

US 301 Upgrade Alternative 2 Modified

Positives

- Improves safety at interchange locations
- Improves traffic operations throughout corridor by removing signals and adding shoulders
- Limits required right-of-way over other upgrade options
- Provides lowest cost upgrade alternative
- Maintains right-in/right-out business access except at interchange locations
- Has minor natural environmental impacts

Negatives

- Has right-of-way impacts primarily at interchange locations, resulting in substantial business displacements
- Eliminates access to many properties adjacent to interchanges
- Eliminates left-turn access to businesses and communities
- Requires construction to be phased over many years, causing direct and indirect effects to businesses and motorists
- Results in severe utility impacts
- Does not add to options for traffic heading to or from Charles County



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- **Shoulders added on US 301 from MD 5 (Mattawoman–Beantown Road) to Smallwood Drive**
- **An extra through-lane provided in both directions between the interchange at T.B. to Cedarville Road/McKendree Road and Smallwood Drive south to Turkey Hill Road**
- **Upgrade intersections to grade-separated interchanges at:***
 - US 301/MD 5 (interchange at T.B.)
 - Cedarville Road/McKendree Road
 - MD 5 (Mattawoman–Beantown Road)
 - Acton Lane
 - MD 228 (Berry Road)/MD 5 Business (Leonardtown Road)
 - Smallwood Drive
 - Billingsley Road
- **Eliminate remaining signalized intersections and convert into right-in/right-out**
- **Consolidate driveways and entrances along US 301 to decrease the number of access points**

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

