



## MEMORANDUM OF MEETING

**Date:** August 3, 2006

**Date of Meeting:** July 25, 2006

**Meeting:** US 301 Toll Diversion Working Group

**Location:** Cecilton Volunteer Fire Company Banquet Hall

**Attendees:** See Attached

**Next Meeting:** Wednesday, August 9, 2006, at 5:30 p.m. in the Cecilton Volunteer Fire Company Banquet Hall

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### Welcome

Bob Kramer opened the meeting at 5:40 p.m. by expressing appreciation to the Working Group and Technical Support Team members for their active participation and commitment to look for ways to deal with the potential diversion issues. Bob asked if anyone had comments on the Memorandum of Meeting which contains the minutes of the WG's first meeting held on July 11. Mr. Kramer requested that if members had comments on the minutes that they be provided to Ed Thomas at [ETHomas@kramerandassoc.com](mailto:ETHomas@kramerandassoc.com) or by calling 1-888-268-3035.

### Opening Remarks

Mark Tudor thanked the members for the input they provided during the first meeting. He indicated that in response to issues identified at that meeting and with the help of the bi-state Technical Support Team, ideas will be put forth later in the meeting for reducing potential traffic diversions using Maryland roads from both the weigh stations (MD and DE) and the New US 301 toll expressway.

Doug Simmons pointed out that immediately prior to the meeting there was a discussion with Mayor Bunnell and Mayor Pisapia to review some of the traffic data. The focus was traffic projections associated with land use change and growth as well as potential diversion traffic in the Galena, Cecilton, and Warwick areas. Doug also pointed out that MSHA staff met earlier in the day with WG member Bonny Anderson to address short-term improvements in the Warwick area.

Mr. Tudor stated that the focus of the meeting would be on responding to questions that were raised but not adequately answered during the prior meeting, providing potential solutions to address truck and auto diversions and breaking into small groups to critique and further develop the solutions (see Power Point slide 3). This approach Mark indicated would provide the Support Team with input and guidance to allow it to prepare a set of draft recommendations for discussion at the WG's August 9 meeting.

## Meeting No. 1 - Recap

Mark Tudor summarized the highlights of the WG's first meeting, including the group's Calendar/Schedule (he corrected the date of the third meeting on slide 4 from August 8 to 9), Funding Status, DelDOT's Goals for the New US 301 Project, Comparison of Truck Characteristics between US 301 and MD 213, Factors That Will Discourage Traffic From Using MD 213 and Encourage Traffic to Use New US 301, Comparison of New US 301 to the No-Build 2030 Alternative, description of the Independent Traffic Review, and the Maryland and Delaware Truck Weigh Stations. See slides 4–21.

The recap of the initial meeting stimulated a few questions:

- *Mayor Bunnell asked if the counties and towns were contacted to find out about projected land use changes. Jim Burnett explained that the land use assumptions used for the traffic forecasts were provided by WILMAPCO, as required by federal regulation. These land use projections are updated and approved by WILMAPCO every 3 years. Their process for developing new projections, which is led by the DE Population Consortium, includes:*
  - *Looking at historic census data to determine trends and estimate future changes*
  - *Identifying all undeveloped land*
  - *Estimating the probability that the land will become developed by looking at recent development activity in the local area*
  - *Debating the projected land use changes with local leaders to make sure all significant potential projects are accounted for**Bonny Anderson reported that she has been involved with the Consortium in the past and she has been impressed with the quality and accuracy of their work.*
- *Commissioner Crow asked if vacation homes which generate considerable traffic were included in the model. He was informed that seasonal homes are included.*
- *Sheriff Price pointed out that the US 301 weigh station at MD 299 will address southbound traffic and asked how northbound US 301 trucks would be handled. The group was informed that northbound US 301 truck traffic would be handled by the Delaware station.*

## Meeting No. 1 Questions and Answers

Referring to slides 23–29, Mark posed and responded to a series of questions that were asked during the initial WG meeting but not adequately answered during that meeting. Several comments and questions were asked during this presentation as indicated below:

- *Regarding what Maryland will do (question 4 on slide 23), Doug Simmons stated that MSHA will be arranging a meeting with local officials to discuss long-range planning for improvements in Maryland independent of this group's effort.*
- *Question 8 on slide 24 refers to the absence of weight limits on the northern section of Sassafras Road. Commissioner Manlove pointed out that Sassafras Road is a county route and the Cecil County Department of Public Works is exploring solutions.*

- *Bonny Anderson informed the WG that large volume increases are projected in the Warwick area on MD 282 with the US 301 project. While it may be difficult to reduce those volumes, something needs to be done to keep speeds down. The WG was informed the SHA is looking into a range of traffic calming methods that can be put in place soon to address traffic speeds. SHA will consider signing and striping changes, as well as any other traffic calming methods that are consistent with the character of MD 282.*
- *Jim Burnett elaborated on the answer to the question pertaining to inclusion of new growth in the traffic projections (question 12, slide 25) with an emphasis on growth in the Cecilton, Galena, Warwick areas, particularly to the west of MD 213.*
- *Bonny pointed out that there had been a meeting earlier in the day addressing the traffic speed in the Warwick area (question 16, slide 26).*

