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
- Motorists would not be tolled twice for the Alternatives that connect with SR 1, south of Biddles Toll Plaza (Yellow & Purple+Spur)

Toll Collection

- Two options are being considered to collect tolls from motorists using the new US 301 Bypass alignments:
  1. Toll plazas with traditional cash collection booths and electronic E-ZPass readers allowing E-ZPass members to proceed through the plaza without slowing down
  2. 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	100% Electronic Toll Collection
Requires mainline toll plaza and toll booths on interchange ramps	No toll plazas needed (less land required and less environmental impact)
Requires high mast lighting at all toll booths	Minimal lighting required
Design of truck weigh station on US 301 is complicated by mainline toll plaza	Weigh Station design is simplified
BUT	
Allows cash customers to pay same fare as E-ZPass customers	Cash customers would pay a small administrative surcharge with each toll payment
Lower potential revenue loss	Higher potential revenue loss associated with non-E-ZPass customers due to unreadable license plates and unpaid tolls

- The feasibility of the "Open Road" toll system is primarily based on financial considerations. Would reductions in capital and operating costs be great enough to offset the expected reduction in toll revenues?

Toll Diversion Working Group

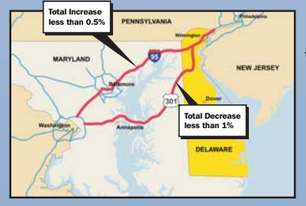
- A working group was formed in Fall 2005 to closely examine issues related to a tolled US 301 facility
- To date this group has met on four (4) occasions
- Members:
  - DelDOT
  - Delaware State Police
  - Maryland Transportation Authority
  - Maryland Department of Transportation
  - Maryland State Highway Administration
  - New Castle County, DE
  - Cecil County, MD
  - Kent County, MD
  - Town of Cecilton
  - WILMAPCO
  - US 301 Project Team

Issues Studied

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

   FINDINGS:

   - Very little shift in traffic expected between I-95 and an improved (and tolled) US 301 *

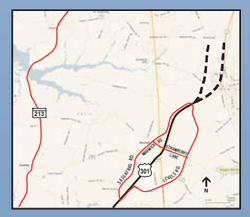


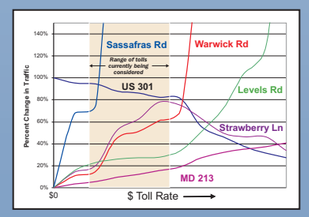
* *Based on multi-state traffic model originally developed by Maryland DOT and refined for DelDOT's US 301 project development effort*

2. Sensitivity of traffic on US 301 to various toll rates and the potential increase in traffic on several potential local diversion routes

   FINDINGS:

   - As the toll rate increases, the volume of traffic on US 301 decreases in a linear fashion
   - Most of the diverted traffic is distributed uniformly over the nearby potential diversion routes, with one exception: Sassafras Road / Warwick Road





Issues Studied (continued)

3. The differences between auto and truck diversions

   NOTE: Truck restrictions were assumed to be in place on several local roads north and south of the proposed US 301 toll plaza

FINDINGS:

- As expected, trucks have few nearby local route choices due to the network of truck restrictions
- However, regardless of the assumed toll rate, preliminary projections show trucks diverting in similar patterns to:

Potential Diversion Routes	Trucks per Day
MD 213 (to US 40)	360 - 1,320
Caldwell Corner Road	60 - 220
MD 291 / DE 6	120 - 440
MD 300 / DE 300	60 - 220

Next Steps

Understanding that no solution will totally eliminate diversions, several actions are being taken to identify the best strategies to minimize diversions, and develop appropriate mitigation measures:

- A working group has been established to study potential measures to mitigate impacts in Maryland resulting from anticipated diversions
- Members:
  - DelDOT
  - Town of Cecilton
  - Town of Galena
  - Town of Chesapeake City
  - Town of Elkton
  - Warwick Area
  - Georgetown Area
  - Cecil County, MD
  - Kent County, MD
  - Maryland State Highway Administration
  - Maryland Transportation Authority
  - Maryland State Police
  - US 301 Project Team
- Similarly, DelDOT and the US 301 Project Team will continue to closely study potential measures to mitigate impacts in Delaware resulting from anticipated diversions