

TRAFFIC

301 US 301 Project Development

Toll Considerations

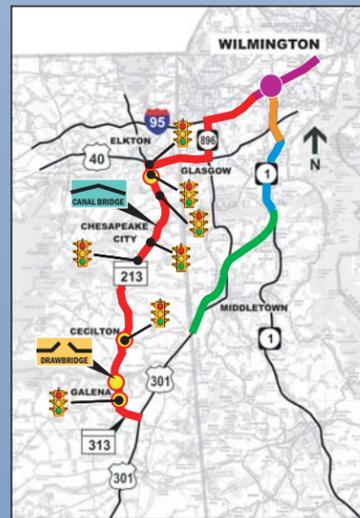
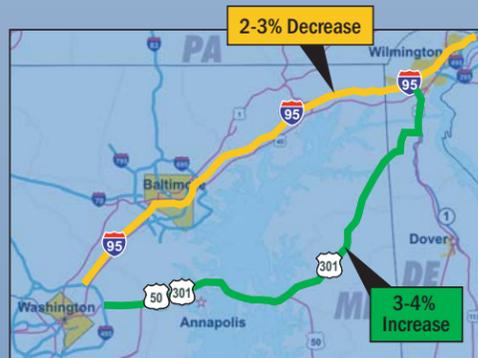
- All Alternatives have been analyzed assuming tolls will be collected on:
 - US 301 mainline at the DE/MD state line (northbound & southbound)
 - North-serving ramps (ramps to/from the north at each new US 301 interchange)
- Toll rates:
 - Will be established to discourage traffic diversions in Maryland and Delaware resulting from toll avoidance, especially truck traffic, from new US 301 to the local road network
- US 301 motorists would not pay a toll at SR1

Toll Collection

- Three options are being considered to collect tolls from motorists using new US 301:
 - 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 hybrid method combining Option 1 at the US 301 Mainline Plaza and Option 2 for the Ramp plazas

Toll Diversions

- Studied closely during Project Development phase
- Toll Diversion Working Group formed
 - Members from both DE and MD (Transportation Agencies, Elected Officials, Police)
 - Studied shifts in traffic due to new toll road
 - I-95 vs. US 301
 - Sensitivity of toll rates on traffic diversions
 - Differences in diversions between autos and trucks
 - MD 213 versus US 301



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 DeIDOT 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 was 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 2008, northbound 2009) and before and after the opening of the proposed Mainline US 301 toll plaza (anticipated 2015, subject to funding availability and general assembly concurrence)
- 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, DeIDOT 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

Traffic Projections - What Are They Based On?

- Original (EIS) forecasts developed in 2005 using WILMAPCO's 2003 approved land use projections (plus 100% of Westown development - from Traffic Impact Study)
- Current forecasts recently developed using WILMAPCO's 2008 approved Land Use Projections (as of November 2008):
 - Assumed greatly reduced additional development (employment) in the Westown area by 2030
 - Increased population and employment assumed in Middletown (Route 299 Corridor) and Bayberry/Whitehall areas by 2030
- However, based on recent information from the Town of Middletown, Westown area development (employment) is understated in current 2030 forecasts.
 - Based on recent discussions with the Town of Middletown, rapid development continues in Westown - even during the current economic downturn - with several properties under construction and numerous others in the design stage
 - The Town of Middletown has indicated that the scale of the ultimate build-out has actually increased from the 2005 assumptions due to additional retail development replacing other proposed uses and the addition of four (4) new parcels which are likely to be developed

	2030 Trips Assumed in Westown TIS, June 2005	2030 EIS Forecasts ('03 WILMAPCO Land Use + Westown TIS Data)	2030 Trips Assumed in 2008 WILMAPCO Land Use Forecasts	Estimated 2030 Trips based on latest Westown Development Plans
Total Daily Trips from Westown	127,000	131,000	32,100	136,000 • 36% complete • 10% approved • 54% planned

Updated Traffic Projections

- Updated 2030 forecasts continue to show increased traffic compared to existing volumes at nearly all key locations throughout study area
- Due to refinements to the latest traffic model, projected volumes have increased on US 301 at the state line
- Due to refinements to the latest traffic model as well the reduction in the assumed land use projections in Westown, the updated 2030 volume forecasts are now lower than they were for the EIS Forecasts on several roads, including:
 - The Levels Road interchange ramps with New US 301
 - New US 301, north of Levels Road
 - Existing US 301 from the interchange between Existing and New US 301, north of Armstrong Corner Road and Mt Pleasant
 - The Spur Road
- Based on the latest Westown development plans
 - The 2030 EIS forecasts represent a reasonable "upper bound" for the traffic projections in the study area
 - The current 2030 forecasts (based on 2008 WILMAPCO land use projections), appear to understate the traffic projections in the study area