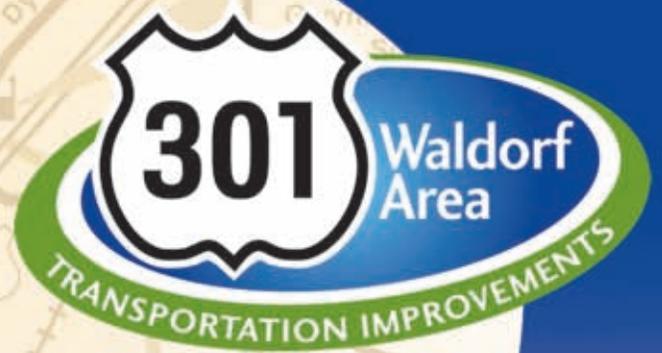


Revised April 2007

Alternates Public Workshops



Workshop Locations

Tuesday, March 20, 2007
5:30-8:30 PM
Mattawoman Middle School
Gymnasium
10145 Berry Road
Waldorf, MD 20603

Thursday, March 22, 2007
5:30-8:30 PM
Gwynn Park Middle School
Cafeteria
8000 Dyson Road
Brandywine, MD 20613

Saturday, March 24, 2007
9:00 AM-1:00 PM
Thomas Stone High School
Multi-Purpose Cafeteria
3785 Leonardtown Road
Waldorf, MD 20601

**Transportation
Improvements are
being considered for US 301
in the Waldorf area.**

US 301 plays a major role in helping you get where you need to go in and around Waldorf. The Maryland State Highway Administration (SHA) is considering different alternatives to relieve congestion and improve safety. At this series of public workshops you will have the opportunity to review the different alternatives that are being considered, ask questions and provide us with your comments and suggestions. Your participation is very important to determine how best to improve travel in the US 301 Waldorf area.



This Alternates Public Workshop brochure has been revised from the original one sent out in March 2007. This revised version includes two additional alternatives – Alternatives 3 and 4, which SHA was asked to consider as part of the US 301 Waldorf Area Transportation Improvements Project. These alternatives were originally developed and analyzed during the previous US 301 Southern Corridor Transportation Study conducted in the late 1990s.

Introduction



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Dear US 301 Waldorf Area Transportation Improvements Project Workshop Participant,

The US 301 Waldorf Area Transportation Improvements Project Team would like to take this opportunity to thank you for participating in the project and encourage your continued involvement.

The purpose of the Alternates Public Workshop is to acquaint the public with the US 301 Waldorf Area Transportation Improvements Project and to present a summary of project-related conceptual engineering alternatives and environmental concerns. As this project moves forward, detailed environmental and transportation analyses will be completed within the corridor. The goal of these efforts is to obtain a federally approved environmental document that will designate a preferred transportation alternative in the corridor.

The workshop format will allow you to walk through and review project information at your own pace. The various display stations are designed to give you a focused look at the study process, beginning with the Welcome Station. Other stations will focus on the Preliminary Analysis of Suggested Alternatives; a description of the Natural, Socio-economic and Cultural Resources Inventory; and a preview of the project's "Next Steps."

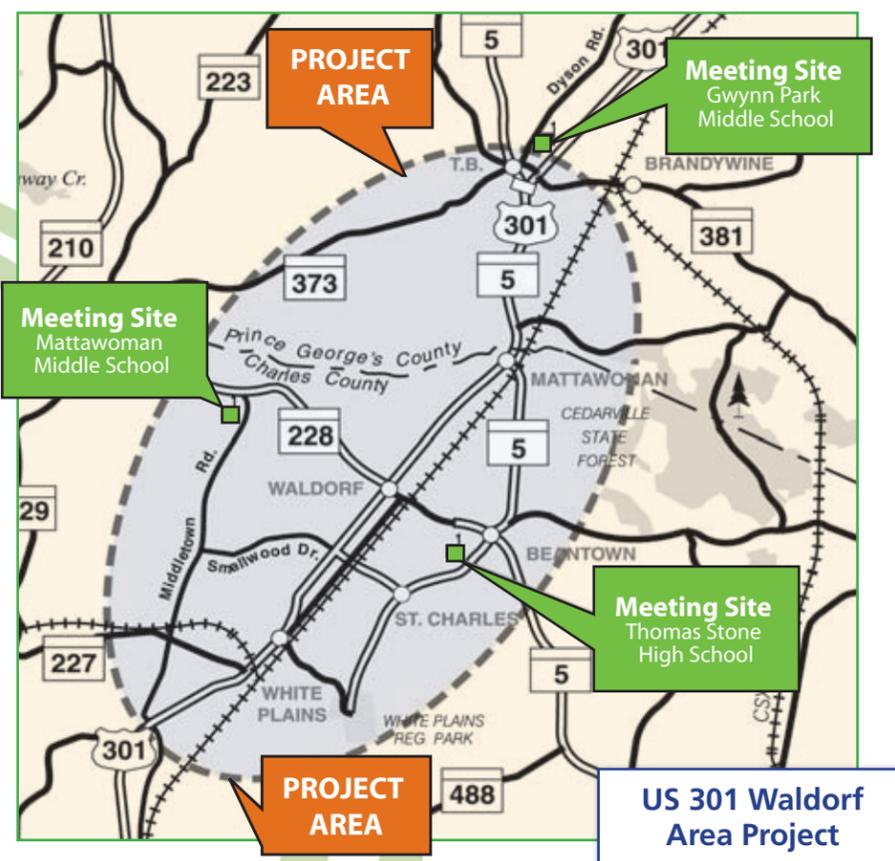
These meetings will allow you to observe and provide input on this project in several ways:

- Ask questions of, and offer comments to, the project team members at any workshop station. If your community would like more information on the project, the project team is available to present information at local neighborhood meetings.
- If you are attending a meeting, please take a few minutes to fill out the comment cards located in the center of this brochure and drop them in the comment box that will be provided at the workshop. Comment cards may also be mailed, with no postage necessary. Your feedback is important!
- Contact the project team if you would like further information or wish to offer additional feedback. Names, addresses and phone numbers of team members are provided on page 17 of this brochure.
- Visit our website at www.US301waldorf.org to get information, make comments or submit questions.

Again, we thank you for participating in this important process by providing thoughtful input regarding the development of this complex project.

The US 301 Project Team

The project encompasses areas along MD 5 and US 301 in both Prince George's and Charles Counties. The northern limit includes the US 301/MD 5 interchange at T.B. in southern Prince George's County, which also includes the intersection of US 301 and MD 381/Brandywine Road. The southern limit includes the intersection of US 301 with Washington Avenue and Turkey Hill Road just north of La Plata. The project limits were determined in coordination with the Federal Highway Administration (FHWA).



Project Background

One of the most important roadways in Prince George's and Charles Counties, the US 301 corridor is one of the fastest growing areas in Maryland. This growth has already overwhelmed much of the US 301 and MD 5 roadway network, and congestion is expected to increase during the next 20 years.

Citizens and elected officials have long realized that something needs to be done to protect the region's future quality of life, and in the mid-1990s the effort to address transportation and growth issues began with the creation of the US 301 Transportation Study Task Force (Task Force).

US 301 Transportation Study Task Force (1993-1996)

In 1993, the 76-member Task Force was appointed by then-Governor Schaefer and was comprised of civic association leaders, environmental advocates and agencies, business representatives, and elected officials. The Task Force spent three years studying the relationships among transportation, environmental resources, land use, and economic development and recommended further study of a variety of highway and transit alternatives, land use options, and other initiatives in the region.

The locations of many of the recommendations were not precisely defined in order to permit flexibility when future roadway or transit alignments were studied. In its advisory capacity, the Task Force determined the issues that the Maryland Department of Transportation's State Highway Administration (SHA) would formally study during the Project Planning Stage.

US 301 Transportation Studies (1998-2001)

As a result of the work of the Task Force, the US 301 Transportation Studies, which analyzed transportation strategies in both the US 301 Northern and Southern corridors, were initiated. The US 301 Northern Corridor project limits were from the MD 5 /US 301 interchange at T.B. to US 50 in Bowie. Its Tier 1 Environmental Impact Statement (EIS) received a Record of Decision in 2001.

