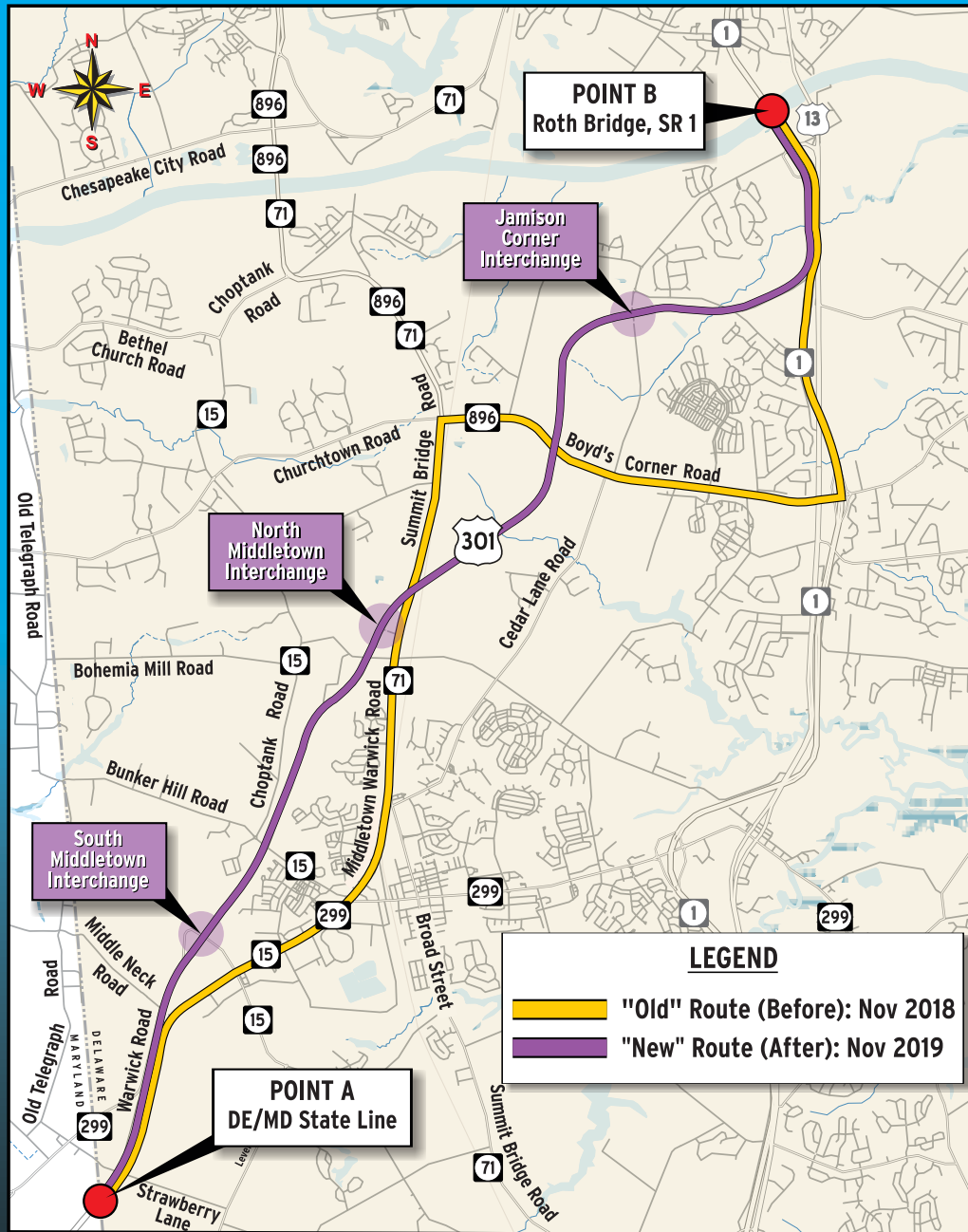




Travel Time Savings



The US 301 Toll Road has resulted in substantial time savings for motorists. The tables below summarize the travel time along the "Old" Route and "New" Route in both directions.

Travel Times			
Northbound (Point A to Point B)			
	"Old" Route	"New" Route	Time Savings
AM	24 minutes	12 minutes	12 minutes
Midday	23 minutes	12 minutes	11 minutes
PM	24 minutes	12 minutes	12 minutes

Travel Times			
Southbound (Point B to Point A)			
	"Old" Route	"New" Route	Time Savings
AM	25 minutes	12 minutes	13 minutes
Midday	19 minutes	12 minutes	7 minutes
PM	32 minutes	12 minutes	20 minutes



The US 301 Toll Road was constructed to improve safety, manage truck traffic and support approved and proposed economic development in southern New Castle County. The US 301 Toll Road removed the "neck in the bottle" of the regional highway network by providing a new 4-lane, access controlled highway and converting Summit Bridge Road/Middletown Warwick Road, which has several 2-lane sections of roadway (1 lane in each direction), 29 at-grade intersections (18 of which were signalized) and numerous driveways, into a local road.



