



# US 301 Waldorf Area Transportation Improvements Project





# Welcome

## Informational Public Workshop

Please walk through at your own pace and review the latest project information.

Feel free to ask questions.

We appreciate your input on the alternatives retained for detailed study.

Your feedback is valuable to us as we continue to refine and evaluate alternatives.



# Interagency Working Group (IAWG)

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:

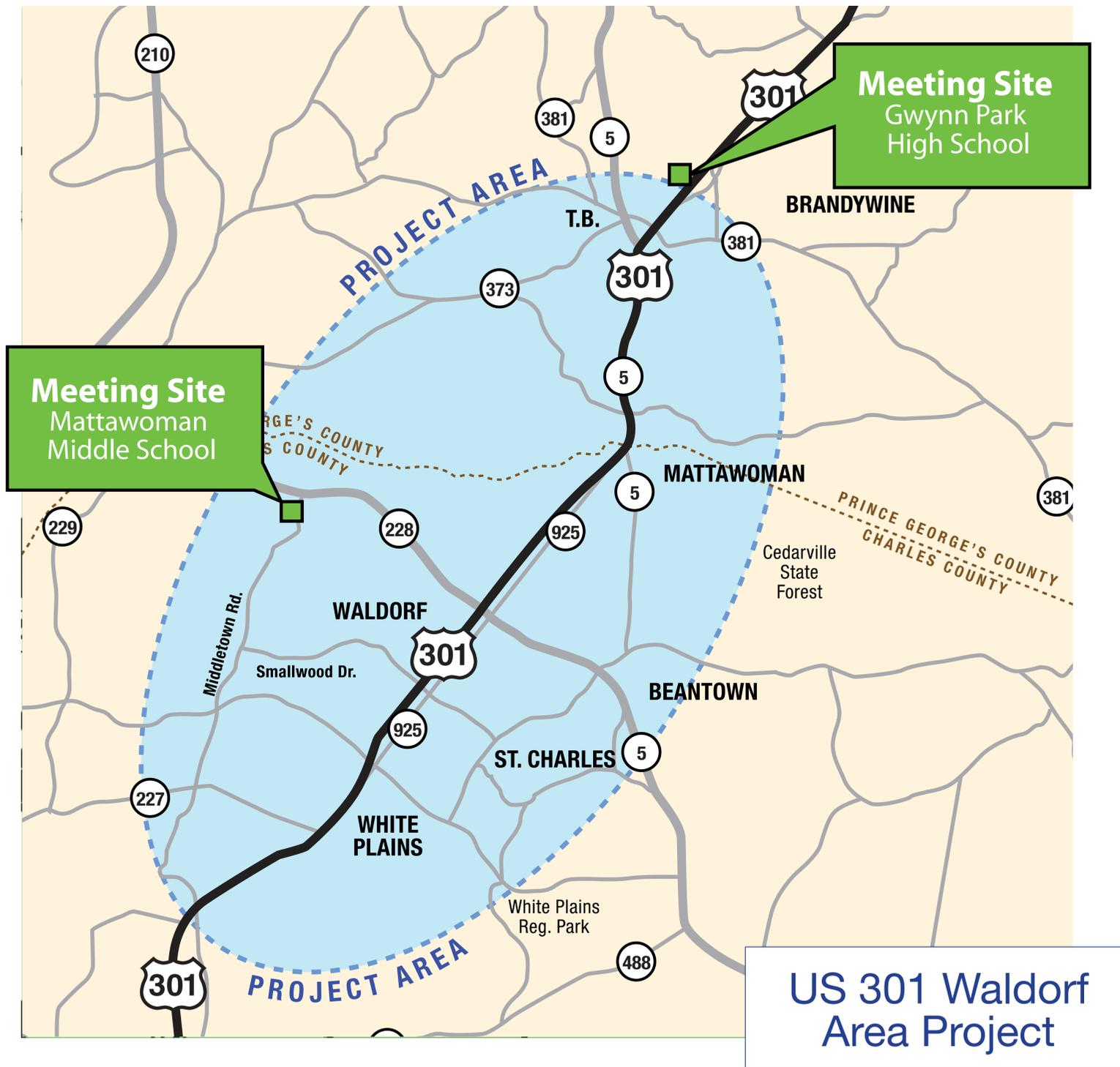
- Charles County
- Federal Highway Administration\*
- Maryland Department of the Environment\*\*
- Maryland Department of Natural Resources
- Maryland Department of Planning
- Maryland Department of Transportation
- Maryland Historical Trust
- Maryland National Capital Park and Planning Commission
-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