The Southern Corridor project limits extended from the Governor Nice Bridge to the US 301/MD 5 interchange at T.B., and on MD 5 from the T.B. interchange to the Capital Beltway (I-495). It was studied as several sub-corridors based on preliminary purpose and needs established by the US 301 Task Force. Because the project was placed on hold in 2001, no preferred transportation alternatives were identified and no formal recommendations were selected by SHA.

Current Studies

SHA has reinitiated the study of transportation solutions in the US 301 Southern Corridor within Charles and Prince George's Counties. Two project planning studies are occurring in the area – the MD 5 Corridor Transportation Study and the US 301 Waldorf Area Transportation Improvements Project.

Project Planning Process

The Project Team is working under the National Environmental Policy Act of 1969, also known as the NEPA process, to the US 301 Waldorf Area Transportation Improvements Project. NEPA requires that any project receiving federal funds or requiring other federal action undergo an evaluation of reasonable alternatives and an analysis of potential impacts. It is under the NEPA umbrella that alternatives will be evaluated for this project, as well as other socio-economic, natural and cultural environmental issues. The following timeline is a summary of major steps in the Project Planning Process.



Purpose and Need

The Purpose and Need Statement establishes the reason the project is proposed and provides the foundation on which a determination is made as to whether the alternatives meet the area's needs. The Purpose and Need Statement is developed in consultation with local, State, and Federal agencies, and the public. SHA has received concurrence from all of the participating agencies on the Purpose and Need. The Project Team has solicited comments from the public on the Purpose and Need Statement.

Project Purpose

The purpose of this project is to:

- 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, while providing a cost-effective and environmentally sensitive multimodal transportation system to support existing and future travel demand, land use, and development efforts consistent with Smart Growth planning policies;
- Promote and secure environmental stewardship.

Project Needs

This project arose from the need to reduce the current and future problems caused by congestion and travel delays along US 301, and to increase mobility, improve system levels of service, and enhance safety.

The project will investigate ways to improve access management and controls to better manage the conflicting traffic types (i.e., regional through traffic versus local traffic) now using US 301. It will provide a cost-effective multimodal transportation infrastructure to serve existing and future land uses and development patterns, while minimizing impacts on sensitive natural, human, and cultural environmental resources.

The project will also improve the security of the region by contributing to the transportation network's ability to move people during emergencies. SHA has also identified several underlying needs that the project should address, including mobility, safety, and land use.

Existing Conditions

The US 301 corridor has experienced significant population and employment growth in recent years, which has contributed to increased travel demand and congestion along US 301 and several other roadways in the area.

US 301 is generally a four-lane divided roadway, except when it passes through Waldorf and southern Prince George's County, where there are six through lanes plus auxiliary lanes in some locations. It is the primary north-south route connecting the Washington, D.C. suburbs in Prince George's County to the growing communities in Charles, Calvert, and St. Mary's Counties.

US 301 is the main commuting route for thousands of Southern Maryland residents traveling to jobs in the Washington, D.C. region. The corridor is lined with homes and businesses, and in communities such as Waldorf and LaPlata, it has become the main access road for the area's commercial center. It serves customers patronizing local businesses, as well as motorists traveling through the area.

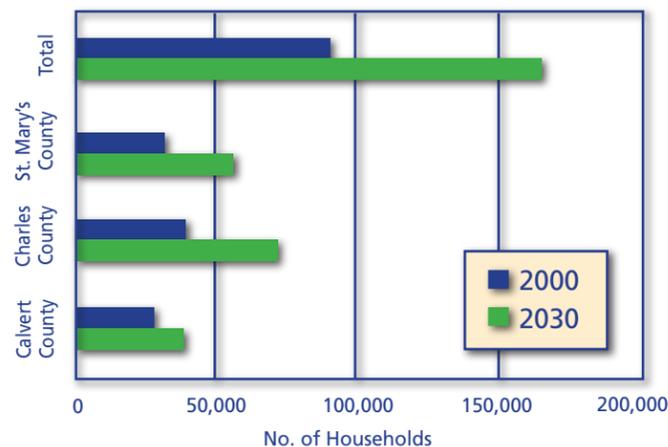
Significant Growth is Expected in the Region

According to the Maryland Department of Planning's most recent projections (November 2006), significant growth will continue in the Southern Maryland region, which includes Calvert, Charles, and St. Mary's Counties. Growth is also expected to continue in Prince George's County, although at a slower rate.

Projected Growth in Households, Southern Maryland Region 2000 to 2030

Source: MD Dept. of Planning

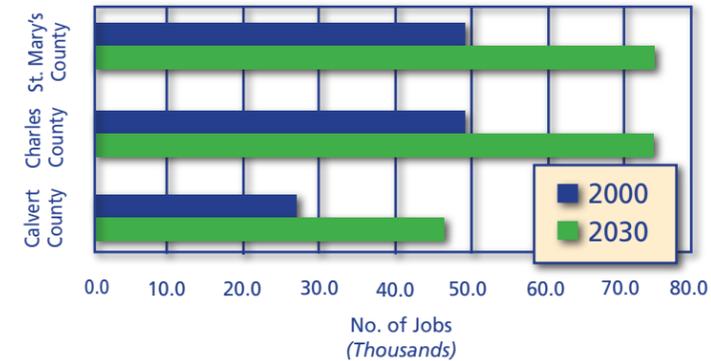
By 2030, the number of households in the three-county Southern Region is projected to increase by 77%. Growth in Charles and St. Mary's Counties will account for approximately 82% of the total.



Projected Growth In Jobs 2000-2030

Source: MD Dept. of Planning

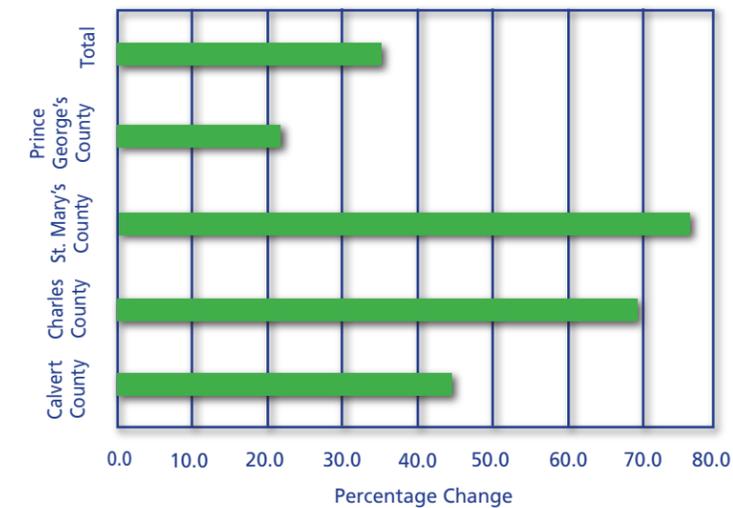
By 2030, the number of jobs in the Southern Region is projected to increase by 58%, from 125,000 to 198,000. Job growth in Prince George's County is projected to increase by approximately 30%.



Projected Population Growth 2030

Source: MD Dept. of Planning

By 2030, 25% of the state's population growth is projected to occur in the four counties served by US 301: Calvert, Charles, Prince George's, and St. Mary's. Between 2000 and 2030, population is expected to increase from 1,082,835 persons to 1,447,200 persons.



