

US 301 Toll Diversion Working Group Recommendations

Working Group 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 is concerned about the potential impacts, including growth in auto and truck traffic, resulting from future economic development and growth in the region
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- The Technical Support Team understands the Working Group's more immediate concerns
 - The Technical Support Team believes that the mitigation measures implemented to reduce weigh station diversions should also help to reduce truck and auto toll diversions when the US 301 improvements are eventually completed

Working Group - Recommendation #1

Traffic Monitoring Program

- A traffic count program is recommended to collect data (vehicle types, volumes, and speeds) before and after the opening of each of the US 301 Weigh and Inspection stations, the Virtual Weigh Stations, and the proposed US 301 toll plaza
- The intent of the counts is to determine the actual effects of these facilities rather than relying on computer generated traffic projections. These data may lead to adjustments to establish a more effective diversion control program
- The timing of the counts should be as follows:

	<u>SHA Southbound Weigh Station</u>	<u>DeIDOT Northbound Weigh Station</u>	<u>SHA & DeIDOT Virtual Weigh Stations</u>	<u>DeIDOT Mainline US 301 Toll Plaza</u>
3-6 months prior to opening:	Fall 2006	Fall 2007 / Spring 2008	TBD (2007+)	TBD (2015+)
1 month after opening:	1 month after opening	1 month after opening	TBD (2007+)	TBD (2015+)
3-6 months after opening:	Spring 2007	Summer / Fall 2008	TBD (2007+)	TBD (2015+)

- The Technical Support Team concurs with this recommendation

Working Group - Recommendation #1 (Continued)

Traffic Monitoring Program

- The location of the counts should be as follows:

1. US 301 at State Line
2. Sassafras Caldwell Road
3. SR 6 Between SR 15 and SR 42
4. SR 300 west of SR 313
5. MD 310
6. MD 282
7. MD 285
8. MD 213 north of Galena
9. MD 213 north of Cecilton
10. MD 213 north of MD 285
11. MD 213 west of Galena
12. Old Telegraph Road at Great Bohemia Creek
13. MD 313, north of US 301

- The results of the traffic counts and analysis should be provided to the Working Group in a timely manner

- **The Technical Support Team concurs with this Recommendation**



Working Group - Recommendation #2

Truck Restriction Signage

- The evaluation and implementation of additional truck restrictions on local roads, both in Maryland and Delaware, which may qualify for axle-based restrictions are recommended. Coordination will be required for County roads. These routes include:

- | | |
|--------------------|-------------------------|
| 1 Bunker Hill Road | 6 Green Giant Road |
| 2 Middle Neck Road | 7 Caldwell Corner Road |
| 3 Warwick Road | 8 Ebenezer Church Road |
| 4 Strawberry Lane | 9 Lloyd Guessford Road |
| 5 Levels Road | 10 Chesapeake City Road |

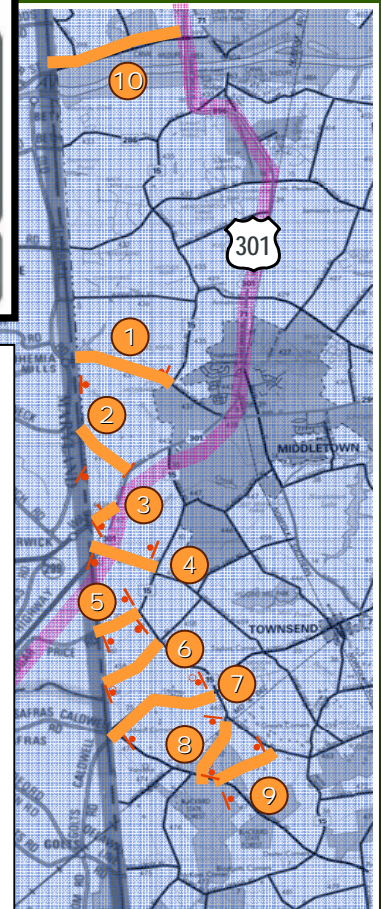
- The results of the evaluation should be provided to the members of the Working Group in a timely fashion
 - Implementation of the ultimate recommendations should occur in conjunction with DeIDOT opening the northbound weigh and inspection station, sooner if possible
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- The Technical Support Team concurs with this recommendation



