

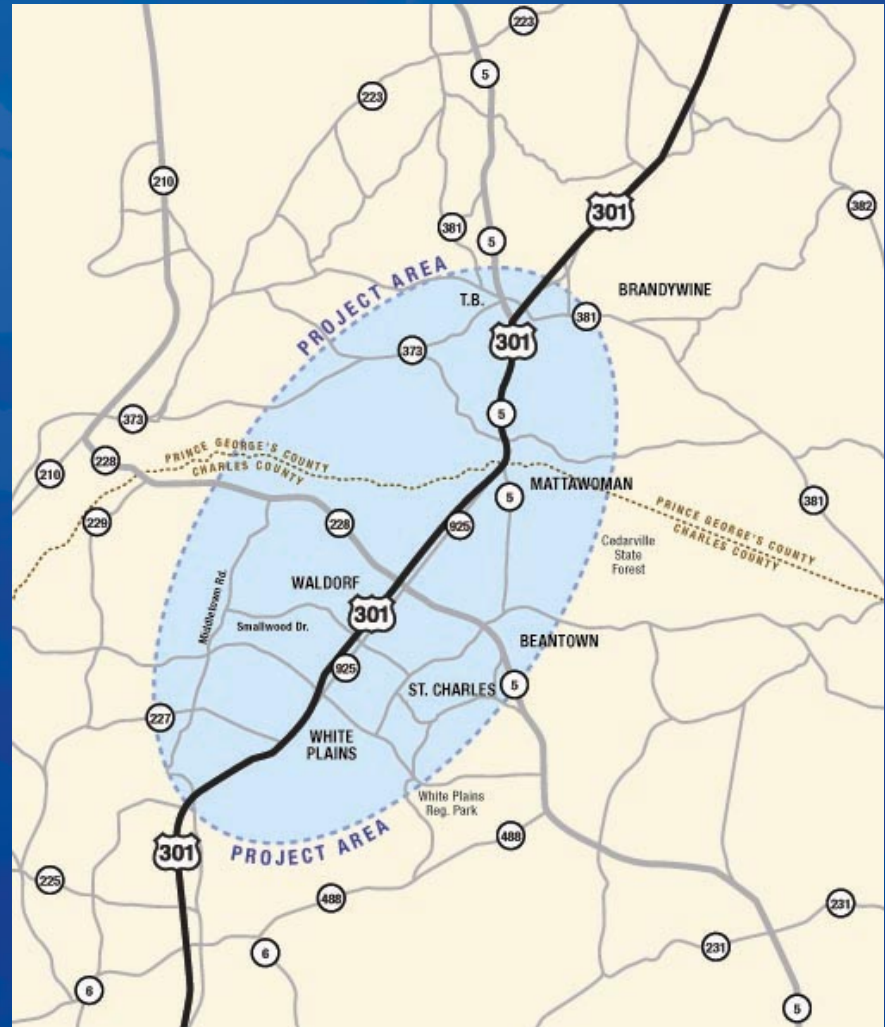
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Project Overview and Update

Project Area

The project area extends from north of the MD 5 and US 301 interchange in Prince George's County to the US 301 intersection with Washington Avenue and Turkey Hill Road in Charles County.



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Purpose

- Improve local traffic operation along US 301 in the Waldorf area
- Facilitate the safe and efficient flow of through traffic and commuter traffic between the Waldorf area and the Washington metropolitan area
- Provide a cost-effective and environmentally sensitive multi-modal transportation system to support travel demand, land use, and development efforts consistent with Smart Growth planning policies
- Promote and secure environmental stewardship



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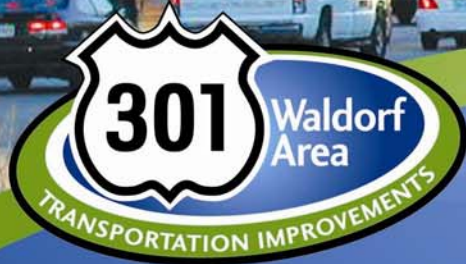
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Needs

- Mobility & Access – 17 failing intersections and 50% increase in volumes by 2030
- Safety – Areas with high rates of rear-end and truck accidents
- Land Use – fastest growing region of MD