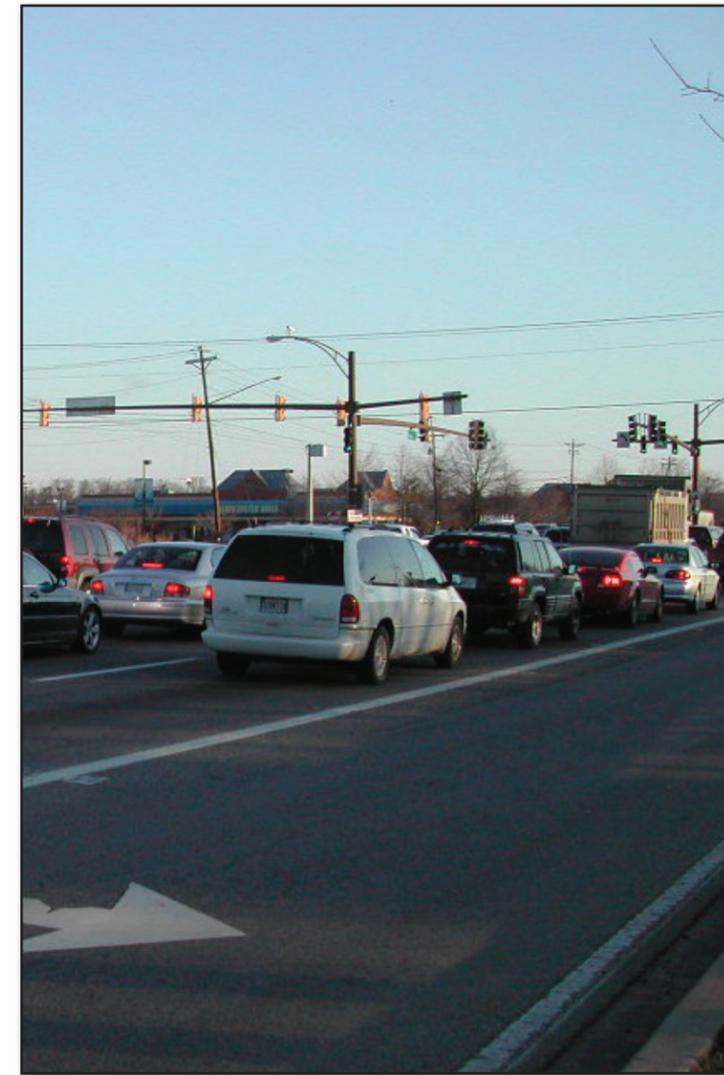
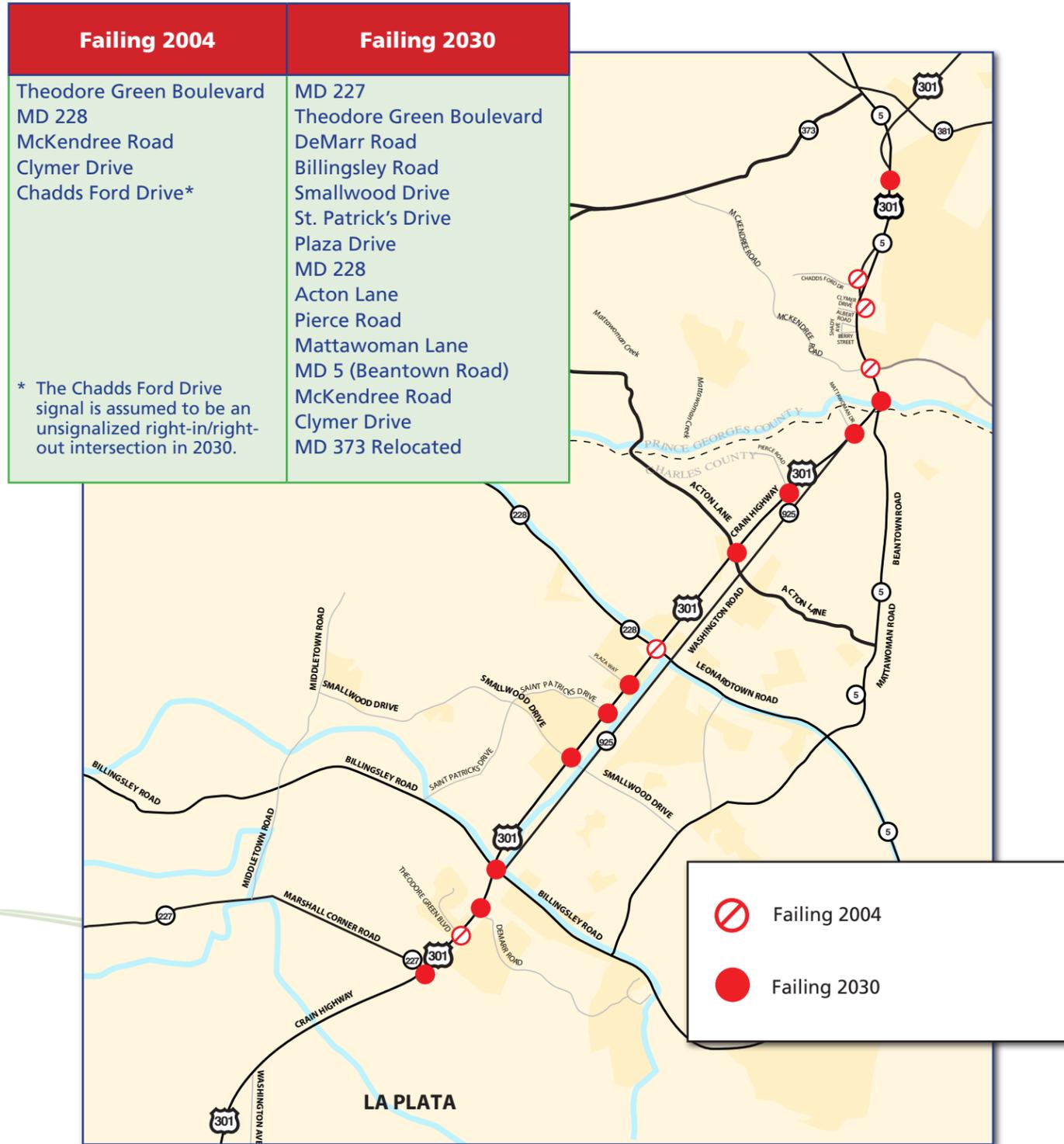
Traffic Volumes Continue to Grow Rapidly

Traffic volumes along US 301 and MD 5 in the project area continue to increase rapidly. Daily vehicular trips are forecasted to increase by as much as 50% between 2004 and 2030. The average number of daily trips that cross the Prince George's/Charles County line on US 301 is expected to grow from 82,600 vehicles per day (VPD) in 2004 to 112,800 VPD by 2030. Based on this projection, the existing transportation network, which already experiences peak-hour congestion, will be unable to accommodate the increased demand.

The majority of traffic in the corridor consists of single-occupant vehicles. Maryland Transit Administration commuter bus services connect Waldorf and the Southern Maryland region with the Washington, D.C. area. Local bus service is provided by Charles County.

Should traffic volumes continue to grow as projected, the existing and programmed transportation system will be overwhelmed. The increase in traffic, combined with insufficient access control (too many entrances and exits onto US 301), will result in longer travel times, greater congestion, more crashes, and increased conflict between local and through traffic.

Failing Signalized Intersections in the Waldorf Area



Safety

None of the roadway sections studied along US 301 in the project area exhibited total crash rates between 2002 and 2004 that are significantly higher than average statewide rates. However, four out of the five sections studied have individual crash types that are significantly higher than statewide crash rates. Three of the sections have rear end crash rates that are significantly higher, and two sections had truck-related crash rates that are also significantly higher. The section just south of the US 301/MD 5 interchange at T.B. has four crash types that are significantly high, and eight of the 11 fatal crashes recorded for the study period.

The high incidence of these specific crash types within the US 301 Waldorf project area is likely due to the combination of congested conditions, frequent driveways and at-grade intersection access points and median crossovers, and the high through-traffic volumes mixed with cross-street and turning-traffic volumes. The need for safer pedestrian and bicycle facilities for crossing and traveling along US 301 through the Waldorf area has also been identified.

The 2004 average daily traffic (ADT) volumes on US 301 in the project area ranged from 42,700 vehicles per day (VPD) north of Turkey Hill Road/Washington Avenue, to 81,600 VPD south of T.B. Expected traffic increases will cause the already congested AM and PM peak periods along US 301 to become longer and more severe.

Average Daily Traffic Volumes

Location	2004 ADT	2030 ADT	% Increase
US 301 North of Turkey Hill Rd./Wash. Ave.	42,700	61,800	45%
US 301 North of MD 227	46,500	69,600	50%
US 301 South of Billingsley	48,600	70,400	45%
US 301 South of MD 228	52,100	71,000	36%
US 301 North of MD 228	59,300	69,300	17%
MD 228 West of US 301	43,700	47,600	9%
MD 5 Business East of US 301	36,700	41,500	13%
MD 5 Relocated East of US 301	26,600	38,200	44%
MD 5 North of T.B.	56,600	79,200	40%
US 301 North of T.B.	25,000	35,600	42%

The number of failing signalized intersections in the Waldorf area is expected to increase from five in 2004, to fifteen by 2030. This will result in increased delays to traffic on US 301 and on cross streets. A signalized intersection fails when traffic volumes traveling through the intersection exceed the designed capacity of the intersection.