Discussion between SHA, DeIDOT and Cecil/Kent Counties required
- Fall 2006 -

Discussion Topics Should Include:

- Advisability of conducting traffic counts on these routes before and/or after signs are installed
- Restrictions should not hamper gravel or grain truck travel
- Municipalities should be included in these discussions



Working Group - Recommendation #2 (continued)

Truck Restriction Signage

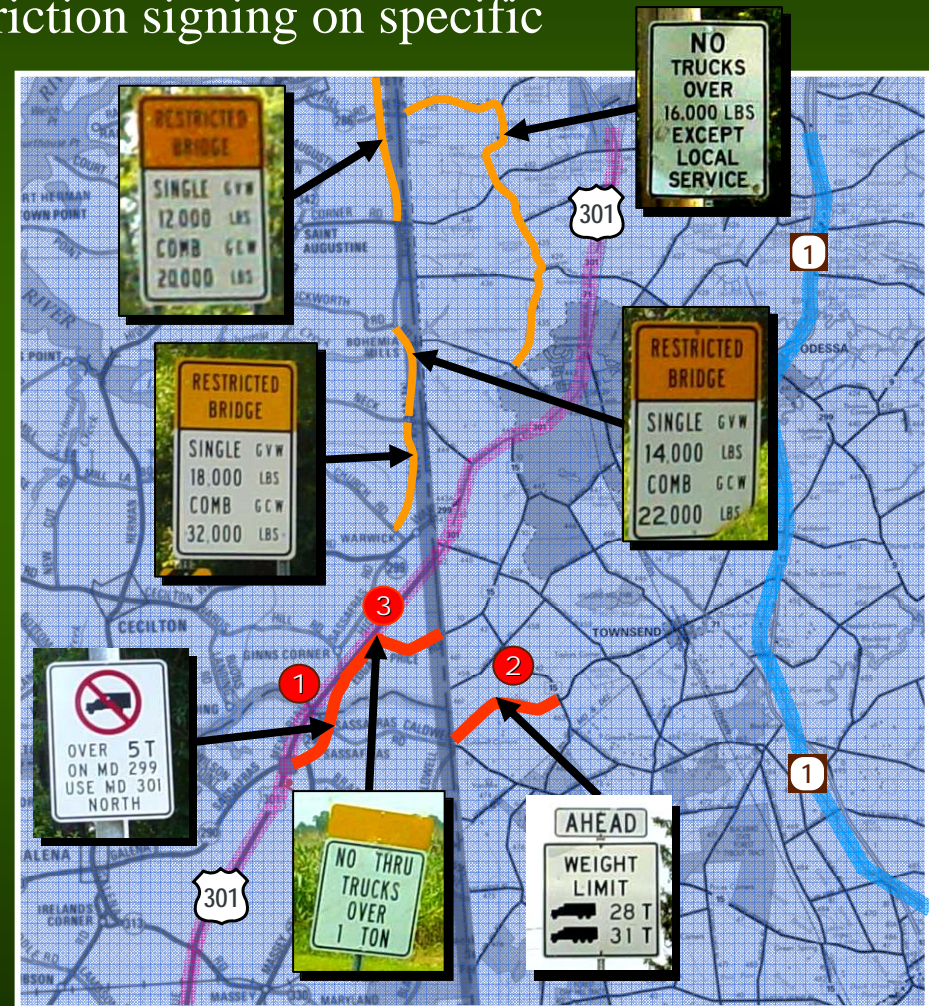
- Additionally, the existing truck restriction signing on specific routes should be enhanced:

- 1 SassafRAS Road (Kent County)
- 2 Caldwell Corner Road (DeIDOT)
- 3 Edgar Price Road (Cecil County)

- The enhanced truck restriction signage should be posted facing both directions of traffic

- **The Technical Support Team concurs with this recommendation**

Discussion between SHA,
DeIDOT, Cecil County, Kent
County, MSP and DSP required
- Fall 2006 -