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Needs

- Environmental Stewardship – provide natural resource and community improvements beyond what is required
- Homeland Security – part of D.C. evacuation routes, connect defense facilities



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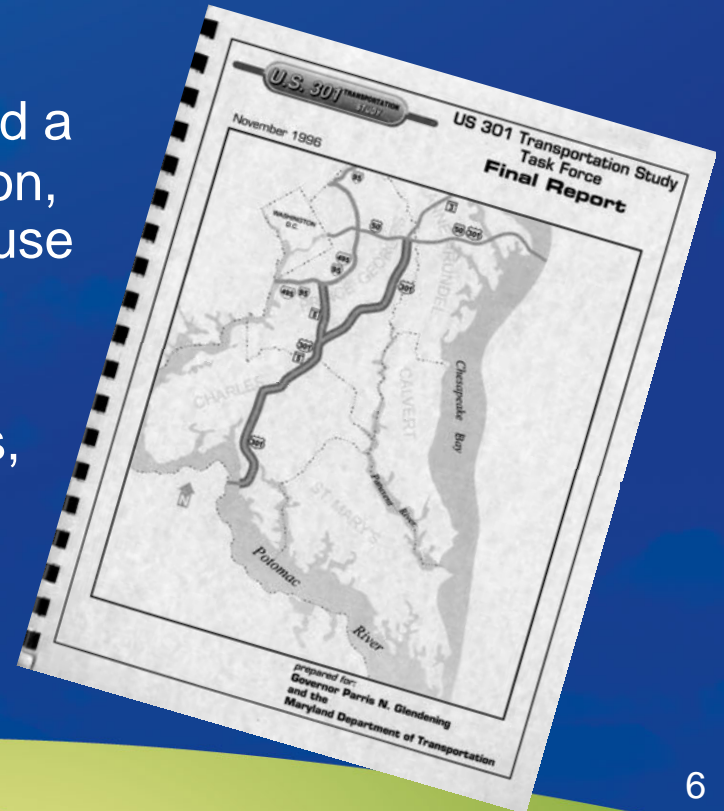


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Previous Studies

US 301 Transportation Study Task Force (1993-1996)

- 76-member task force conducted a three-year study of transportation, environmental resources, land use and economic development
- Recommended further study of highway and transit alternatives, as well as land use and other initiatives in the region



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Previous Studies

US 301 Transportation Studies (1996-2001)

- Northern Corridor project limits from the US 301/ MD 5 Interchange at T.B. to US 50 in Bowie. Tier 1 Final Environmental Impact Statement (FEIS) received a Record of Decision in 2000.
- Southern Corridor project limits from Governor Nice Bridge to the US 301/MD 5 Interchange at T.B., and on MD 5 from T.B. to the Capital Beltway



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Previous Studies

US 301 Transportation Studies (1996-2001)

- Studied several sub-corridors based on preliminary purpose and needs established by the US 301 Task Force
- Both Charles and Prince George's Counties conducted Citizen's Advisory Committees as part of the public involvement process
- Study was placed on hold in 2001; no preferred transportation alternatives were identified and no formal recommendations were promoted by SHA



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Interagency Working Group

Throughout the development and analysis of project alternatives, SHA will be working closely with federal, state and local environmental, regulatory and resource agencies, and state and local planning agencies to avoid and minimize impacts to both the natural and human environment. These include:

- Charles County
- Federal Highway Administration*
- MD Dept. of the Environment**
- MD Dept. of Natural Resources
- MD Dept. of Planning
- MD Dept. of Transportation
- MD Historical Trust
- MD National Capital Park & Planning Commission
- MD Transit Administration
- MD Transportation Authority
- Metro. Washington Council of Governments
- National Marine Fisheries Services
- Prince George's County
- Tri-County Council for Southern MD
- U.S. Army Corps of Engineers**
- U.S. Environmental Protection Agency**
- U.S. Fish and Wildlife Service**