Public Involvement

Continuous and active public involvement plays an important role in the project planning process. It helps reveal community needs and concerns and is an invaluable tool in developing transportation improvements that complement the surrounding area and serve the public. The following are ways in which you can become involved in the process and provide your ideas and comments during the project:

- **Public Meetings** – Public meetings will be held at key stages in the project planning process. You will have the opportunity to review project information and maps showing the alternatives being considered, ask questions of the project team, and offer your comments and concerns.
- **Mailing List** – To receive periodic updates on the project, you may add your name and address to our mailing list at the workshop, via the website, or by contacting Steve Hawtof, SHA Project Manager, at 1-800-548-5026 or via email at shawtof@sha.state.md.us.
- **Project Website** – Throughout the duration of the project, www.US301Waldorf.org will have the latest news and updates, the project schedule, environmental and cultural resource information, mapping and descriptions of alternatives, newsletters, and more. The website will also allow you to submit comments and questions.
- **Informational Materials** – Periodically information will be sent to those on the project mailing list and posted on the project's website to provide updates on the status of the project.
- **Targeted Stakeholder Outreach** – The project team welcomes invitations to meet with community or civic associations or other interested groups throughout the project. Such meetings allow the project team to provide information, answer questions, and listen to your thoughts and concerns. To set-up a meeting, call Steve Hawtof at 1-800-548-5026.

Alternatives

The project team has developed a series of alternatives for three distinct corridors in the Waldorf area: upgrades to the existing US 301 corridor; bypass options west of Waldorf, and bypass options east of Waldorf.

No-Build Alternative

With the No-Build Alternative, no substantial improvements would be made to transportation facilities beyond those improvements currently planned for the area. Minor improvements would occur as part of normal maintenance and safety operations; however, they would not measurably affect roadway capacity or reduce crash rates. Possible improvements could include resurfacing, re-striping, signage, and lighting. Evaluation of the No-Build Alternative provides a benchmark that assists in comparing existing conditions against a proposed highway alternative to comprehend more fully the potential benefits and impacts associated with proposed transportation improvements.

TSM/TDM Strategies**

These strategies are a combination of Transportation System Management (TSM) and Transportation Demand Management (TDM) techniques above and beyond what is assumed in the No-Build Alternative.

TSM is as a relatively low-cost transportation improvement strategy consisting of minor construction and operational enhancements to existing transportation facilities and services.

TDM includes voluntary and pricing programs designed to increase the number of people in a vehicle, or influence the time or need to travel. As such, it does not include any major new transportation improvements such as new roadways or transit facilities, but rather attempts to maximize the existing system by managing travel demand and improving and expanding accessibility to transit services.

Examples of regional TSM/TDM include:

- Improved pedestrian and bicycle facilities
- Flashing yellow traffic signals from 12 A.M.-5 A.M. to eliminate unnecessary mainline stopping
- Regional ridesharing through the Tri-County Council
- Park and Ride Lots
- Telecommuting

**TSM/TDM strategies will also be part of each Build Alternative.

US 301 Upgrade Alternatives

Alternative 1

This alternative concept proposes upgrading select intersections to grade-separated interchanges and adding a flyover ramp movement from US 301 southbound to MD 5 at the existing triple left turn lane. No changes to the existing number of lanes along MD 5 and/or US 301 are proposed. All traffic signals except those replaced by interchanges would remain.

Proposed interchange locations are:

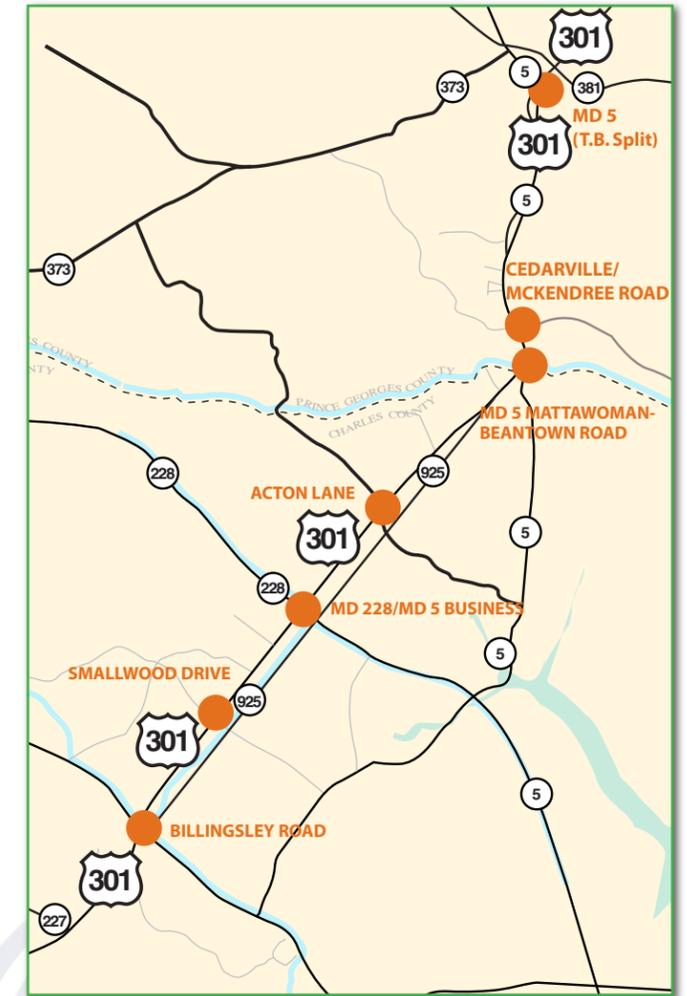
- MD 5 (interchange at T.B.)
- Cedarville Road – McKendree Road
- MD 5 (Mattawoman – Beantown Road)
- Acton Lane
- MD 228 (Berry Road) – MD 5 Business (Leonardtown Road)
- Smallwood Drive
- Billingsley Road

Alternative 1A

This alternative concept is similar to Alternative 1 in that only select intersections would be upgraded to grade-separated interchanges and the flyover from US 301 southbound to MD 5 would be proposed. There would be no changes in the number of existing lanes along US 301, and all traffic signals except those replaced by interchanges would remain. However, under Alternative 1A, driveways and parking lot entrances along US 301 would be consolidated to decrease the number of access points to improve safety and mobility. Alternative access would be provided to property owners who would no longer have direct access from US 301 in the vicinity of the new interchanges.

Proposed interchange locations are:

- 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



Potential interchange locations for Alternatives 1 and 1A.



Alternative 2

This alternative proposes widening US 301 by one additional lane from the T.B. interchange to Turkey Hill Road/Washington Avenue. The outermost lanes would function much like the existing continuous right-turn lanes between Mattawoman – Beantown Road and Smallwood Drive; however, transit services would be permitted to use this lane during peak traffic periods in addition to traffic entering and exiting business sites. Signalized intersections would be investigated to determine the proper configuration of through and turning lanes and areas where signals may be removed. Similar to alternative 1A, driveways and parking lot entrances along US 301 would be consolidated to decrease the number of access points to improve safety and mobility. Alternative access would be provided to property owners who would no longer have direct access from US 301 in the vicinity of the new interchanges.

Proposed interchange locations are:

- 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

Alternative 2A

This alternative is similar to Alternative 2 in that it proposes widening US 301 and adding a travel lane as determined by the traffic projections. However, the additional lane will be exclusively for use by transit vehicles, and will provide for traffic signal prioritization at congested locations. As with Alternative 2, the configuration of signalized intersections would be investigated to determine the proper configuration of through and turning lanes with the transit-vehicle-only lanes.

Proposed interchange locations are:

- 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



Potential interchange locations for Alternatives 2 and 2A.



Recently, SHA was asked to consider two additional upgrade alternatives as part of the US 301 Waldorf Area Transportation Improvements Project. These alternatives were originally developed and analyzed during the previous US 301 Southern Corridor Transportation Study conducted in the late 1990s. Alternatives 3 and 4 propose extensive modifications along the existing US 301 corridor and are outlined below.