\* Lead Federal Agency

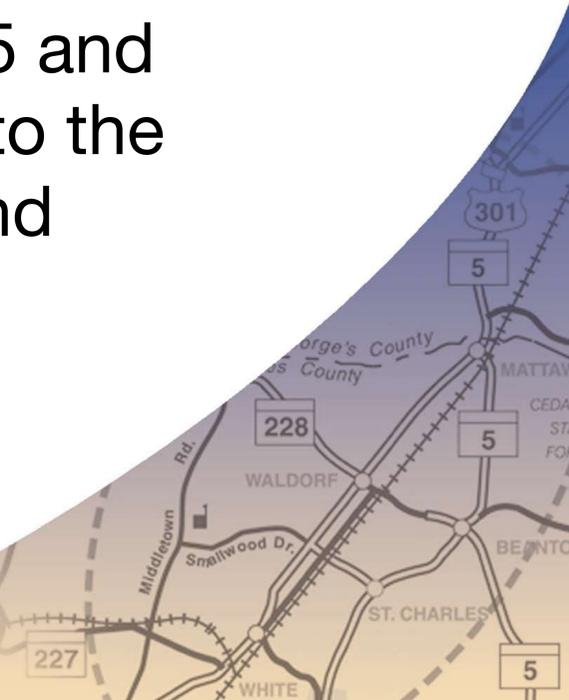
\*\* Cooperating Agencies



# Project Area



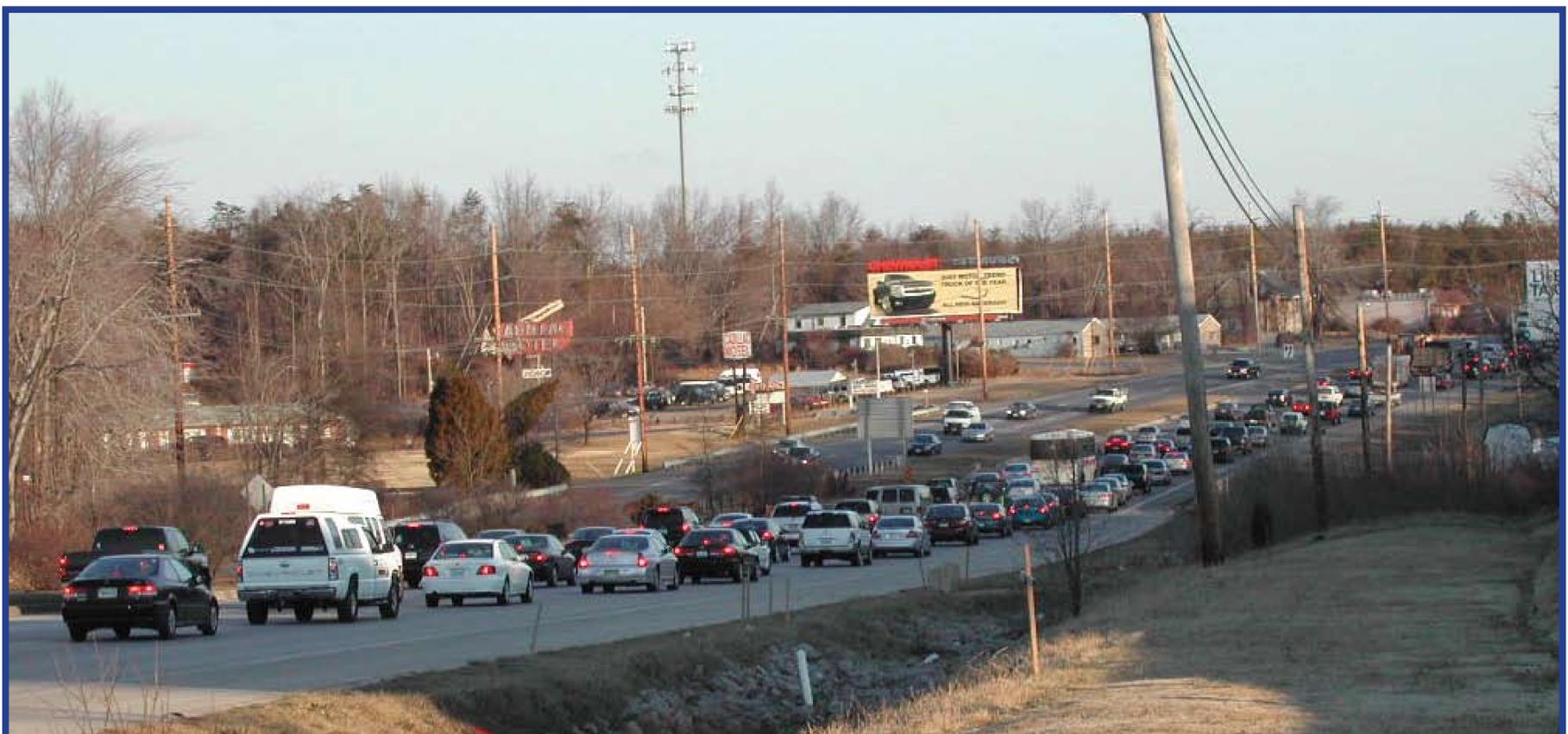
The project area extends from north of the MD 5 and US 301 interchange in Prince George's County to the US 301 intersection with Washington Avenue and Turkey Hill Road in Charles County.



# Purpose and Need

## Purpose

- Improve local traffic operations along US 301 in the Waldorf area
- Facilitate the safe and efficient flow of through and commuter traffic between the Waldorf area and the Washington metropolitan area
- Provide cost-effective and environmentally sensitive multi-modal transportation infrastructure to support existing and future travel demand, land use, and development efforts that are consistent with smart growth planning policies, and promote and secure environmental stewardship





# Need

## Mobility

- Failing signalized intersections in the project area between the MD 5 interchange at T.B. and Washington Avenue are projected to increase from six in 2007 to 16 by 2030
- Average daily traffic volumes along US 301 are projected to increase up to 35% between 2007 and 2030 (No-Build)
- Heavy travel demand accessing or crossing US 301

## Safety

- Sections of US 301 have significantly higher rear-end and truck-related crash rates than the statewide average
- Findings indicate high traffic volumes are creating “stop and go” conditions

## Access Control and Use

- US 301 serves many functions:
  - local connector
  - regional commuter route
  - inter-state route
  - supports major regional shopping and services
- Numerous driveways and access points to commercial properties along US 301

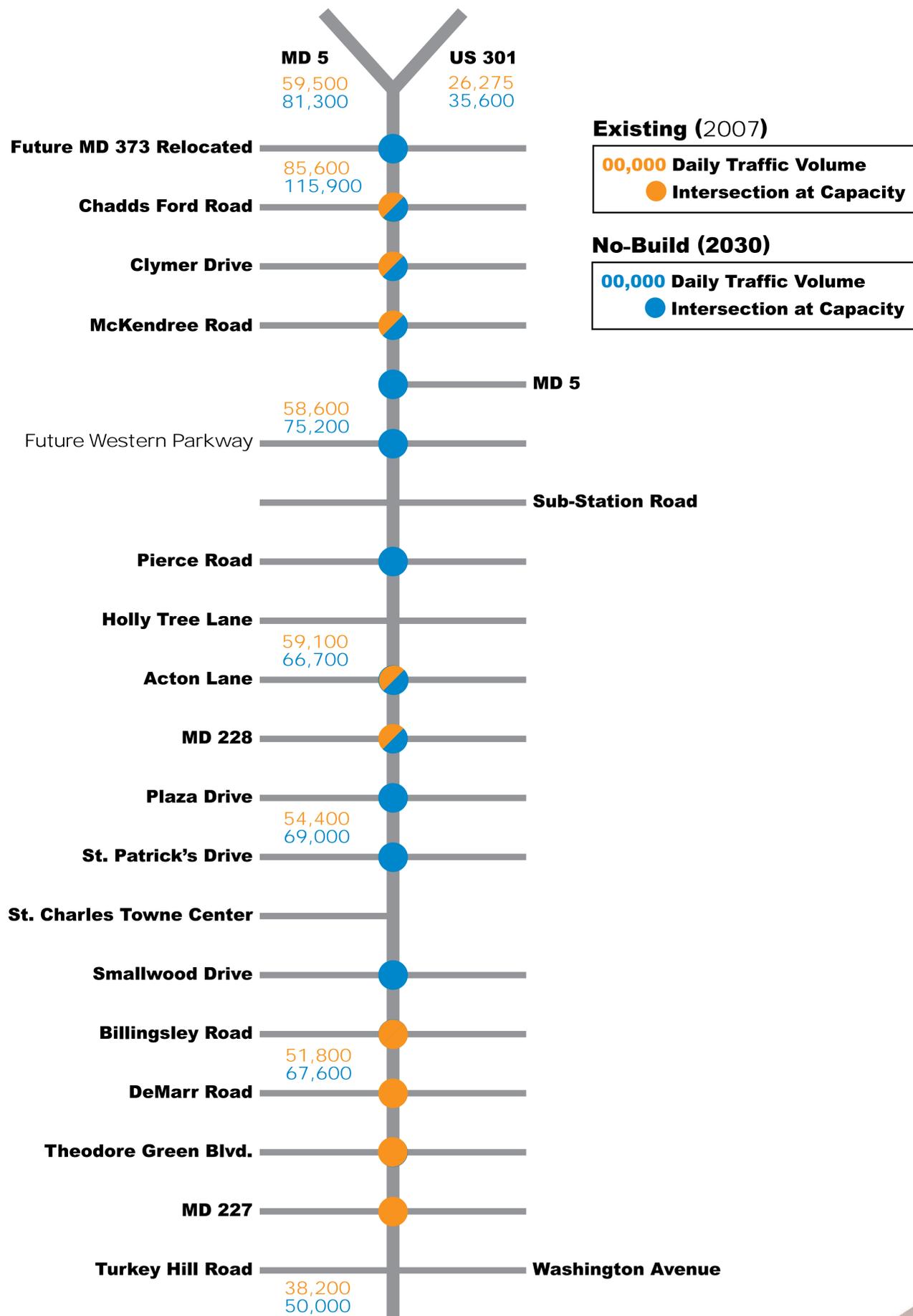
## Land Use

- Southern Maryland experienced a 143% increase in population between 1970 and 2000
- Projected population growth of 65% between 2000 and 2030
- Corridor runs through two Priority Funding Areas – Waldorf and Brandywine

We welcome your comments regarding the Purpose and Need Statement. Copies of this document are available on our website or by request.