Toll Free: (800) 652-5600
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Website:
<https://deldot.gov/information/projects/us301>



FACT SHEET

June 2021



US 301 Project Background

Description: New 4-Lane Limited Access, All-Electronic Tolloed Highway, With 3 New Grade-Separated Interchanges Bypassing 29 Intersections

Project Length: 14-Miles

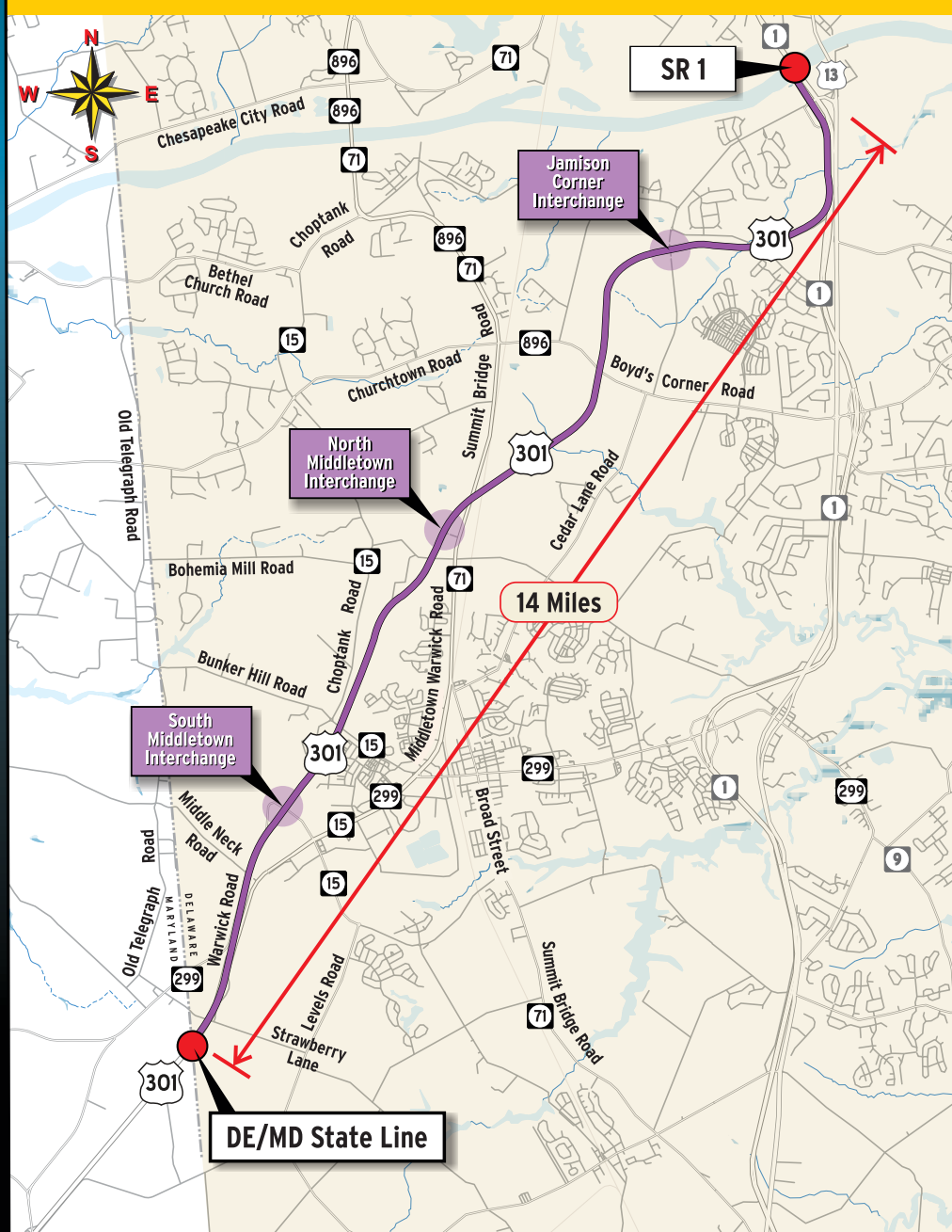
Project Limits: Delaware/Maryland State Line to Delaware Route 1