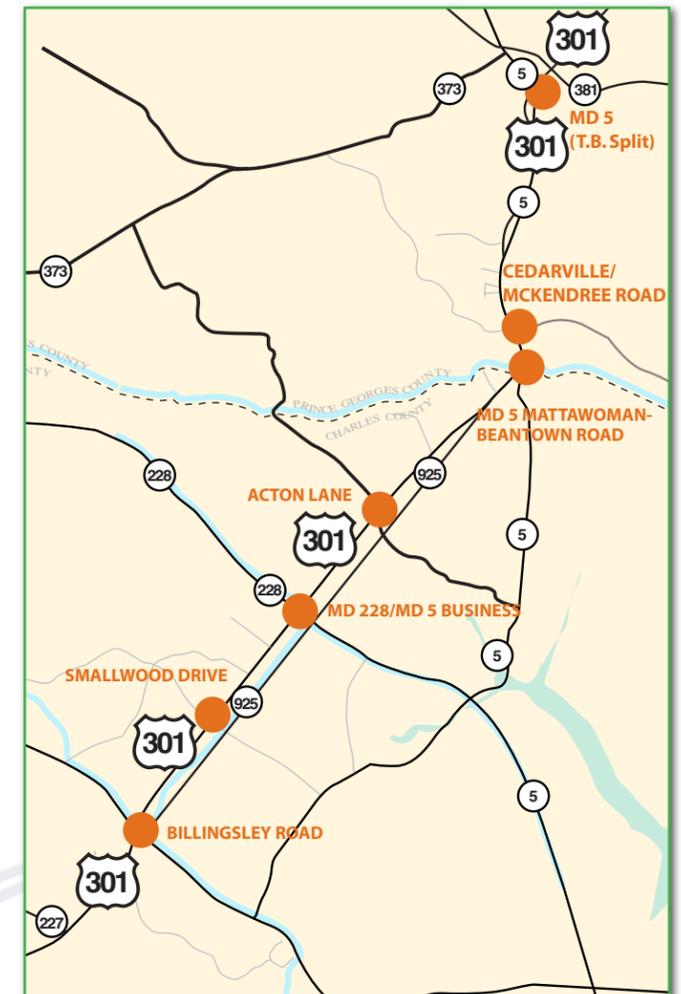
Alternative 3

This alternative concept proposes upgrading existing US 301 to a 6-lane, fully access-controlled freeway facility from just north of Cedarville/McKendree Road to just south of Smallwood Drive. The following features would support the freeway: grade-separated interchanges along US 301 (see list below), a flyover ramp movement from US 301 southbound to MD 5 at the existing triple left turn lanes, and service roads within the access-controlled area. The service roads would be one way in each direction and provide access from US 301 to local roads and businesses. With this alternative, turning movements in the areas with service roads would be accommodated at the interchanges and all traffic signals would be removed from the US 301 mainline. An additional through-lane would be provided in both directions between the interchange at T.B. to Cedarville/McKendree Road and from Smallwood Drive south to Turkey Hill Road.

Proposed interchange locations are: *

- 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

*It has not yet been determined if US 301 will go over or under the crossroads at each interchange.



Potential interchange locations for Alternatives 3 and 4.

Alternative 4

This alternative is similar to Alternative 3 with the following exception. Whereas Alternative 3 proposed directional service roads on both sides of US 301 within the fully access-controlled freeway segment, Alternative 4 utilizes a combination of service roads and access from existing secondary roadways (Western Parkway and MD 925) to provide access to businesses.

Proposed interchange locations are: *

- 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

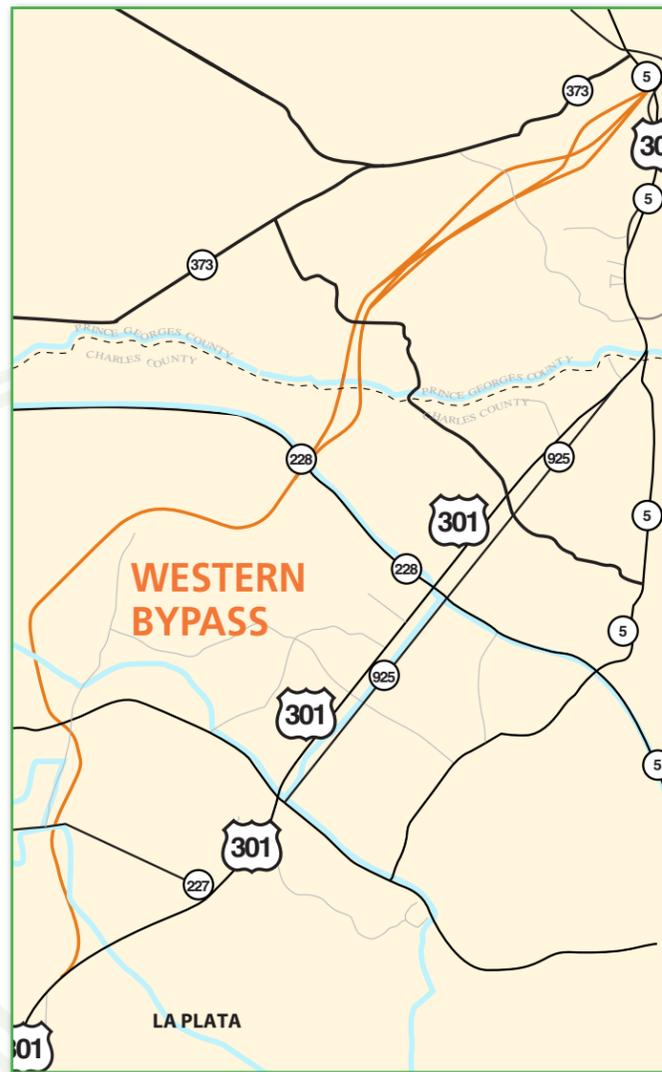
Bypass Corridors

The alternatives within the bypass corridors were developed with the intention of avoiding or minimizing impacts to existing and planned development and to environmentally sensitive areas, while still conforming to Federal and State design guidelines. At this stage of the project, corridors are quite wide in order to provide as much flexibility as possible when specific locations of the much narrower roadway footprint are determined in the future. Several alternatives have been developed within the western and eastern corridor boundaries. Each of the corridors begins near the MD 5/US 301 interchange at T.B. in Prince George's County, extends southward through Charles County, and ties back in to existing US 301 near Turkey Hill Road. For the purpose of this first stage of planning, a consistent roadway section width of 300 feet (including medians, shoulders, and side slopes and drainage) was used to assess each alternative within each corridor equally.



Western Bypass

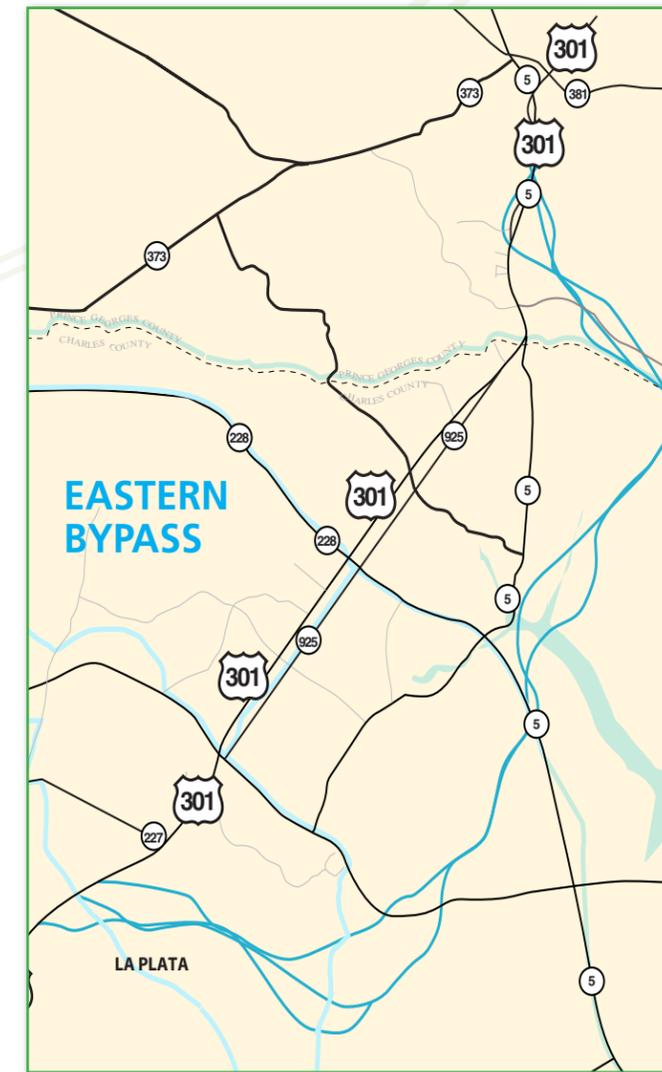
Alternatives generally start at the junction of the MD5/ US 301 interchange at T.B. The alignments head in a southwesterly direction and cross Burch Branch. All options stay west of the Robin Dale Country Club and then cross the Mattawoman Creek into Charles County. The alternatives then merge into one alignment and cross over MD 228, continue in a south-westerly direction and cross Piney Branch and McDaniel Road. The alternative veers to the west and then shifts to the south-west just past Middletown Road. It continues to the east of the Brookwood Estates community where it crosses Port Tobacco Creek/Pages Swamp. The corridor ties back into US 301 near Turkey Hill Road. Interchanges are tentatively planned for the northern tie-in at the T.B. Interchange and southern tie-in near Turkey Hill Road, MD 228 and the proposed Cross-County Connector.