# 2007 and 2030 No-Build Daily Traffic Volumes

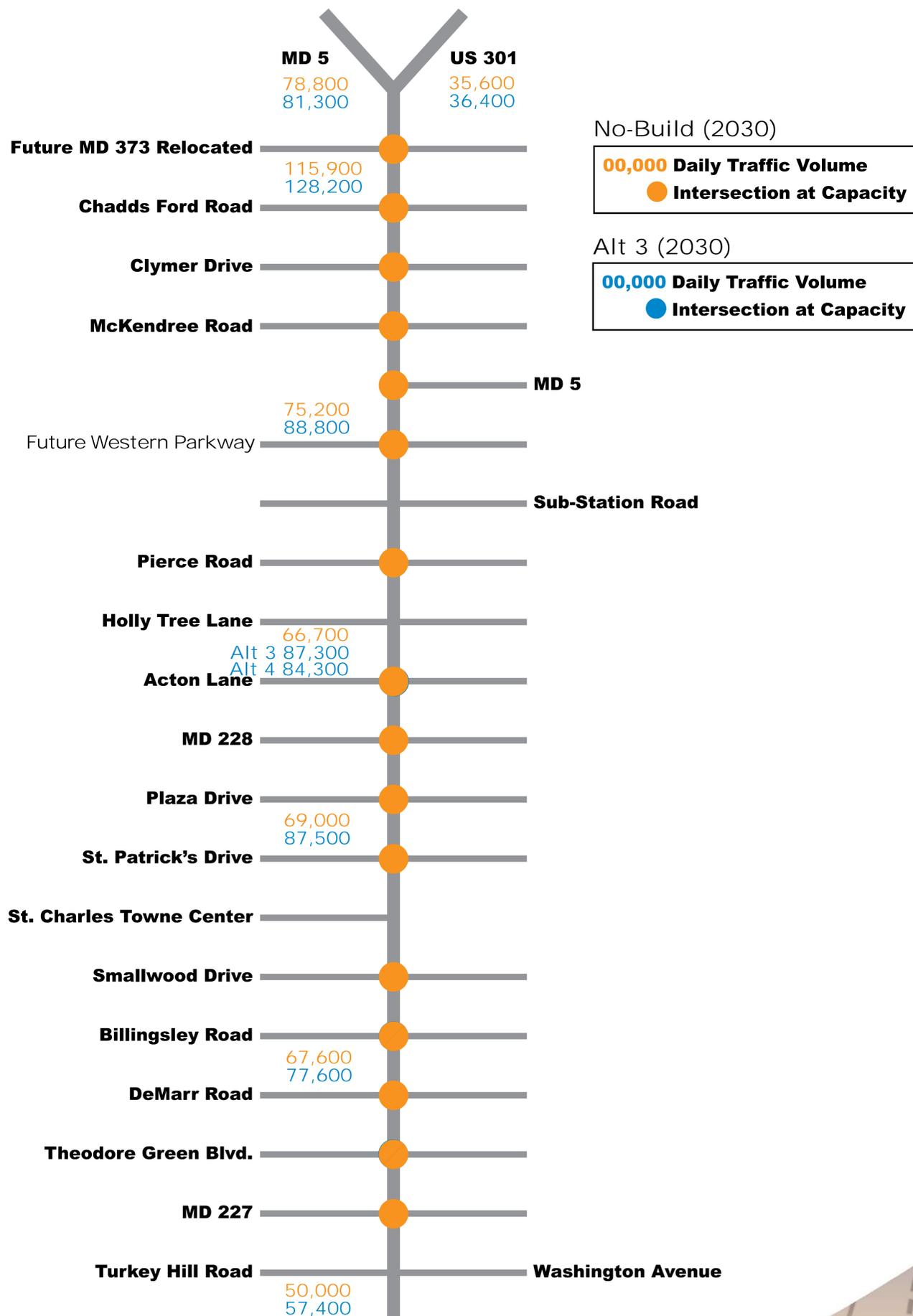


# 2030 No-Build and 2030 Alt 2 Daily Traffic Volumes

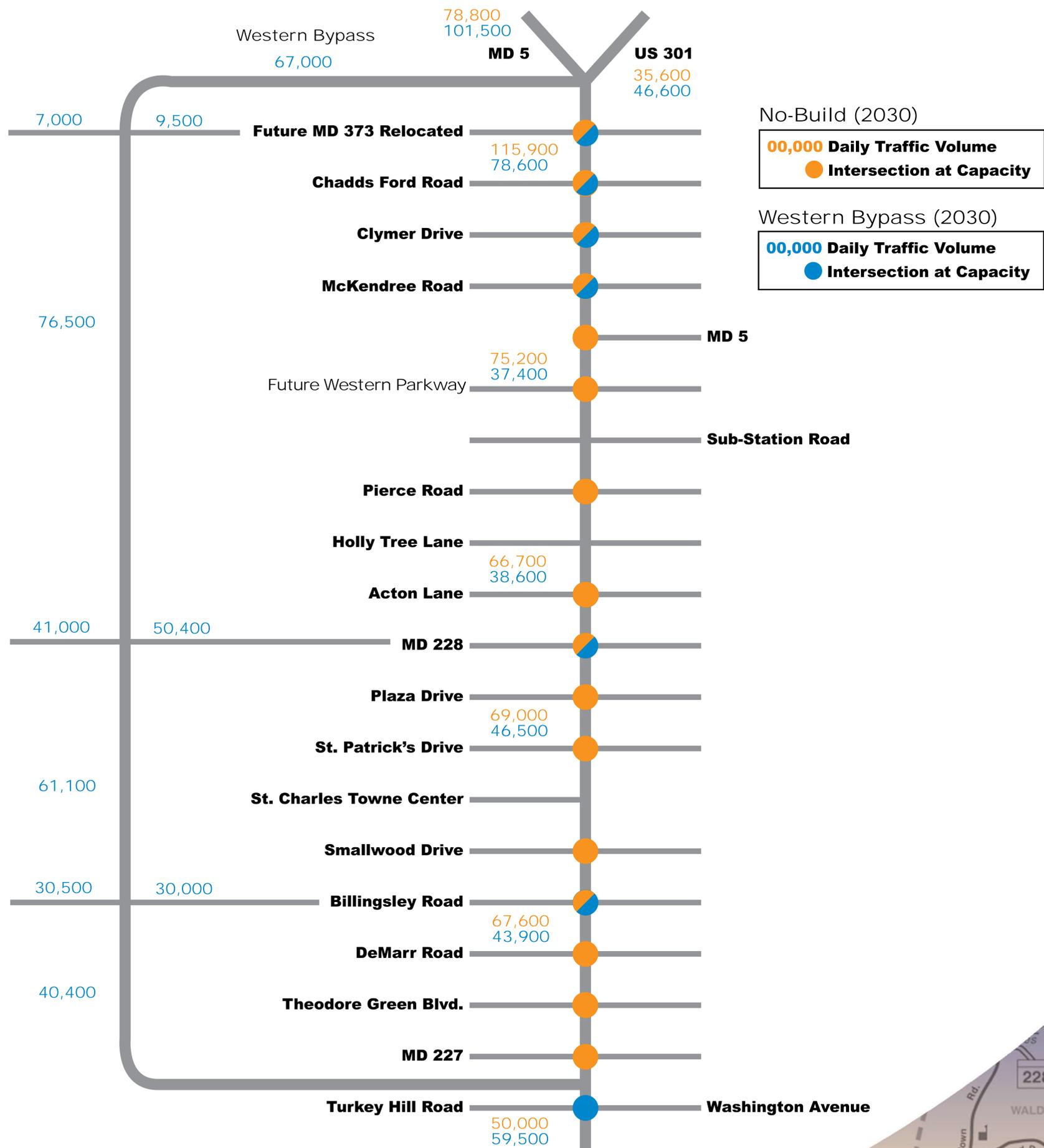


# 2030 No-Build and 2030 Alt 3 & Alt 4 **Daily Traffic Volumes**

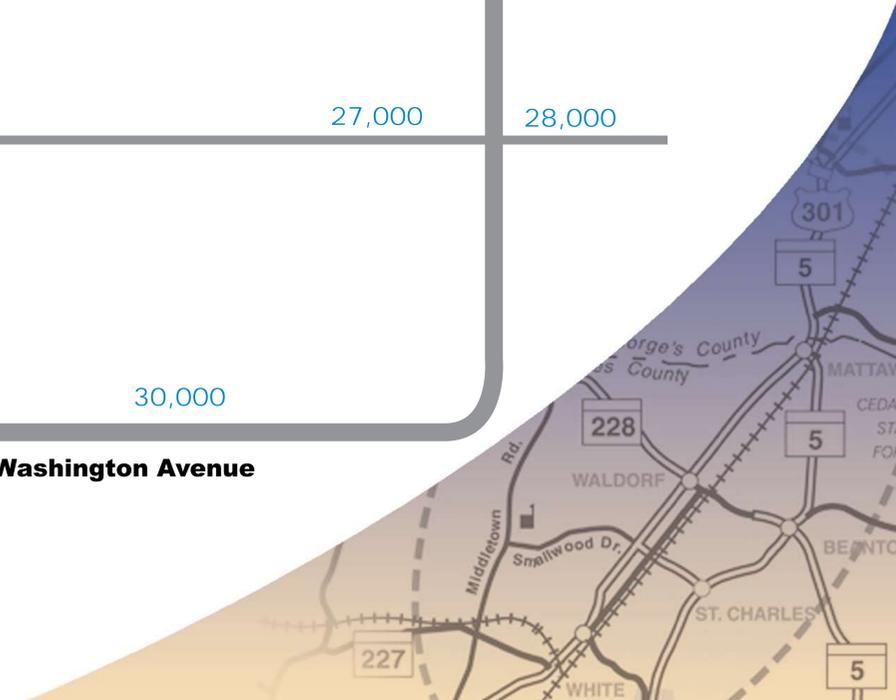
*Traffic Volumes for Alt 3 and Alt 4 are the same except Acton Lane. No-Build traffic volumes are identical.*



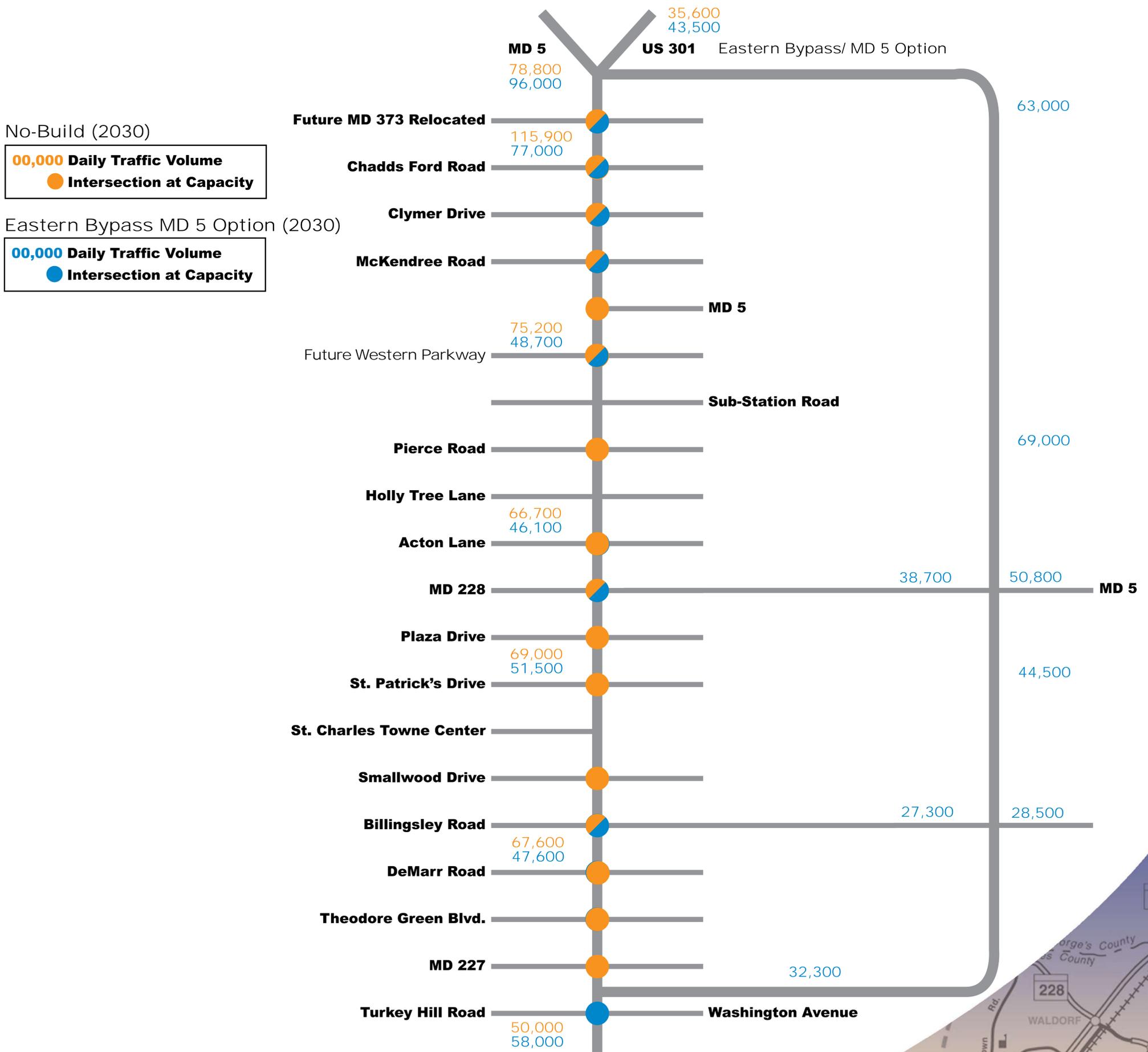
# 2030 No-Build and 2030 Western Bypass Daily Traffic Volumes



# 2030 No-Build and 2030 Eastern Bypass Daily Traffic Volumes



# 2030 No-Build and 2030 Eastern Bypass/MD 5 Option Daily Traffic Volumes



# TSM/TDM Strategies

- **Transportation System Management (TSM) elements are relatively low-cost activities that maximize the efficiency of the present transportation system**
  - Improved pedestrian and bicycle facilities
  - Flashing yellow traffic signals from 12 AM-5 AM to eliminate unnecessary mainline stopping
- **Transportation Demand Management (TDM) activities are designed to reduce the amount of traffic using voluntary and pricing programs to help change driving behaviors**
  - Regional ridesharing programs
  - Park and ride lots
  - Telecommuting
- **TSM/TDM strategies will be included in each Build Alternative**