Mark mentioned the pre-meeting discussion regarding traffic in the Cecilton, Warwick and Galena areas and said that, as a result of that discussion, data will be provided regarding traffic on MD 313 between Galena and US 301. The following additional comments/questions were put forth:

- *Commissioner Manlove suggested that the interstate traffic will stay on New US 301 and local traffic will use old US 301. He restated that Cecil County can control truck traffic on Warwick-Sassafras Road via weight restrictions but increases in auto traffic will impact Warwick. Jim stated that future local traffic will be an issue and pointed out that 15% of local traffic growth will be as a result of New US 301 diversions, 19% will come from MD 299 south of US 301 and 66% of the local traffic will come from new development west of Cecilton.*
- *Commissioner Crow asked where the access points will be on the New US 301. He was informed that interchanges will be located at (depends on which of the four alternatives that are still under consideration):*
  - *Levels Road (all alternatives)*
  - *Existing US 301, north of Armstrong Corner Road (all alternatives except for Brown)*
  - *Near Boyds Corner Road in association with the new Bayberry community (Green and Brown only)*
  - *South of Summit Bridge on SR 896 (all alternatives except Yellow)**The closest access point to Maryland will be at Levels Road, and MD 282 will connect to Middleneck Road.*
- *Mayor Kiessling asked if consideration has been given to the impact of development of SR 15. Mark stated that SR 15 improvements, which includes roundabouts at Bethel Church Rd, Churchtown Rd, and Bunker Hill Rd, will take place separate from New US 301. He also described the SPUR Road connection to Summit Bridge, which is an important element of some of the New US 301 Alternatives that will help with SR 15 traffic.*

## Issues & Potential Solutions

Bob informed the WG that the Technical Support Team drafted a set of initial ideas as a starting point for discussion by the WG members and asked Jim Burnett to outline these potential solutions.

The first item, “SHA-Weigh Station (US 301) Southbound at MD 299 (slides 32 and 33) generated the following discussion:

- *Bonny Anderson stressed that there will be traffic conflicts associated with trucks going to the weigh station and local traffic using US 301 and Sassafras Road.*
- *Commissioner Crow asked if a solution to the issue of grain truck traffic would be to allow them to go through the weigh station.*

*The WG was informed that these were important matters that will be considered further and solutions put forth.*

Questions were asked in response to the description of the US 301 New Toll Facility north of the MD/DE line (slides 36 and 37):

- *Lt. Smith (MSP) inquired into DelDOT’s concern with using web-based methods. It was explained that IT communications unit within State of Delaware Government was experiencing some difficulties that need to be remedied prior to considering linking to outside systems.*
- *Bonny asked about open road, full speed toll collection, where is it done, what is the collection experience. In response, the WG was informed that open road tolling describes two different forms of toll collection.*
  - *In its most basic form, some traffic (with the appropriate credentials such as E-ZPass) is allowed to pass through the toll plaza at highway speeds. All other vehicles must proceed to a traditional toll booth and stop to pay. This is already being done in DE at the Biddles and Dover Toll Plazas. This is the minimum proposed design for US 301.*
  - *True open road tolling refers to a design where ALL vehicles, even those without E-ZPass, pass through the toll “plaza” at full highway speed. If you don’t have a transponder, your license plate is recorded and you are sent a bill for the toll at the end of the month. This technology is currently being used in several countries (Canada, Australia, Israel, etc.), is starting to be implemented in the US (currently Texas and Florida), and is planned in several other states including Maryland (I-95 and the Inter-County Connector).*

After the potential truck restrictions (slide 37) were described, Doug Simmons explained that there would be interstate coordination regarding potential restrictions on those roads that cross the MD/DE line and with Kent and Cecil County pertaining to local roads.

## **Breakout Sessions**

Bob Kramer described the purpose, format, composition of three breakout groups (slide 39). He asked each group to take 45 minutes to answer the following questions:

- Are the suggested locations where traffic will be counted in the right place?
- Are the proposed virtual weigh stations in the best location?
- Are the suggested roads where truck restrictions would be placed the right ones?
- How should auto traffic increases in the Warwick area be treated?
- Any other ideas to address diversions that should be looked at by the Technical Team?

## **Report Results/Open Discussion**

Following are the results of the breakout group deliberations:

**As reported by Rich Lindsay; other members were:**

**Commissioner Crow**  
**Mayor Kiessling**  
**Sergeant MacKenzie**

- Additional count site on MD 213 north of Bohemia River
- Additional warning signs on Sassafras-Caldwell Corner Road (as soon as possible)
- Additional potential virtual weigh station on MD 282 west of Warwick
- Additional operation/enforcement @ Delaware weigh station
- Extend Caldwell Corner Road restrictions to Sassafras Road
- Add truck restrictions on MD 285 (long haul trucks, concern about enforcement)
- Edgar Price Road already restricted (put up sign as soon as possible)
- Improve signage and enforcement in Warwick area
- Resolve potential auto/truck traffic conflicts at weigh station, address possibility of local/farm trucks passing through the weigh station
- Need to identify and address local Chesapeake City issues (Rich Lindsay and other MSHA staff will meet with town officials in the near future outside of this group)

**As reported by Mayor John Bunnell; other members were:**

**Commissioner Manlove**  
**Sheriff Price**  
**Chris Powell**  
**Dennis Simpson**

- Truck diversion from the weigh station is the real problem with trucks, not toll diversion.
- Traffic counts – Old Telegraph Road + truck restrictions: 213 – W. of Galena
  - WIM –
  - Like locations, **but** concerned about staffing (plans to double) in Maryland.