Working Group - Recommendation #3

Excessive Speeds on MD 282

- Consideration should be given to various measures along MD 282 from Cecilton to Warwick to address excessive traffic speeds
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- SHA is working with local representatives to select appropriate speed control measures for MD 282:
 - Oversized Speed Limit Signs
 - Speed Display Equipment (displays speeds to drivers and records vehicle speeds and volumes)
 - Traffic Calming Measures
 - Increased Speed Enforcement



Working Group - Recommendation #4

Virtual Weigh Stations

- The construction and operation of a reasonable number of Virtual Weigh Stations (VWS) (1-3 sites northbound & southbound corresponding with the mainline weigh stations) on those routes identified through the Traffic Monitoring Program as having significant truck diversions due to the opening of the US 301 Weigh and Inspection Stations, either in Maryland or Delaware
 - At a minimum, VWSs should be installed in both directions on MD 213 south of Cecilton
 - The results of the traffic counts and analysis, along with the recommendations regarding the number, location and timing of VWS's should be provided to members of the Working Group in a timely fashion
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- The Technical Support Team concurs with this recommendation, and believes that the VWS's should be considered for installation in locations consistent with the findings of the traffic monitoring program

Working Group - Recommendation #5

Enhanced Truck Enforcement Efforts

1. Delaware should provide additional staffing and extended hours of operation at the northbound US 301 Weigh and Inspection Station to better match the proposed staffing level and shifting hours of operation at Maryland's southbound Weigh and Inspection Station
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- DeIDOT intends to operate the Weigh and Inspection Station 8 hours per day, 5 days per week
2. Both Maryland and Delaware should provide sufficient dedicated enforcement (officers) to adequately monitor and enforce the Virtual Weigh Stations (VWS) and the truck restrictions on local roads, thereby discouraging diversion
 3. The Working Group encourages Maryland to explore ways to make funding available for additional local law enforcement staffing (new hiring) and equipment to support the Maryland State Police (MSP) in enhanced truck enforcement efforts
 4. The Working Group encourages DeIDOT to seek additional funding for truck diversion enforcement
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- The Technical Support Team supports these recommendations
- Maryland State Police are already planning to provide 6 additional enforcement personnel dedicated to truck enforcement in the upper eastern shore region
- The Delaware State Police are planning to provide 3 dedicated enforcement personnel whose sole responsibility is truck enforcement at the northbound weigh station