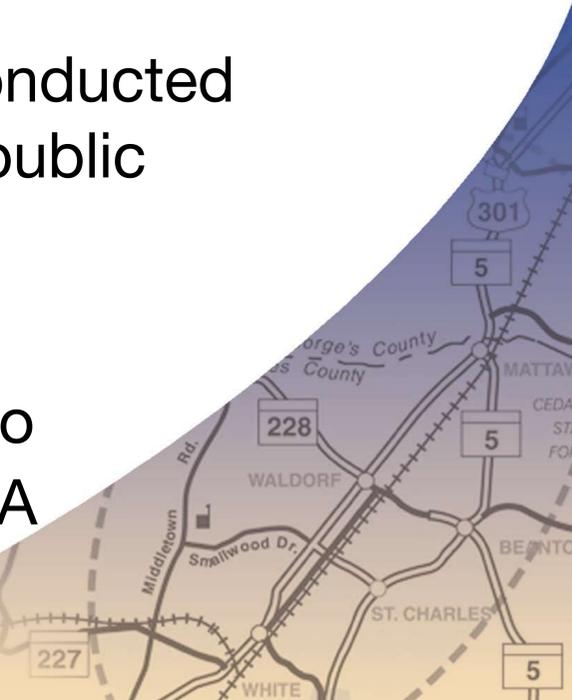
# Previous Studies

## US 301 Transportation Study Task Force (1993-1996)

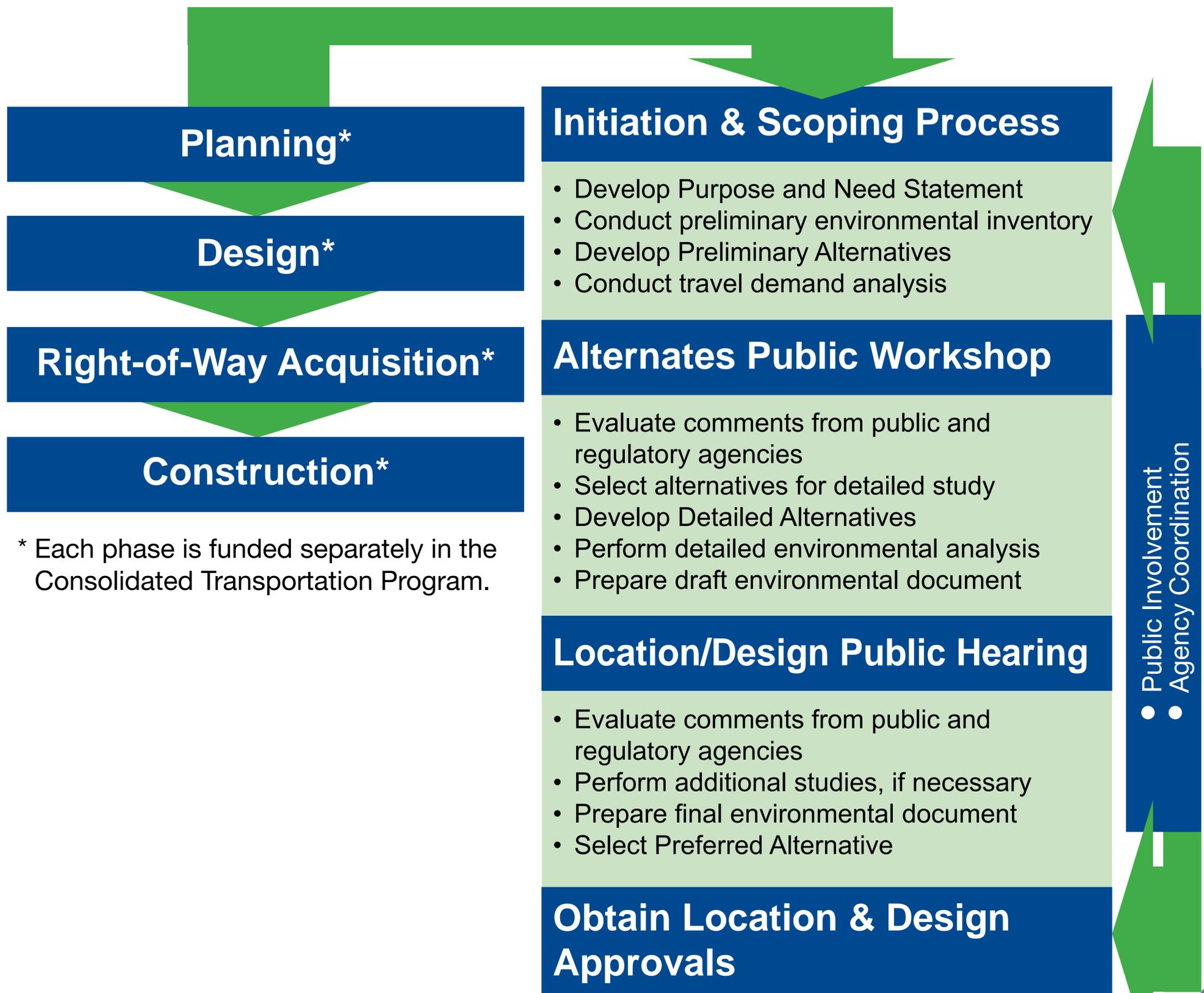
- 76-member task force conducted a three-year study of transportation, environmental resources, land use and economic development
- Recommended further study of highway and transit alternatives, as well as land use and other initiatives in the region

## 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 Record of Decision in 2001
- 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
  - 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 Citizens' 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



# Project Development Process



\* Each phase is funded separately in the Consolidated Transportation Program.



# Planning Schedule



This project is approved for project planning only.



# Other Projects in the Area

## MD 5 at MD 373/MD 381 Interchange Project

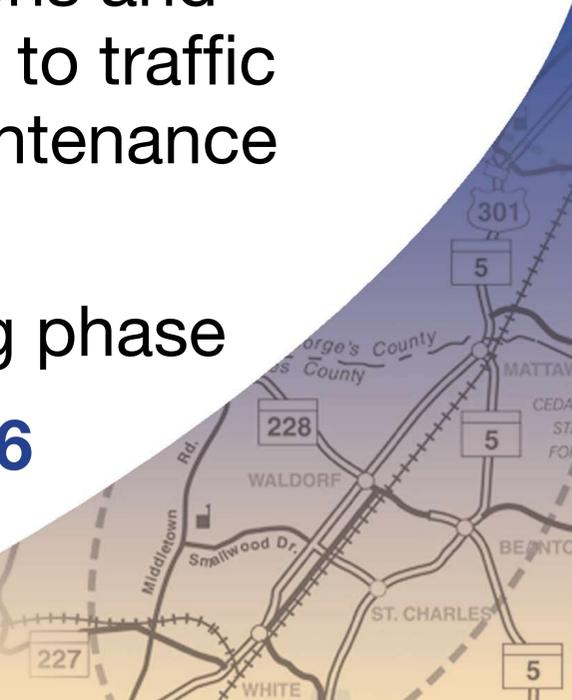
- Construct new interchange at MD 373/MD 381 and MD 5 and remove traffic signals at MD 373 and MD 381
- Project currently in the final design phase
- John Jenkins, Project Engineer, **1-888-228-5003**  
E-mail: [jjenkins2@sha.state.md.us](mailto:jjenkins2@sha.state.md.us)

## MD 5 Corridor Transportation Study

- Develop alternatives for cost-effective transportation infrastructure to support existing and future traffic demand, land use planning and development efforts, while enhancing and facilitating transit services
- Project currently in the project planning phase
- Nicole Washington, Project Manager, **1-800-548-5026**  
E-mail: [nwashington@sha.state.md.us](mailto:nwashington@sha.state.md.us)

## Nice Bridge Improvement Project

- Upgrade bridge roadway to conform with existing roadway approaches; improve traffic operations and safety across the bridge; and reduce impacts to traffic flow during anticipated significant bridge maintenance and rehabilitation operations
- MDTA project currently in the project planning phase
- Glen Smith, Project Manager, **1-866-713-1596**  
E-mail: [nicebridgestudy@mdta.state.md.us](mailto:nicebridgestudy@mdta.state.md.us)