Each orange line represents a potential alternative for the Western Bypass

Eastern Bypass

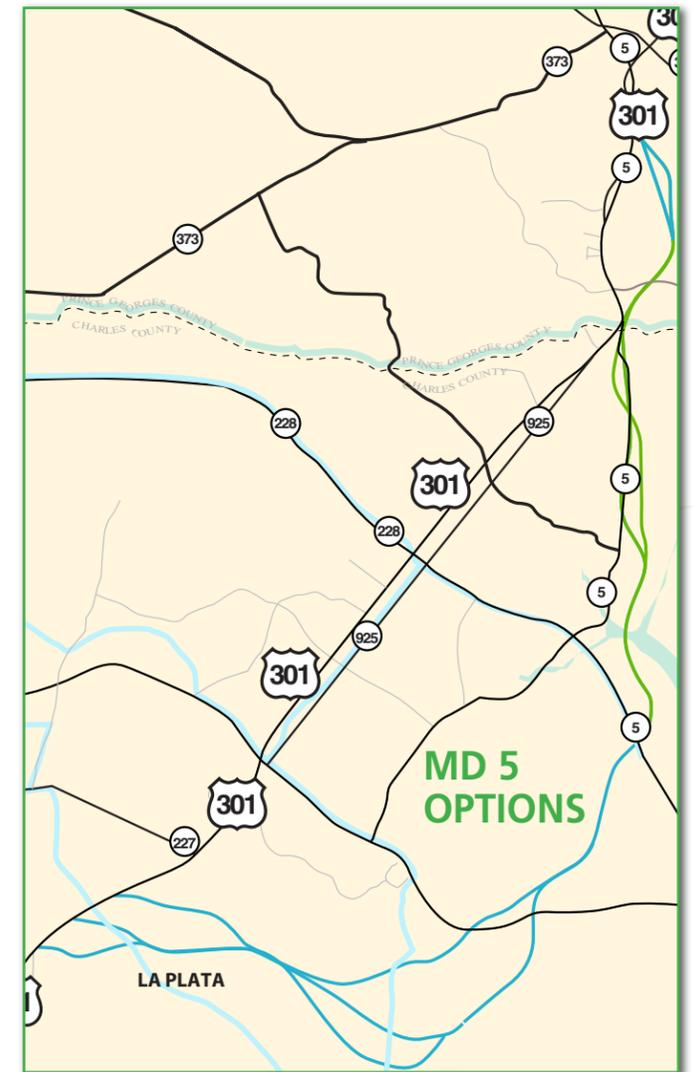
Several of these alternatives also start at T.B. and head in a south-easterly direction, crossing the Timothy Branch and Mattawoman Creek. The options run adjacent to Globecom in Prince George's County and Cedarville State Forest in Charles County. The alternatives continue south across Poplar Hill Road, where they merge to cross a tributary of Zekiah Swamp and MD 5 (Leonardtown Road). The alternatives continue in a southerly direction, staying to the east of the White Plains Regional Park. Beyond the park, the options veer southwest to cross Kerrick Swamp and then come together with a connection to US 301 near Turkey Hill Road. Interchanges are tentatively planned for the northern and southern tie-ins to US 301, MD 5, and the Cross-County Connector.



Each blue line represents a potential alternative for the Eastern Bypass

Eastern Corridor MD 5 Options

Several of the alternatives follow the same path as that listed in the previous paragraph between the southern connection near Turkey Hill Road and MD 5 (Leonardtown Road). North of MD 5, however, the alignments veer to the west to follow the current path of MD 5 (Mattawoman-Beantown Road) up to US 301 near the crossing of Mattawoman Creek. Existing MD 5 would remain in place to provide local access to the communities along that route, with the bypass running along side. Interchanges are tentatively planned for the northern and southern connections to US 301, MD 5, and the Cross-County Connector. Additional improvements may be needed to US 301 between T.B. and the MD 5 Bypass alignments.



Each green line represents a potential alternative for the Eastern Corridor MD 5 Options.

Environmental Overview

The diversity of natural environmental and community resources in the Waldorf area provides a substantial and positive contribution to the quality of life in the region. Within the undeveloped portions of the project area, the high-quality ecological environment provides water quality benefits, habitat for fish and wildlife, and substantial aesthetic and recreational contributions. These same features have made the Waldorf area a community of choice for an increasing number of residents. Meeting the transportation needs of a growing community while protecting and enhancing important environmental and community features in the area will be a challenge for the US 301 Waldorf Area Transportation Improvements Project.

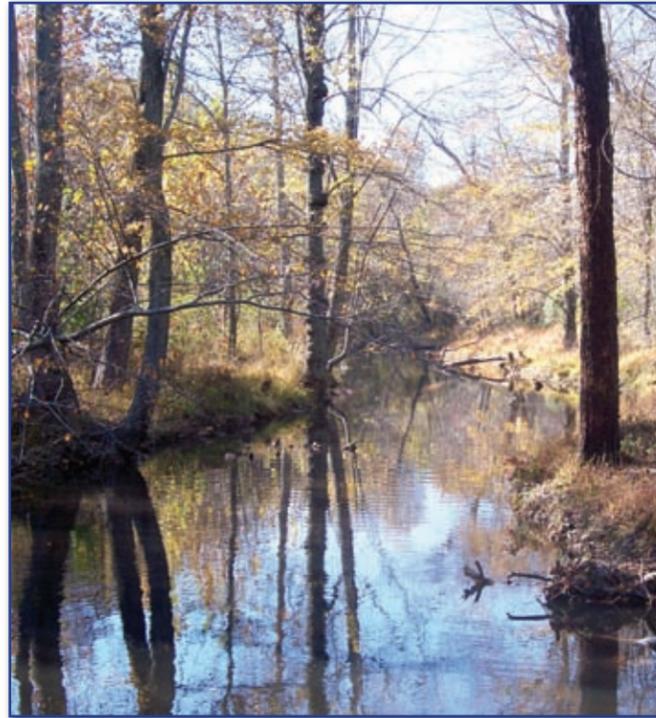
A preliminary assessment of potential environmental impacts which could result from implementation of the preliminary alternatives has also been completed. A more detailed evaluation of potential environmental impacts, including ways to minimize and mitigate them, will be developed in conjunction with Federal, State and local regulatory and resource agencies during the next step of the process

Natural Environment

The Waldorf area is located within the Lower Potomac and Middle Potomac watersheds in Southern Maryland. The majority of streams in the study area are classified as Use 1 streams, which means that they are in the 100-year floodplain and managed in such a way as to achieve water quality that supports water contact recreation and the protection of aquatic life. Major streams include:

- Zekiah Swamp
- Mattawoman Creek
- Timothy Branch
- Burch Branch
- Piney Branch
- Pages Swamp
- Kerrick Swamp
- Port Tobacco Creek

Wetlands of Special State Concern in the study area include the Cat Pond wetland system west of US 301 and numerous wetland systems to the east along Mattawoman Creek and the Zekiah Swamp mainstem and its tributaries - Jordan Swamp, Piney Branch, and Kerrick Swamp. They are regulated by the Maryland Department of the Environment (MDE) for the water



quality benefits they provide and as important fish and wildlife habitat. The Mattawoman Creek is an important spawning area for white perch and herring, which are anadromous fish (breeding upstream, similar to salmon) from tidal portions of the Potomac River and Chesapeake Bay.