Working Group - Recommendation #6

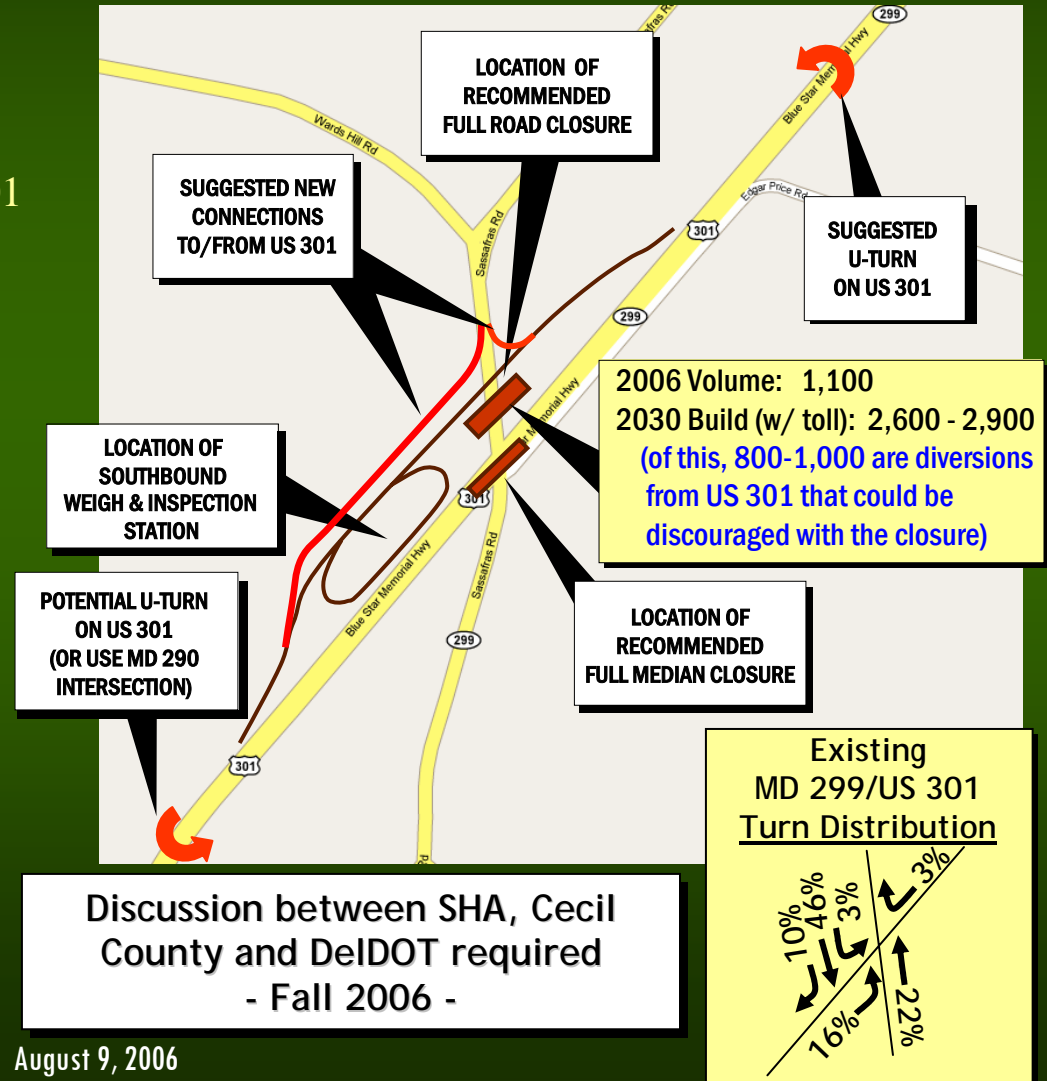
Sassafras Road @ US 301

➤ The following modifications should be carefully considered for the intersection of Sassafras Road and US 301

The full median closure at the junction of Sassafras Road and US 301 AND the full closure of Sassafras Road just west of US 301

- Including the implementation of U-turns on US 301 north and south of MD 299 (the US 301/MD 290 intersection may provide an alternate location for U-turns on southbound US 301)
- Including the provision for right turns to/from Sassafras Road via the truck weigh & inspection station ramps
- Emergency vehicle access should be carefully considered

- Further discussion required with Working Group, Cecil County, SHA and DeIDOT



Working Group - Recommendation #7 *Truck Length Restrictions on the MD 213 Corridor*

- Consideration should be given to posting truck length restrictions on MD 213
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- The Maryland State Highway Administration (SHA) to confirm that over-length trucks are restricted from using MD 213
 - If confirmed by SHA, SHA will consider posting the appropriate signage

Working Group - Recommendation #8 *Inter-Jurisdictional Communication*

- There should be ongoing communication between SHA, DelDOT, Cecil and Kent counties, and the municipalities on the issues raised and discussed by the Working Group
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- The Technical Support Team concurs with this Recommendation

US 301 Toll Diversion Working Group Considerations

Working Group - Consideration A

(Considered, but not included in Working Group Recommendations)

Relocate Southbound US 301 Weigh Station

- Relocate the southbound US 301 Weigh and Inspection Station in Maryland, from the intersection of MD 299 and US 301 to the intersection of MD 291 and US 301

- SHA and MDOT do not concur with this recommendation
- The Weigh Station is under construction on southbound US 301 at MD 299 / SassafRAS Road and scheduled to be operational this fall (2006)
- The current site was selected:
 - To identify overweight trucks as soon as possible after they enter MD
 - To minimize the number of potential diversion routes around the weigh station



Working Group - Consideration B

(Considered, but not included in Working Group Recommendations - see Recommendation #6)