OPENED TO TRAFFIC:

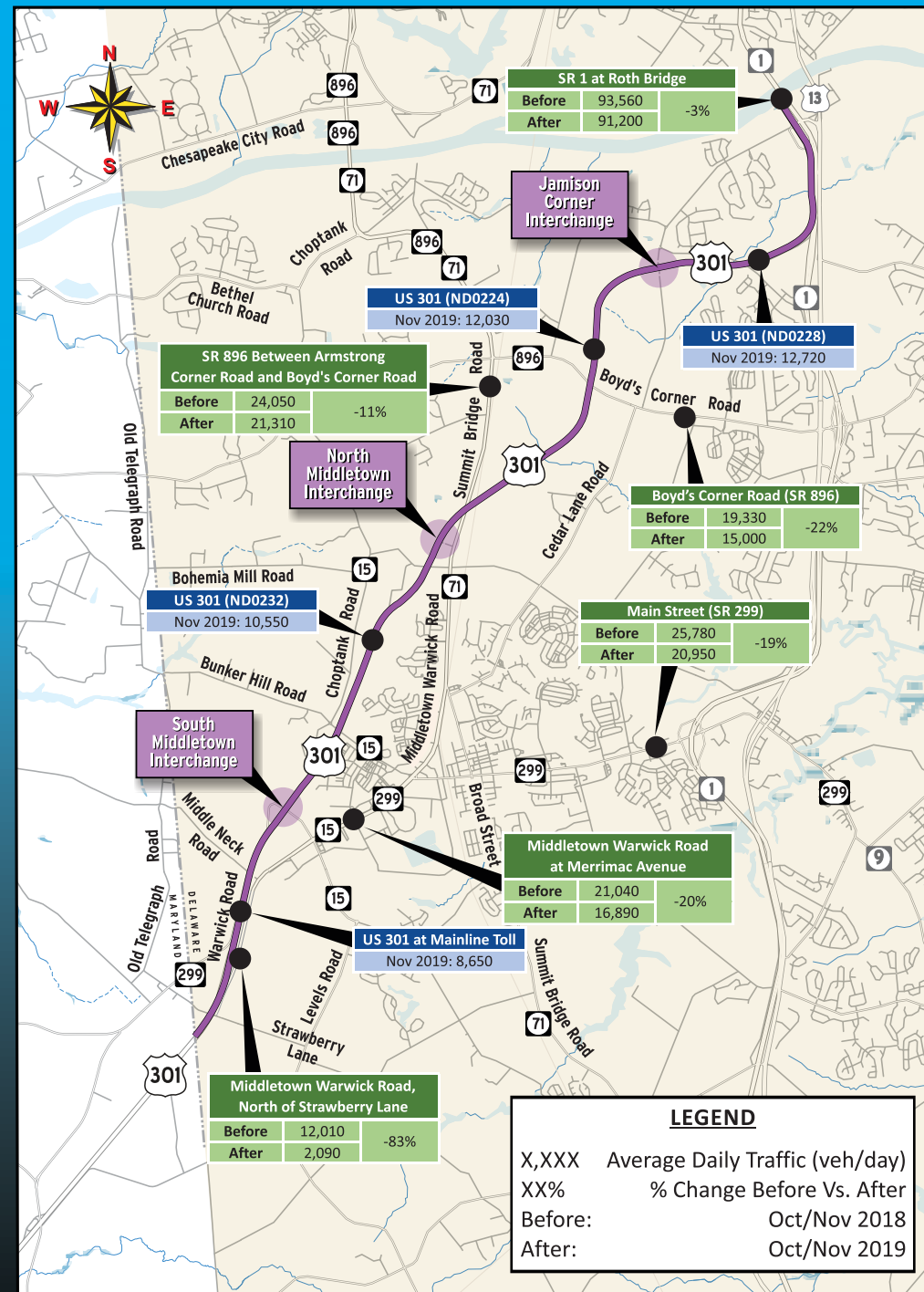
ESTIMATED TOTAL COST:



US 301 Project Area Overview



Total Daily Traffic

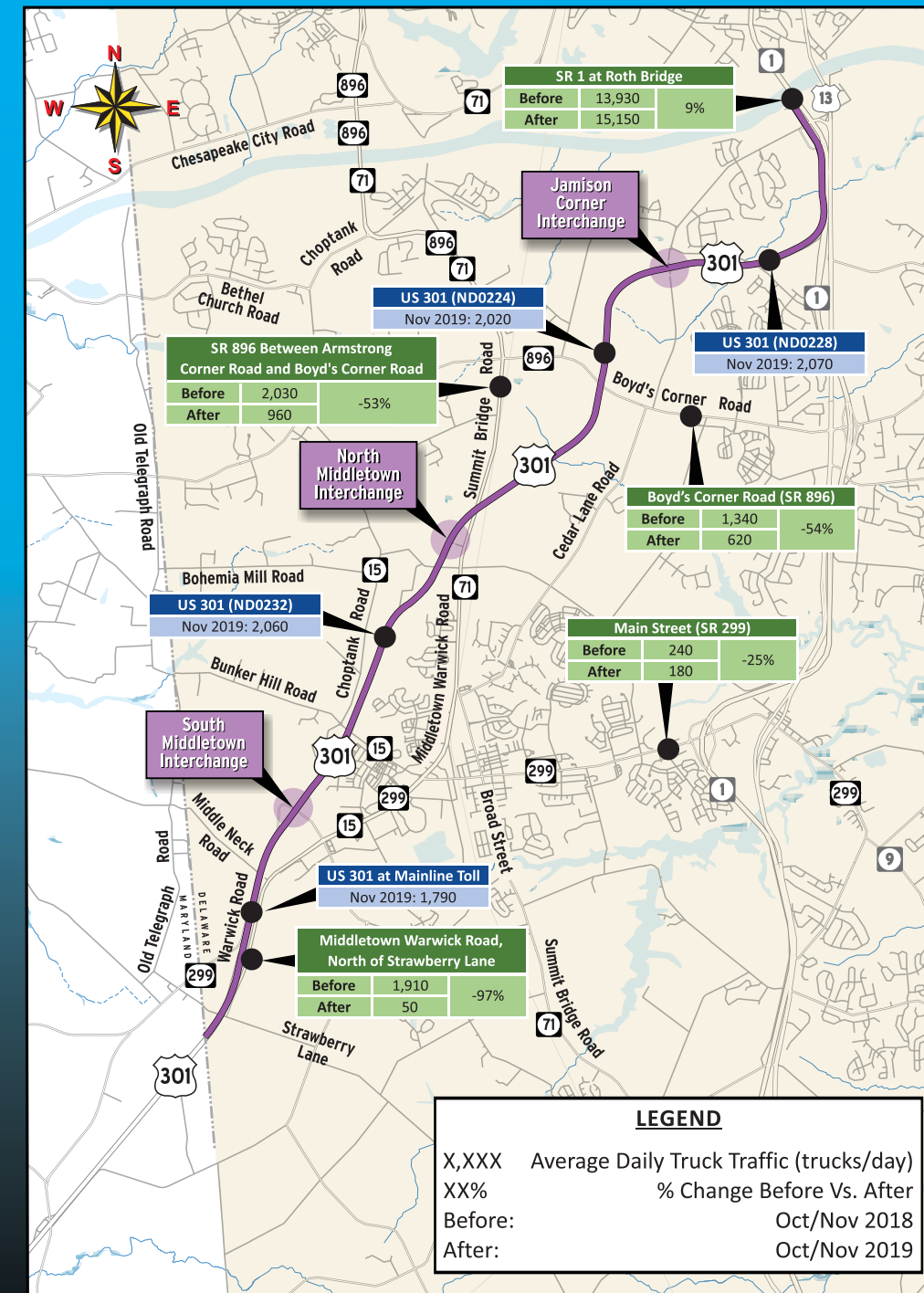


LEGEND
 X,XXX Average Daily Traffic (veh/day)
 XX% % Change Before Vs. After
 Before: Oct/Nov 2018
 After: Oct/Nov 2019

- The total volume of traffic using the new toll road after almost a full year of operation has exceeded the opening year average daily volume projections.
- The volume of traffic using Summit Bridge Road/Middletown Warwick Road has decreased. The biggest decreases have occurred to the south of Middletown (83% lower on Middletown Warwick Road near Strawberry Lane) but volumes are also lower north of Middletown (11% lower north of Armstrong Corner Road).



Daily Truck Traffic



LEGEND
 X,XXX Average Daily Truck Traffic (trucks/day)
 XX% % Change Before Vs. After
 Before: Oct/Nov 2018
 After: Oct/Nov 2019

- There are many less trucks on Summit Bridge Road/Middletown Warwick Road. The biggest decreases have occurred to the south of Middletown (97% lower on Middletown Warwick Road near Strawberry Lane) but volumes are also much lower north of Middletown (53% lower north of Armstrong Corner Road).