There are also large areas of contiguous forest cover that could support Forest Interior Dwelling Species (FIDS). These plants and animals depend on large mature hardwood or mixed forest areas such as those in the project area for suitable nesting, cover, and food sources.

The US Fish and Wildlife Service (USFWS) and the Maryland Department of Natural Resources (DNR) have noted the potential presence of several Federal and State threatened and endangered plant, insect and fish species in the study area. Valuable and unique wildlife habitats capable of supporting these approximately 23 species are known to exist within the study area. Detailed field studies will be conducted to determine the actual presence of any threatened and endangered species during the next project phase.

Permits will be required from the US Army Corps of Engineers (USACE) and the MDE to help mitigate potential water and wetland impacts associated with the construction of any new roadways. Stormwater management and sediment erosion control plans will be prepared and implemented in accordance with MDE regulations.

Socioeconomic Resources

Land uses in the Waldorf area include high density commercial development along the US 301 corridor, including major retail and entertainment venues that serve as the central shopping district for much of Southern Maryland. Low-to-medium density residential development, scattered rural residential, agricultural, and forest areas are found both east and west of the corridor. Community features in the study area include a number of schools and places of worship. There is also a variety of public park and recreation areas, including Cedarville State Forest, White Plains Regional Park, and the Robert Stethem Memorial Complex.

Portions of the study area fall within two Priority Funding Areas (PFAs). Lands to the east of US 301 between Charles County and MD 381/Brandywine Road are designated as part of the Brandywine PFA in Prince George's County. The majority of the study area is within the Waldorf, Charles County PFA, which extends roughly from Middletown Road on the west to Mattawoman-Beantown Road on the east.

Special land use and economic studies are planned as part of the next project phase. The land use study will examine the regional land use implications associated with the construction of a bypass around the Waldorf area. The economic analysis will examine the impacts to commercial businesses along US 301 as a result of a transportation improvement that would alter the pattern or volume of traffic along the corridor.

In compliance with Federal Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations," SHA is taking steps to identify and avoid disproportionate effects on minority and low income populations within the study area and will continue to assess potential environmental justice issues throughout the duration of the project.

Cultural Resources

As part of the NEPA process, many Federal regulations must be addressed, including Section 106 of the National Historic Preservation Act of 1966. This regulation requires government agencies to consider the effects of transportation projects on historic properties, including buildings, districts, archaeological and cultural sites that are eligible for inclusion on the National Register of Historic Places. Staff will be available at the Workshop to provide information and take comments from persons interested in participating in the Section 106 Public Involvement Process.

Related Activities

Transit

Two types of transit service are offered in this area – VanGO and Express Commuter service. Charles County operates the VanGO bus service, which provides loop routing through the county, including several lines in the project area. The Maryland Transit Administration (MTA) provides peak-hour express commuter bus service that connects park and ride facilities in Charles, St. Mary's and Calvert Counties and travels into the Washington, D.C. area. These lots and MTA routes are often at or near capacity.

One of the goals of this project is to improve existing transit services and accommodate future high-level transit. Addressing the demand for transit services throughout the project area will assist in decreasing the need for added roadway capacity. Alternatives developed for this project will provide transportation options which support increased use of transit. This goal will be accomplished by providing good access and operational capabilities for transit services, such as an adequate transit support network, and by accommodating the plans of multimodal transit agencies.

Access Management

Access management is the process of balancing access for land development while preserving the safe operation and mobility of the highway system. Its primary purpose is to maintain or improve the carrying capacity and safety of Maryland's highway system. The goal of access management is to allow for economic growth and rational development while maintaining or improving mobility, safety, and capacity of the existing roadway. To prepare for current and future development, SHA continues to work with officials from Prince George's and Charles Counties and the Town of LaPlata, to develop plans and access guidelines for the US 301 corridor. The Smart Map was developed to track existing and future planned development in the corridor.



Environmental Stewardship

SHA is committed to adopting a broader, more proactive philosophy toward protecting and enhancing the environment during the development of transportation improvement projects. Environmental stewardship is an approach that seeks to maximize the enhancement, protection, and improvement of natural, community and cultural resources and will be used in the US 301 Waldorf Area Transportation Improvements Project. Environmental stewardship goes beyond those measures necessary to comply with Federal and State environmental mitigation requirements and is voluntarily provided by SHA.

Selected environmental stewardship measures in the Waldorf area will strive to address priority natural and community resource needs and may include wetland enhancement, preservation of important ecological areas, stream restoration, stormwater management improvements, retrofits, park and ride facilities, improvement or protection of key cultural resources, or upgrades to priority recreation areas. As the project enters the next stage, extensive coordination and analysis of priority environmental stewardship opportunities will be completed by special task force groups representing both governmental and public interests in the Waldorf area.

Project Financing

By law, under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a financial plan must be developed for major projects estimated to cost more than \$500 million. As a part of the planning process, SHA will work with the Maryland Transportation Authority (MdTA) to analyze different finance options and resulting traffic operations. In addition to traditional finance methods using State and Federal transportation funding sources, options will also be examined to understand the financial capacity and traffic operations if tolls are implemented along the proposed bypass corridor.

Next Steps

After public comments from these workshops have been received and reviewed, alternatives will be selected for further detailed engineering studies. Public hearings will be held in Winter/Spring 2008.

Non-Discrimination in Federally Assisted and State-Aid Programs

Should you have questions concerning non-discrimination in Federally assisted and State-Aid programs, please contact:

Ms. Jennifer Jenkins, Director
Office of Equal Opportunity
State Highway Administration
707 North Calvert Street
Baltimore MD 21202
Telephone: 410-545-0315
Toll Free within Maryland: 1-888-545-0098
Email: jjenkins@sha.state.md.us

Right-of-Way and Relocation Assistance

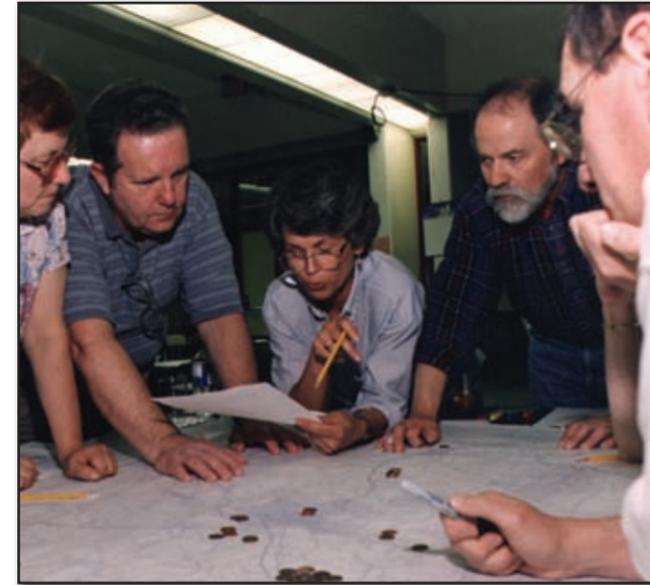
The proposed project may require additional right-of-way. Residential and commercial relocations may be required.

For information regarding right-of-way and relocation assistance in Prince George's County, please contact:

Mr. Paul Lednak
District 3, Office of Real Estate
State Highway Administration
9300 Kenilworth Avenue
Greenbelt MD 20770
Telephone: 301-513-7466
Toll Free within Maryland: 1-800-749-0737
Email: plednak@sha.state.md.us

For information regarding right-of-way and relocation assistance in Charles County, please contact:

Ms. Susan Bauer
District 5, Office of Real Estate
State Highway Administration
138 Defense Highway
Annapolis MD 21401
Telephone: 410-841-1057
Toll Free within Maryland: 1-800-331-5603
Email: SBauer@sha.state.md.us



Media Used for Meeting Notification

An advertisement appeared in the following newspapers to announce these Alternates Public Workshops:

Gazette
Prince George's Post
Prince George's Sentinel
The Examiner
Washington Times
Washington Post
Washington Hispanic
Maryland Independent
Enquirer Gazette

A news release was distributed to all local newspapers and public service announcements of these workshops were furnished to radio stations serving the project area.