# Other Projects in the Area

## Southern Maryland Transit Corridor Preservation Study

- Study feasibility of rapid transit between White Plains and Branch Avenue Metro Station; identify specific alignments, and determine locations of potential transit stations; provide local counties with a specific transit alignment to protect right-of-way.
- Feasibility study underway
- Jennifer Weeks, Project Manager, **1-410-767-3788**  
E-mail: [jweeks1@mtamaryland.com](mailto:jweeks1@mtamaryland.com)

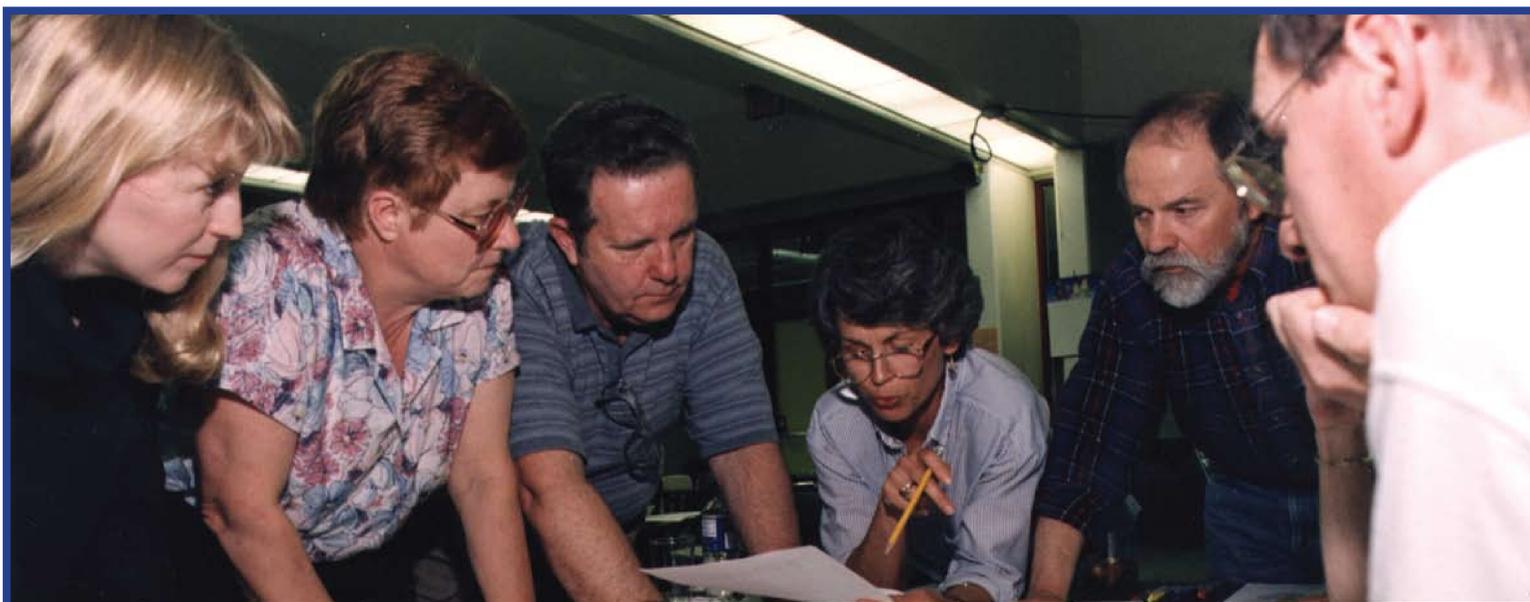
## Southern Maryland Transportation Needs Assessment

- Define transportation needs for the Tri-County region of Charles, Calvert and St. Mary's counties, focusing on regional transit and highway systems; evaluate other modes of transportation
- 20+ year assessment currently underway by MDOT
- Michelle Martin, Project Manager, **1-888-713-1414**  
E-mail: [mmartin@mdot.state.md.us](mailto:mmartin@mdot.state.md.us)



# Public Involvement

- **Public Meetings** – will be held at key stages in the project planning process for you to review project information and alternatives
- **Project Website** – [www.US301Waldorf.org](http://www.US301Waldorf.org) has the latest news and project information, and allows you to submit comments and questions
- **Mailing List** – To receive updates on the project, you may add your name to our mailing list at this workshop, via the website, or by calling **1-800-548-5026**
- **Newsletters** – Periodic newsletters will be sent to those on the mailing list and posted on the website
- **Stakeholder/Community Outreach** – The project team welcomes invitations to meet with community or civic associations or other interested groups throughout the project



# 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



# 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

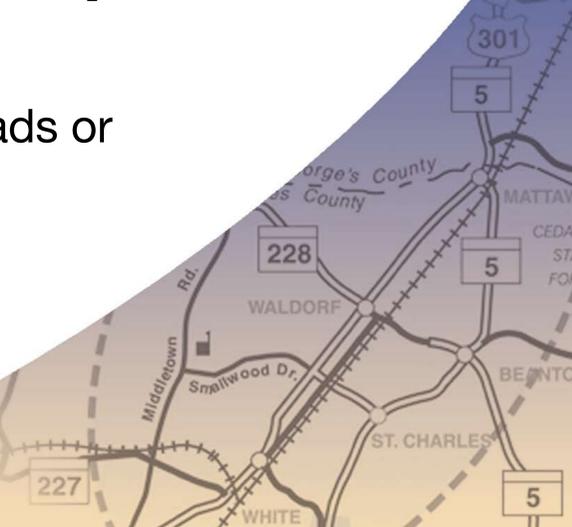
- Has right-of-way impacts primarily at interchange locations, resulting in substantial business displacements
- Eliminates access to many properties adjacent to interchanges
- Eliminates left-turn access to businesses and communities
- Requires construction to be phased over many years, causing direct 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



# US 301 Upgrade Alternative 2 Modified

- **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.



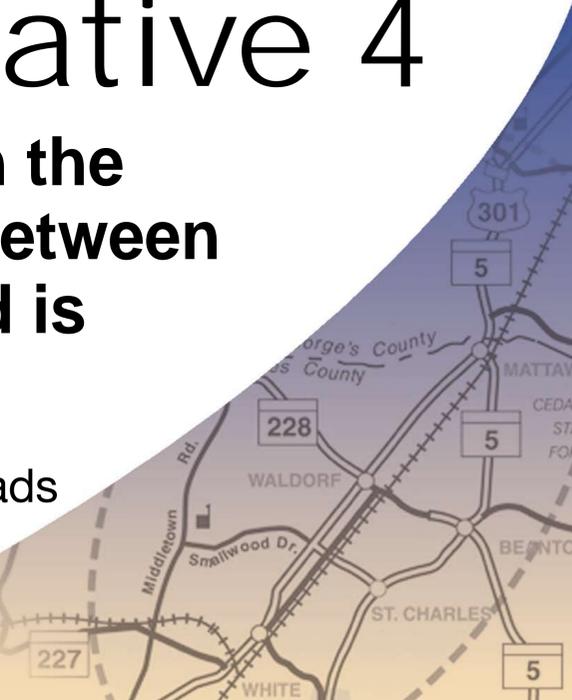
# US 301 Upgrade Alternative 3

- **Modify existing US 301 to a six-lane fully access-controlled roadway supported by grade-separated interchanges\* and service roads**
  - All turning movements will be accommodated at interchanges
  - All traffic signals will be removed between T.B. & Billingsley Road
  - An extra through-lane will be provided in both directions between the interchange at T.B. to Cedarville Road/McKendree Road and Smallwood Drive south to Turkey Hill Road
- **Proposed interchange locations:**
  - 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

# US 301 Upgrade Alternative 4

- **Alternative 4 is the same as Alternative 3 with the exception that the northbound service road between Acton Lane and Mattawoman-Beantown Road is removed and access is provided via MD 925**

\*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.