Sassafras Road @ US 301

➤ The following modifications should be carefully considered for the intersection of Sassafras Road at US 301:

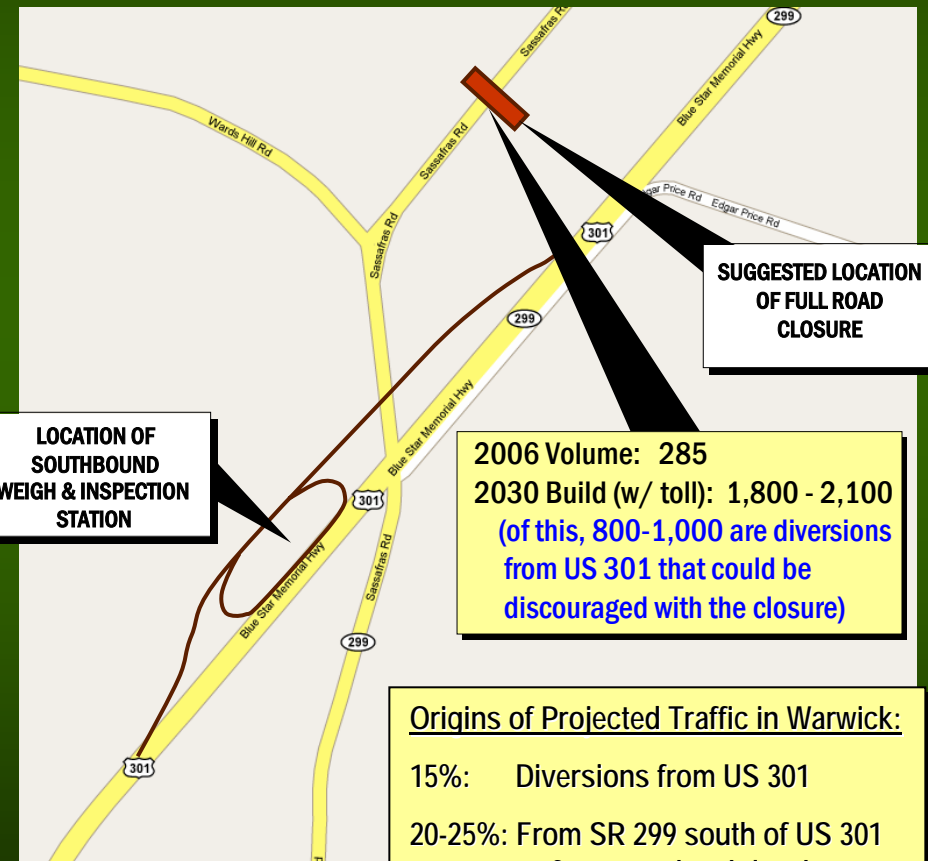
- The full closure of Sassafras Road, just west of US 301 or just north of Wards Hill Road
 - * Emergency access would still be provided
 - * Further coordination with Cecil County and local land owners required

ADVANTAGES:

- More circuitous diversion route for autos & trucks (+ 4.4 miles → +5 minutes)
- Maintains access to MD 299 at US 301
- Maintains emergency access on Sassafras Road
- Reduces potential need for truck enforcement (of proposed restriction) through Warwick

DISADVANTAGES:

- More circuitous route for local residents (2006 volume on Sassafras Rd → 285 veh/day)
- Vehicles still cross weigh station ramp (300 feet of storage back to US 301)



Working Group - Consideration C

(Considered, but not included in Working Group Recommendations – see Recommendation #6)

Sassafras Road @ US 301

- The following modifications should be carefully considered for the intersection of Sassafras Road at US 301:

The full median closure at the junction of Sassafras Road and US 301

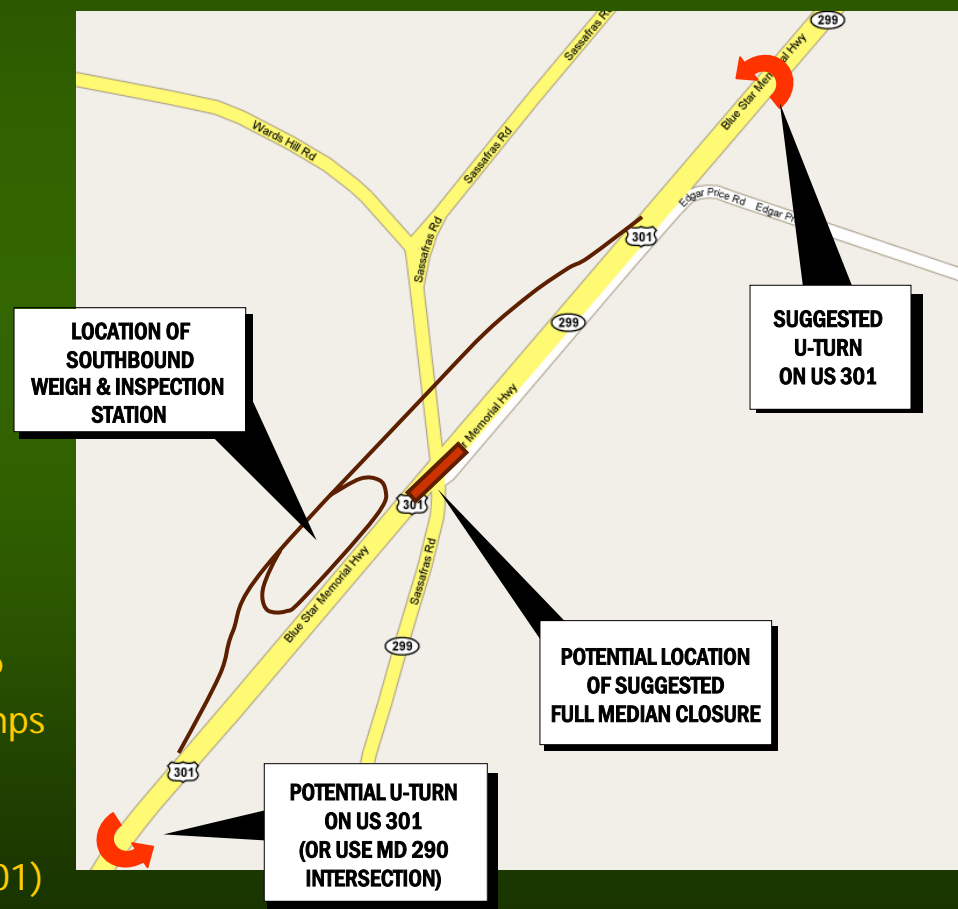
- The median closure should be constructed with provision for emergency vehicle access
- Including the implementation of U-turns on US 301 north and south of MD 299. US 301/MD 290 intersection may provide U-turn for southbound US 301

ADVANTAGES:

- Similar to Working Group Recommendation #6
- But with slightly less impact to traffic using Sassafras Road (more direct access to US 301)
- Potentially less impact to emergency vehicle access when compared to Recommendation #6
- Autos & trucks do not mix on weigh station ramps

DISADVANTAGES:

- Vehicles on Sassafras Road still cross weigh station ramp (300 feet of storage back to US 301)



Working Group - Consideration D

(Considered, but not included in Working Group Recommendations)

Auto Diversions on MD 282

- Consideration of the following to address potential increases in traffic on MD 282:

The implementation of a toll booth on MD 282 in Warwick

- The Technical Support Team does not concur with this recommendation
- Even with the increase in traffic, MD 282 would continue to operate acceptably
- Traffic calming measures appear to be a more appropriate solution for MD 282



Working Group - Consideration E

(Considered, but not included in Working Group Recommendations)

Auto Diversions in Warwick, MD

- Consideration of the following to address potential increases in traffic in Warwick:

The construction of a bypass around Warwick from US 301 to Warwick Road in Delaware following an alignment that would include Telegraph Road and Middle Neck Road

- The Technical Support Team does not concur with this recommendation as part of the US 301 project
- Even with the increase in traffic, MD 282 would continue to operate acceptably
- Traffic calming measures appear to be a more appropriate solution for MD 282
- This recommendation should receive future consideration by Cecil County