Contact Us

Project Planning Team

Should you have questions following the Alternates Public Workshops, please contact any of the Team Members listed below:

Mr. Raja Veeramachaneni, Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Mailstop C-411
Baltimore MD 21202

Mr. Steven Hawtof, Project Manager
Project Planning Division
State Highway Administration
707 North Calvert Street
Mailstop C-301
Baltimore MD 21202
Telephone: 410-545-8548
Toll Free within Maryland: 1-800-548-5026
www.us301waldorf.org

Ms. Allison Grooms, Environmental Manager
Project Planning Division
State Highway Administration
707 North Calvert Street
Mailstop C-301
Baltimore MD 21202
Telephone: 410-545-8568
Toll Free within Maryland: 1-800-548-5026
www.us301waldorf.org

Mr. Darrell Mobley, District Engineer
District 3 (Prince George's County)
State Highway Administration
9300 Kenilworth Avenue
Greenbelt MD 20770

Mr. Gregory Welker, District Engineer
District 5 (Charles County)
State Highway Administration
138 Defense Highway
Annapolis MD 21401

Mr. Daniel W. Johnson, Environmental
Program Manager
Federal Highway Administration
City Crescent Building
10 South Howard Street
Suite 2450
Baltimore MD 21201

Frequently Asked Questions

Why is the Maryland State Highway Administration (SHA) doing another US 301 Project?

The purpose of the US 301 Waldorf Area Transportation Improvements Project is to develop transportation strategies that integrate existing land use and growth management, local community issues, and environmental protection. Transportation options are needed to provide for local, commuter, and through movement of people and goods in a safe, efficient, environmentally sensitive and cost-effective manner. The recommendations from this project will address specific transportation needs along US 301 from the interchange at T.B. through the Waldorf area to the intersection of Turkey Hill Road and US 301.

Are you considering a Light Rail Line along MD 5 or US 301 as part of this project?

SHA is not considering a light rail study as part of this project. However, the Maryland Transit Administration understands that US 301/MD 5 from Waldorf to Washington, D.C. is one of the most congested corridors in the state. This condition is caused in large part by the growing number of Charles County residents who travel to jobs in the Washington area. A combination of highway and transit improvements is needed to address this problem.

Is this another Eastern Washington Bypass Project?

No. This project will not involve new freeway connections to I-95 in northern Virginia or consider a new Potomac River Crossing.



Are you going to widen the Governor Nice Bridge?

SHA is not going to widen the Governor Harry W. Nice Bridge, but the Maryland Transportation Authority (MdTA) is studying safety and capacity needs at the Bridge. The study is analyzing alternative locations for the potential crossing of a new bridge across the Potomac River between King George County in Virginia and southern Charles County in Maryland.

How are the alternatives going to be selected?

They will be selected using a collaborative effort that involves elected officials, State and Federal agencies, and the public. This follows the procedures outlined in the NEPA process.

If a Waldorf bypass is selected, will it cause an increase in truck traffic on existing US 301?

Trucks constitute between 7% and 12% of all traffic on US 301, and may involve either local or through trips. While the absolute number of through trips and truck trips is likely to increase, their relative percentages in terms of overall trips are not projected to change.

If a Waldorf bypass is selected and built, what impacts will it have on the value of nearby properties?

No specific alignment has been chosen at this time for a proposed bypass or upgrade options. Property values could change depending on their location relative to an improvement alignment, should one be selected. Despite this, there are many variables that factor into the determination of a property's value. For those property owners who would be directly impacted by an alignment, the law requires that they be paid fair market value for that portion of their property acquired for public use. For properties adjacent to an alignment, noise mitigation measures such as earthen berms or noise walls could be incorporated through the design process. As part of Charles County's designated growth area, Waldorf will not be the same 10 years from now as it is today, and it is difficult to predict how that growth may impact property values in the area.

How were the corridors selected?

Transportation corridor limits were established and defined by the US 301 Task Force in a manner consistent with nationally recognized planning practices. The process involved consideration of the

need for transportation effectiveness, together with the need to select corridors which avoid particularly sensitive environmental resources or which would allow for a reasonable minimization of impacts on individual categories of environmental (including socio-economic) resources. The process involved review of detailed 400-scale aerial photography mapping, which incorporated all major environmental resource features identified by the Task Force Environment Committee as potential areas of concern.

The specific corridor boundary locations were determined based upon the judgment and expertise of environmental and engineering consultants, SHA staff, and environmental professionals on the Task Force Environment Committee. The public and others on the Committee also had a chance to review the locations and provide comments.

Will my comments really make a difference?

Yes! Public input is an important component of all project planning studies. Because of the size and complexity of this project, and the effect it will have on the population of Southern Maryland, it is important that we understand and receive public comments. Your comments will become part of a number of considerations that must be balanced, including transportation effectiveness, natural and community impacts, and others.

If a Waldorf bypass is selected, will it speed up the general rate of development and lead to sprawl?

The US 301 Task Force concluded that regional growth trends will continue with or without a proposed bypass. Recent data – school enrollments, population, and building permits – support the household and employment projections used in the work of the US 301 Task Force. Local governments have the authority and responsibility for land use planning and zoning decisions. Should a bypass alternative be selected, the number of interchanges will be limited to help reduce the potential for sprawl, and their locations will be consistent with county-designated development areas.

If a Build Alternative is selected, when will construction begin?

At this point, the US 301 Waldorf Area Transportation Improvements Project has been funded for project planning only, which will last for another 2-3 years. The next stage is design, which could also last for 2-3 years. The last stage is construction, which could take 3-5 years, providing that funding becomes available. Environmental studies, alignment approval,



engineering, and right-of-way acquisition would have to be completed before construction could begin. If an alignment is selected and approved, construction would not begin for another 7-11 years.

How were locations for the interchanges selected?

The selection of interchange locations was based on local Master Plan and Comprehensive Plan designations combined with an analysis of how each possible interchange location could serve transportation needs without compromising the land-use plans of the jurisdiction.



Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this *project brochure*.

Please circle the most appropriate number.	Poor				Excellent			
	1	2	3	4	1	2	3	4
Overall, was the brochure useful and informative?								
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Related Alternatives								
Next Steps								
Contact Us								
Frequently Asked Questions								

Which part of the brochure was most valuable? _____

Which part of the brochure was least valuable? _____

How can we improve the brochure? _____

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the meeting.



Questions and Comments ALTERNATES PUBLIC WORKSHOPS

Tuesday, March 20, 2007
5:30-8:30 PM
Mattawoman Middle School

Thursday, March 22, 2007
5:30-8:30 PM
Gwynn Park Middle School

Saturday, March 24, 2007
9:00 AM-1:00 PM
Thomas Stone High School

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Alternates Public Workshops. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to one of the workshops. Comments can also be made on the project website at www.US301waldorf.org.

Name _____ Date _____

Address _____

City _____ State _____ ZIP _____

1. Which meeting did you attend?

- March 20
- March 22
- March 24
- None

2. Which alternative do you like the most? *(select one)*

- No Build
- Upgrade Existing US 301
- Western Bypass
- Eastern Bypass
- Eastern Bypass MD 5 Option

Please explain why _____

3. Which alternative do you like the least? *(select one)*

- No Build
- Upgrade Existing US 301
- Western Bypass
- Eastern Bypass
- Eastern Bypass MD 5 Option

Please explain why _____

4. Do you use transit/ridesharing/park and ride lots? Yes No

If no, why not? _____

Additional Comments: _____

I would like to receive periodic updates on the project through:

- Regular mail at the address listed above
- E-mail. My e-mail is: _____

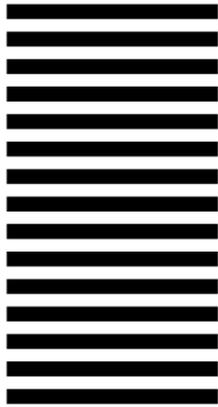
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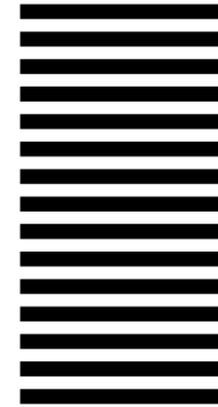


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PO BOX 717
BALTIMORE MD 21298-8317



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**Questions & Comments
on Alternates Workshops**

▼ TAPE HERE ▼



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Mail Stop C-301
707 North Calvert Street
Baltimore, MD 21202

Governor
Martin O'Malley

Lt. Governor
Anthony G. Brown

Secretary
John D. Porcari

Administrator
Neil J. Pedersen