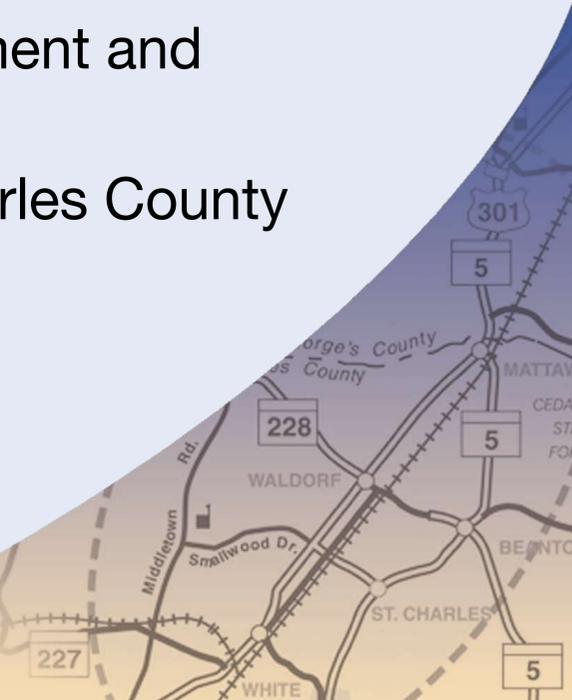
# US 301 Upgrade Alternatives 3 and 4

## Positives

- Improve safety at interchange locations
- Improve safety at entrances by separating service roads from US 301 mainline
- Improve traffic operations throughout corridor by removing signals and adding service roads
- Maintain right-in/right-out business access along service roads except at interchange locations
- Have minor natural environmental impacts

## Negatives

- Eliminate access to many properties adjacent to interchanges
- Eliminate left-turn access to businesses and communities
- Have greatest number of business displacements
- Are the most expensive upgrade alternatives
- Require construction to be phased over many years, causing direct and indirect effects to businesses and motorists
- Result in severe utility impacts
- Require the most right-of-way for stormwater management and roadway
- Do not add to options for traffic heading to or from Charles County



# US 301 Bypass Corridors

- **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 Road**
- **Each bypass corridor incorporates measures to avoid/minimize impacts to environmental resources, communities, and businesses**
- **Bypass corridors allow for additional improvements along existing US 301**
- **Bypass options include:**
  - Western Bypass
  - Eastern Bypass
    - Eastern Corridor MD 5 Options



# US 301 West Bypass Corridor

## Positives

- Improves traffic operations throughout Waldorf area for local and through traffic
- Does not require phased construction, resulting in minor impacts to existing travel
- Allows for potential funding mechanism through tolling
- Results in fewer business and community impacts along existing US 301
- Provides additional transportation option to and from Charles County to the north

## Negatives

- Has substantial impacts on wetlands and streams throughout alignment
- Crosses Mattawoman Creek and traverses valuable watershed
- Requires large amount of right-of-way, resulting in substantial number of property impacts
- Requires additional improvements to existing US 301



# US 301 East Bypass Corridors

## Positives

- Improve traffic operations throughout Waldorf area for local and through traffic
- Do not require phased construction, resulting in minor impacts to existing travel
- Allow for potential funding mechanism through tolling
- Result in fewer business and community impacts along existing US 301
- Provide additional transportation option to and from Charles County to the north

## Negatives

- Have highest impacts to wetlands and streams throughout alignment
- Are adjacent to environmentally valuable Zekiah Creek watershed
- Require large amount of right-of-way, resulting in substantial number of property impacts
- Create high community impacts (MD 5 Options)
- Require additional improvements to existing US 301



# Environmental Stewardship

**Environmental stewardship provides an opportunity to improve environmental conditions by leaving them in better shape than they were in before the project was implemented.**

**Federal and state agencies will be partnering with SHA to identify opportunities to improve a variety of environmental and community needs, such as:**

- enhancement of degraded wetland resources
- conservation/preservation of ecological resources
- stream restoration actions
- water quality improvements
- stormwater management retrofit actions
- preservation/protection of culturally significant sites
- improved public recreational facilities

**We'd like your help**

**We encourage you to share your ideas and suggestions regarding stewardship opportunities by speaking with SHA staff or filling out a comment card at the workshop**



# Corridor Preservation

**Goal is to identify and monitor development activities to preserve an adequate range of potential transportation alternatives**

- Project “Smart Map” addresses the challenge of implementing transportation solutions in a rapidly developing area
- Coordination with county planning staff to review development proposals and coordinate access in the US 301 corridor



# Transit

One of the project's goals is to improve existing transit services and amenities (e.g. park and ride lots) to accommodate future transit improvements to help to decrease the need for added roadway capacity.

- **Transportation alternatives will**
  - Support increased transit use
  - Provide good access and operational capabilities for transit services
  - Accommodate the plans of transit agencies
- **Transit services offered in the project area**
  - MTA Express Commuter peak-hour bus service to the Washington, D.C. area
  - Charles County VanGO bus service provides local connections in the project area



# Project Financing

**As part of the planning process, SHA will work with the Maryland Transportation Authority (MdTA) to analyze finance options and resulting traffic operations.**

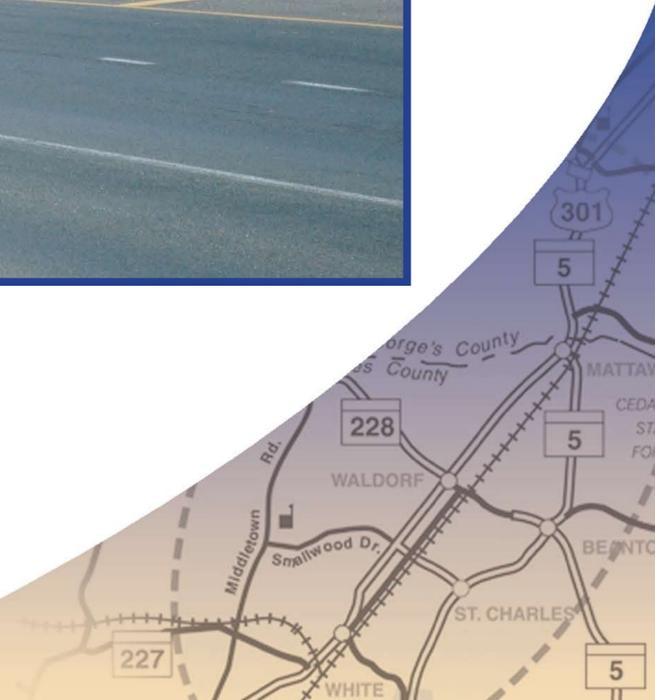
**In addition to traditional finance methods that use State and federal transportation funding sources, SHA will examine other options to determine their impact on financial capacity and traffic operations if tolls are implemented along the proposed bypass corridor.**



# Thank you for your participation

For more information, visit the project website at  
[www.us301waldorf.org](http://www.us301waldorf.org)

If your community or organization would like to meet with representatives from the project team, please call Steve Hawtof, Project Manager, toll-free at **800-548-5026** to schedule a meeting.



# US 301 Waldorf Area Transportation Improvements Project

## DRAFT Summary of Potential Impacts of the Alternatives Retained for Detailed Study

The impact numbers shown in this matrix are associated with projected direct resource impacts related to construction of the alternatives currently retained for detailed study. As additional analyses are completed, indirect resource impacts (*impacts caused by the action but occurring later in time or farther removed in distance - 40 CFR 1508.8*) associated with the alternatives under detailed study will be identified and assessed as part of the draft environmental impact statement.

