

301 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 resulting from toll avoidance, especially truck traffic, from new US 301 to the local road network
- E-ZPass users would not be tolled twice for the Alternatives that connect with SR 1, south of Biddles Toll Plaza (Yellow & Purple)

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

100% Electronic Toll Collection

- No toll plazas needed (less land required and less environmental impact)
- Minimal lighting required
- Weigh Station design is simplified

BUT

- Allows cash customers to pay same fare as E-ZPass customers
- Lower potential revenue loss

- 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

Toll Diversions

- Potential toll diversion (cars & trucks) remains a significant concern
- Toll rates will be established to minimize diversions from US 301 to the local road network
- A task force has been established to study this issue and develop recommendations to minimize diversions
- Significant data collection has occurred:
 - US 301 Origin and Destination survey (incl. truck driver interviews)
 - Local and regional travel time comparisons
 - Inventory of existing truck restrictions on potential diversion routes
 - Pavement analyses of potential diversion routes
- Recommendations to discourage the use of county and local roads as potential diversion routes may include:
 - Roadway design features, such as roundabouts
 - Weight or axle-based restrictions
 - Increased enforcement of general truck violations
 - Potential dedicated police enforcement unit for US 301

Truck Restriction Concepts

