- All Alternatives have been analyzed assuming tolls will be collected on:
 - US 301 mainline at the DE/MD state line (northbound & southbound)
 - North-serving ramps, i.e. ramps to and from the north at each of the new US 301 interchanges
- Toll rates:
 - Will be established to discourage traffic diversions in Maryland and Delaware resulting from toll avoidance, especially truck traffic, from new US 301 to the local road network
- US 301 motorists would not be tolled twice between the Maryland Line and the C&D Canal, i.e. US 301 motorists would not pay a toll at Sr1

Toll Collection

- Two options are being considered to collect tolls from motorists using the new US 301 Bypass alignments:
 - Toll plazas with traditional cash collection booths and electronic E-ZPass readers allowing E-ZPass members to proceed through the plaza without slowing down
 - An "Open Road" toll system with no cash collection booths. With this option, all tolls would be collected electronically
- A detailed study is underway to examine the advantages and disadvantages of each method, such as:

Cash Booths & Electronic Toll Collection

- Requires mainline toll plaza and toll booths on interchange ramps
- Requires high mast lighting at all toll booths
- Design of truck weigh station on US 301 is complicated by mainline toll plaza
- Allows cash customers to pay same fare as E-ZPass customers
- Lower potential revenue loss

100% Electronic Toll Collection

- No toll plazas needed (less land required and less environmental impact)
- Minimal lighting required
- Weigh Station design is simplified
- Cash customers would pay a small administrative surcharge with each toll payment
- Higher potential revenue loss associated with non-E-ZPass customers due to unreadable license plates and unpaid tolls

BUT

- The feasibility of the "Open Road" toll system is primarily based on financial considerations. The study will evaluate whether reductions in capital and operating costs under open road tolling would be great enough to offset the expected reduction in toll revenues?

Toll Diversion - Initial Study Group

- A Study Group was formed in Fall 2005 to closely examine issues related to a tolled US 301 facility
- That group, which studied traffic diversion impacts in Delaware & Maryland, met on four (4) occasions
- Members:
 - DelDOT
 - Delaware State Police
 - Maryland Transportation Authority
 - Maryland Department of Transportation
 - Maryland State Highway Administration
 - New Castle County, DE
 - Cecil County, MD
 - Kent County, MD
 - Town of Cecilton
 - WILMAPCO
 - US 301 Project Team

Issues Studied

- Potential regional shifts in traffic between I-95 and US 301:



- Minimal shift in traffic expected between I-95 and an improved (and tolled) US 301 in 2030*
 - * Based on a multi-state traffic model which includes the I-95 corridor from Washington, DC to Wilmington, DE
- The travel time savings projected in 2030 resulting from the increased roadway capacity on US 301 more than offset the diversionary impacts from the proposed toll

- Sensitivity of traffic on US 301 to a range of potential toll rates, and the corresponding increase or decrease in traffic on several potential local diversion routes
- The differences between auto and truck diversions



- Autos, which pay lower tolls than trucks were less sensitive to toll rates, and projected auto diversions were focused on local roads in the immediate vicinity of the proposed toll plaza.
- Truck restrictions were studied on several local roads in Delaware north and south of the proposed US 301 toll plaza
- The network of proposed truck restrictions helped to reduce the total volume of projected truck diversions because trucks would have few local diversion options

Toll Diversion Working Group

- As a result of the findings of the Initial Toll Diversion Study Group, which initially suggested the potential for moderate traffic impacts to roads in Maryland, particularly MD 213, a second Working Group was formed in Summer 2006 to closely examine the potential impacts to Maryland from a tolled US 301 facility
- That group, which met on three (3) occasions, included members representing the following:
 - DelDOT
 - Town of Cecilton, MD
 - Town of Galena, MD
 - Town of Chesapeake City, MD
 - Warwick Area
 - Cecil County, MD
 - Kent County, MD
 - Maryland State Highway Administration
 - Maryland Transportation Authority
 - Maryland State Police

Issues Studied

- Closely examined traffic characteristics of MD 213 and US 301 and revised the regional traffic forecasting model to reflect this detailed data:

US 301	vs.	MD 213
<ul style="list-style-type: none"> Predominantly through traffic Predominantly commercial 18-wheelers Heavy daytime and nighttime operations 		<ul style="list-style-type: none"> Predominantly local traffic Predominantly 3-4 Axle Dump Trucks Predominantly daytime trips

- Closely examined the physical conditions of MD 213, US 301 and several other nearby local roadways identifying characteristics that made them more or less attractive for truck travel, and updated the regional travel forecasting model accordingly
- Maryland State Highway Administration hired an independent consultant to review the traffic forecasting methodology and results. They found the process to be technically sound
- The Working Group also studied the potential traffic impacts associated with two proposed weigh and inspection stations on US 301 near the DE/MD state line that DelDOT and the Maryland State Highway Administration expect to be constructed and operational within 2 years.



Toll Diversion Working Group - Recommendations

On August 14, 2006, a Statement of Concerns and a list of eight (8) Recommendations (see below) unanimously agreed upon by the Working Group were submitted to the DelDOT Secretary of Transportation and Maryland State Highway Administrator for their review, comments and/or approval. "The Recommendations have been approved by Secretary Wicks and Administrator Pedersen"

Statement of Concerns:

- The initial concern of the communities was truck diversions due to future US 301 improvements, resulting from the initial traffic forecasts presented by the US 301 Project Team
- However, based on the updated traffic forecasts, the more immediate concern of the local communities shifted to the issue of truck diversions that may result from the proposed weigh and inspection stations on US 301
- Additionally, the Working Group is concerned about the potential impacts, including growth in auto and truck traffic, resulting from future economic development and growth in the region

Recommendations:

- Commence a Traffic Monitoring Program to collect traffic data at 13 specific locations on roads in both Delaware and Maryland before and after the opening of each of the proposed Weigh and Inspection Stations on US 301 (anticipated: southbound 2007, northbound 2008) and before and after the opening of the proposed Mainline US 301 toll plaza (anticipated 2015)
- Evaluation and implementation of additional truck restrictions on ten (10) specific local roads in Maryland and Delaware
- Enhance the existing truck restriction signing on three specific routes
- Consider various measures along MD 282 from Cecilton to Warwick to address excessive traffic speeds
- Construct and operate a reasonable number of Virtual Weigh Stations (VWS) at appropriate locations as determined by the traffic monitoring program. (At a minimum VWS's should be installed in both directions on MD 213 south of Cecilton)
- Provide enhanced truck enforcement:
 - Delaware should provide additional staffing at their future northbound weigh and inspection station to better match the proposed staffing of Maryland's southbound station
 - Both states should provide sufficient dedicated enforcement to adequately monitor all VWS's and all truck restrictions on local roads
 - Maryland should explore ways to increase funding for staff and equipment to support the Maryland State Police in their enhanced truck enforcement efforts
 - Similarly, DelDOT should seek additional funding for truck diversion enforcement
- Consider closing the median opening on US 301 at MD 299, providing U-turn locations on US 301 north and south of the intersection
- Consider posting truck length restrictions on MD 213