Feature	Unit	Western Bypass	Eastern Bypass	East Corridor MD 5	Upgrade Alternatives*		
					2A	3	4
<b>Natural Resources</b>							
Delineated Wetlands	Acres	17.1	23.8 - 37.0	24.5 - 35.7	1.4 - 2.1	2.9 - 3.5	2.8 - 3.5
Intermittent Stream Crossings	Linear Feet Impacted	1,605	1,200 - 3,794	847 - 3,792	2,595 - 3,541	3,013 - 3,814	3,013 - 3,814
Perennial Stream Crossings		1,567	2,615 - 9,098	3,362 - 9,810	592	685 - 742	684 - 737
100-year Floodplains	Acres	0	0 - 2.4	0	1.7	2.4	2.4
Forest Cover	Acres	The Project Team is in the process of updating the 2002 Maryland Department of Planning's Land Use/Land Cover Data in order to complete this analysis.					
Agricultural	Acres						
<b>Socio-economic Resources</b>							
Existing Residential Displacements	Number	10	13	10	0	0	0
Planned Residential Displacements	Number	0	0 - 85	0 - 108	0	0	0
Commercial Displacements**	Number	1	2 - 3	5 - 8	89 - 146	102 - 146	97 - 140
Public Facilities Impacts	N/A	None	New High School Site	New High School Site	None	None	None
Parklands	N/A	None	Cedarville State Forest	None	None	None	None
<b>Cultural Resources</b>							
Number of National Register Undetermined Archeological Sites w/in Area of Potential Effect	Number	3	2	2	0	0	0
Number of National Register Eligible Historic Structures w/in Area of Potential Effect	Number	3	2	2	4	4	4
<b>Estimated Costs</b>							
Right of Way	US Dollars	\$278M	\$245M	\$327M	\$316M - \$461M	\$390M - \$498M	\$316M - \$455M
Engineering/Construction		\$1.369B	\$1.579B	\$1.31B	\$1.137B - \$1.190B	\$1.240B - \$1.247B	\$1.227B - \$1.235B
Total		\$1.647B	\$1.824B	\$2.158B	\$1.506B - \$1.605B	\$1.637B - \$1.737B	\$1.551B - \$1.692B

\* The high end impacts and costs reflect the potential impacts of the US 301 At-Grade Sub-Options

\*\*Commercial Displacements reflect the number of businesses that will be displaced. In many cases, there is more than one business located on a parcel or in a building.





# Join Us for Important US 301 Workshops



**Tuesday, May 20, 2008**

**Gwynn Park High School – Cafeteria**  
13800 Brandywine Road  
Brandywine, MD 20613

**Meeting Time: 5:30 – 8:00 PM**

**Thursday, May 22, 2008**

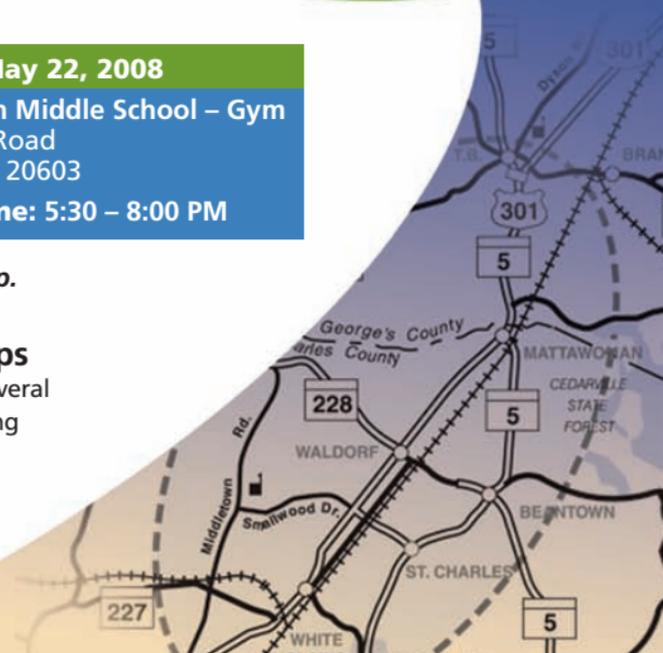
**Mattawoman Middle School – Gym**  
10145 Berry Road  
Waldorf, MD 20603

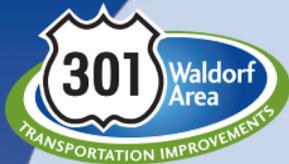
**Meeting Time: 5:30 – 8:00 PM**

*The same information will be presented at each workshop.*

## Review Updated Alternatives at May Workshops

The Maryland State Highway Administration (SHA) is looking at several alternatives to address the traffic congestion and safety needs along US 301 in the Waldorf area. Updates on the alternatives will be presented at workshops on May 20 and 22. We invite you to come review the retained alternatives and see how they compare in terms of traffic impacts, cost, and environmental and community impacts.





## How Will the Alternatives Affect Your Community?

If you are wondering how the alternatives may impact your community, members of the project team are available to come and speak with your community. Please call Steve Hawtof, Project Manager, toll-free at 1-800-548-5026 to set up a meeting.

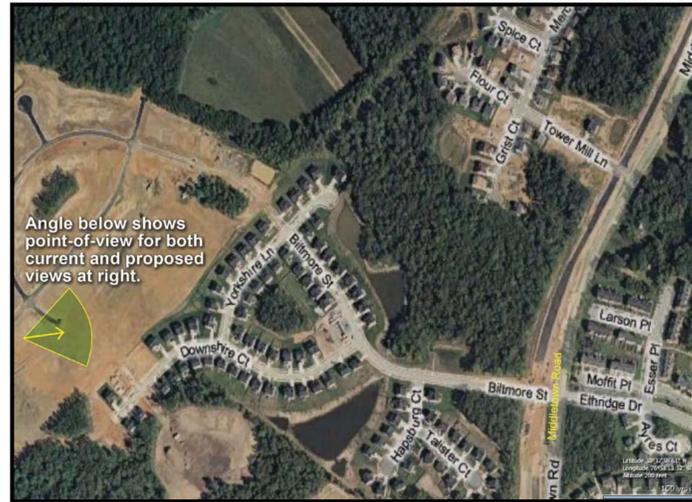


State Highway Administration  
Mail Stop C-301  
707 North Calvert Street  
Baltimore, MD 21202

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## Avalon Subdivision Looking West



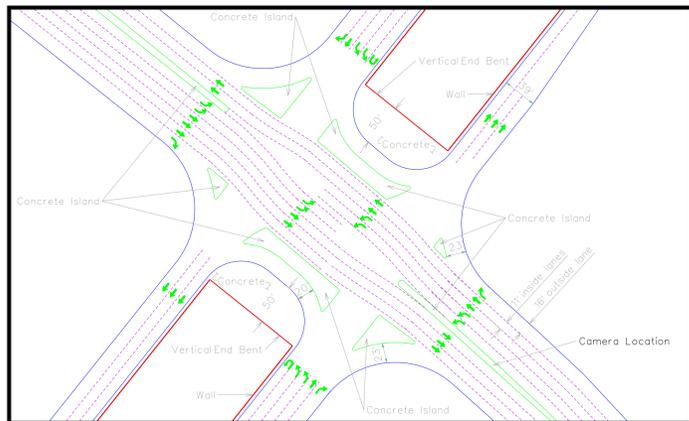
### Current View



### Potential Future View



# MD 5/MD 228 Interchange with US 301 Looking West



This schematic depicts all of the travel lanes and concrete islands of the proposed interchange, as well as the camera point of view for both the current and proposed views at right.