- Concern also with Delaware staffing at the weigh station on 301. Seems like a token effort.
- May not need WIM on Sassafras Caldwell Corner Road.
- Auto traffic increase on Warwick/MD 282 – real problem. Don't have good solutions.

**As reported by Bonny Anderson; other members were:**

**Mayor Pisapia**

**Lt. Chip Smith**

**Mike Cooper**

- OK on count program (3 times) (class & speed)
  - Bring results back to group
  - Helps enforcement
  - Helps locate VWS (effective)
- Virtual weigh stations in both directions: southbound, late 2006; northbound, late 2007
  - SB MD 213 (very likely)
  - DE 6 (questionable)
  - Sassafras Road (questionable)
- Truck restrictions (northbound weigh station – timing)
  - J-turn northbound US 301 @ Sassafras (#121)
  - Closing Sassafras Road
    - just west of US 301
    - Southbound Sassafras Road – back side of weigh station
  - Axle/weight restrictions
    - MD/DE /County – work out restrictions
    - work out enforcement
- Move weigh station – from MD 299 to MD 291
- Cars in Warwick area
  - Warwick toll booth
  - Close Sassafras Road – just west of US 301 (20%)
  - Warwick bypass – tie into Levels Road

**Closing Remarks**

Mark expressed appreciation to the members for their insight and suggestions as reflected in the reports from the breakout groups. He stated that the next step will be for the Technical Support Team to draft a series of recommendations which will be provided to the WG prior to the next meeting. At the August 9<sup>th</sup> meeting the WG will review and discuss the draft proposals and hopefully agree on a set of recommendations.

### **Meeting No. 3/Adjourn**

Bob asked members to send any further ideas regarding possible recommendations to Jim Burnett at [jburnett@rkkengineers.com](mailto:jburnett@rkkengineers.com) or at 410.728.2900.

The meeting was adjourned at 8:20 p.m. with a reminder that the next WG meeting will be on Wednesday, August 9 at 5:30 p.m. at the Cecilton Volunteer Fire Company Banquet Hall.



## **TOLL DIVERSION WORKING GROUP JULY 25, 2006**

### **ATTENDEES:**

#### **Working Group Members**

Bonny Anderson, Warwick Area Resident  
John Bunnell, Mayor, Town of Cecilton  
Michael Cooper, President, Cecilton Volunteer Fire Company and Cecilton Town  
Commissioner  
Roy Crow, County Commissioner, Kent County  
Richard Lindsay, District Engineer, District 2, Maryland State Highway Administration\*  
Bill Kiessling, Mayor, Town of Chesapeake City  
Jeff MacKenzie, designee for Barry Janney, Sheriff, Cecil County  
William Manlove, County Commissioner, Cecil County  
Harry Pisapia, Mayor, Town of Galena  
Chris Powell, Chief, Galena Volunteer Fire Company  
John F. Price, Sheriff, Kent County  
Douglas Simmons, Deputy Administrator, Maryland State Highway Administration\*  
Dennis Simpson, Deputy Director, Capital Planning, Maryland Transportation Authority\*  
Lt. Walter "Chip" Smith, designee for Captain Bill Dofflemyer, Commander,  
Commercial Vehicle Enforcement Division, Maryland State Police  
Mark Tudor, Project Director, Delaware Department of Transportation\*

\*Also member of the Technical Support Team

#### **Technical Support Team Members**

Jim Burnett, Traffic Engineer, Rummel, Klepper & Kahl  
Charles Coppage, designee for Robert Kiel, Assistant District Engineer – Traffic,  
Maryland State Highway Administration  
Dave Czorapinski, Chief of Motor Carrier Division, Maryland State Highway  
Administration  
James Dooley, Regional Planner, Maryland State Highway Administration  
Bill Hellmann, US 301 Project Manager, Rummel, Klepper & Kahl  
Scott Holcomb, Senior Transportation Engineer, Gannett Fleming  
Bob Kramer, Meeting Facilitator, Kramer & Associates  
Mark Luszcz, designee for Don Weber, Chief Traffic Engineer, Delaware Department of  
Transportation  
Morteza Tadayon, Team Leader, Engineering Support Team, Maryland State Highway  
Administration  
P.J. Wilkins, Toll Operations Administrator, Delaware Department of Transportation

**Additional Attendees**

George L. Bartholomew, Jr., Galena Volunteer Fire Company, designee for Chief Chris Powell

John Dillman, Upper Shore Regional Council

Eugene Park, Cecil Whig

Sergeant Wayne Santmyer, Maryland State Police

**Project Team Staff Members**

Edwin Thomas, Kramer & Associates