* Lead Federal Agency; ** Cooperating Agencies



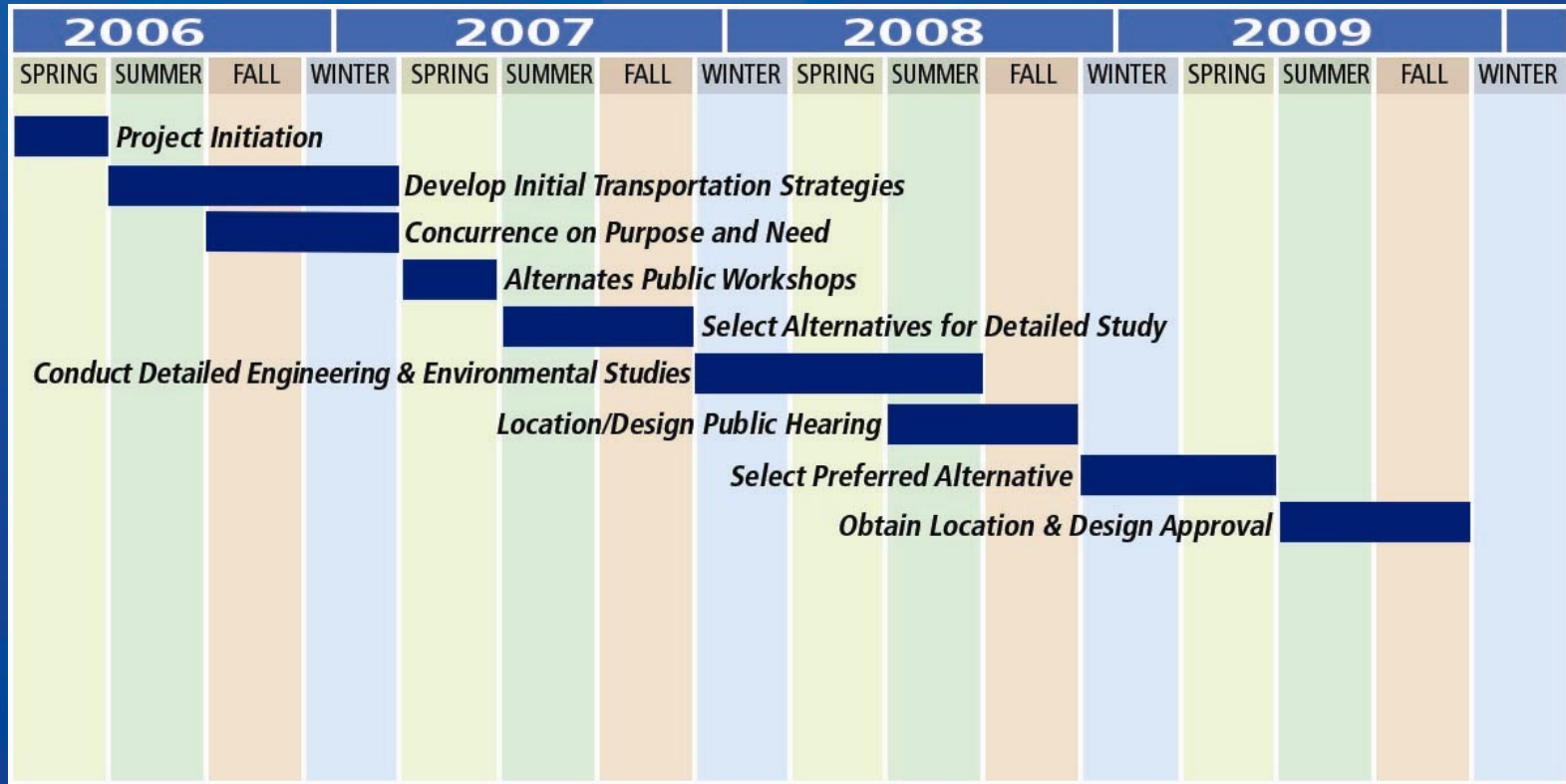
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Tentative Schedule



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No-Build Alternative

No improvements made to transportation facilities beyond those already planned

- Only normal maintenance and safety operations (i.e. resurfacing, re-striping, signage and lighting) will occur
- Will not affect roadway capacity or reduce crash rates
- Provides a benchmark for comparing effectiveness of other alternatives



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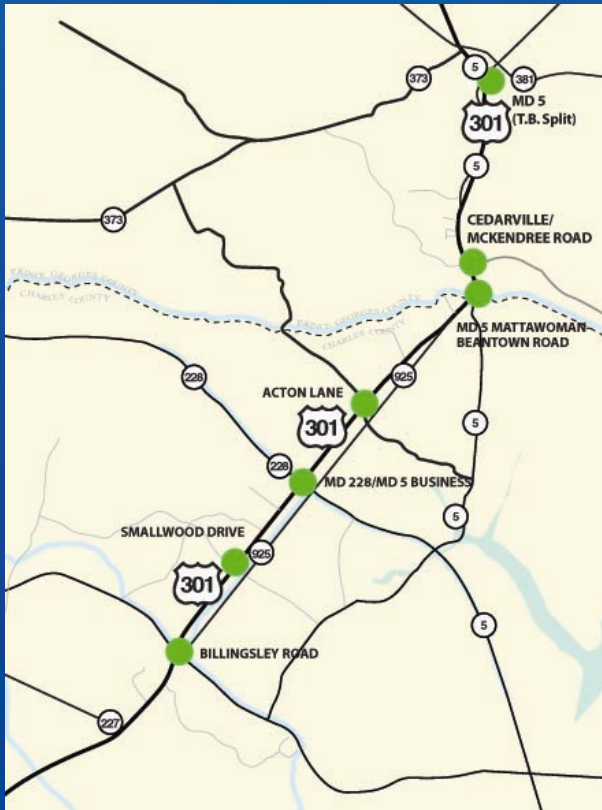
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US 301 Upgrade

Alternative 2 Modified



All upgrade alternatives have grade-separated interchanges at:*

- US 301/MD 5 (interchange at T.B.)
- Cedarville/McKendree Road
- MD 5 (Mattawoman – Beantown Road)
- Acton Lane
- MD 228/Berry Road – MD 5 Business/Leonardtwn Road
- Smallwood Drive
- Billingsley Road

* It has not yet been determined whether US 301 will go over or under crossroads at the interchanges



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US 301 Upgrade

Alternative 2 Modified *(continued)*

- Signals on US 301 at all cross roads would be eliminated from T.B. to Billingsley Road.
- Access to properties would continue to be provided from existing continuous right turn lane.
- All left turns would be made at interchanges.



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US 301 Upgrade Alternative 3

Modify existing US 301 to a 6-lane fully access controlled roadway supported by grade-separated interchanges

- All turning movements will be accommodated at interchanges
- All traffic signals will be removed along US 301
- Local traffic and US 301 access will be provided via service roads
- An extra through-lane would be provided in both directions between Smallwood Drive south to Turkey Hill Road



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US 301 Upgrade Alternative 4

Modify existing US 301 to a 6-lane fully access controlled roadway supported by grade-separated interchanges

- All turning movements will be accommodated at interchanges
- All traffic signals will be removed along US 301
- Local traffic and US 301 access will be provided via a combination of service roads and existing secondary roadways including Western Parkway and MD 925
- An extra through-lane would be provided in both directions between Smallwood Drive south to Turkey Hill Road



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US 301 Bypass Corridors

- Developed to avoid/minimize impacts to development and environmentally sensitive areas
- Each corridor begins near the US 301/MD 5 interchange at T.B., extends south around Waldorf, and ties back to US 301 near Turkey Hill Rd
- Three options: Western Bypass, Eastern Bypass, and Eastern Bypass with MD 5 Options



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Access Management & Growth Tracking

- Coordination with county planning
- SMART Map
- Major pending developments
- Traffic concerns for all corridors



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Property Acquisition

- The Acquisition Process
 - Property Appraisal
 - Negotiations
 - Entering into a Contract
- Relocation Assistance
 - Owners
 - Tenants
 - Businesses



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How decisions are made

- Purpose and Need
- Safety
- Travel Efficiency
- Environmental Impacts (natural & social)
- Agency & Citizen Input
- Cost
- Funding
- Constructability



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