

Current Schedule

Informational Workshop May 9, 2007
Location/Design Approval December 2007

About the Study

The US 301/MD 197 Transportation Study is the first “breakout” project of the US 301 Northern Corridor Transportation/Access Management Study, as part of the “tiered” National Environmental Policy Act (NEPA) process. The rationale for the tiered approach is discussed in detail in the US 301 Study, Tier 1 Draft Environmental Impact Statement for the Northern Corridor. As documented in the 1996 US 301 Task Force Final Report, the existing conditions and expected growth within this corridor will significantly increase traffic congestion and vehicle crashes. The purpose of the US 301/MD 197 Transportation Study is to develop solutions that will address congestion, increase mobility, and improve safety conditions along this stretch of roadway.

SHA Maryland Department of Transportation
State Highway Administration
Project Planning Division
Mail Stop C-301
P.O. Box 717
Baltimore, MD 21202

Continuing Public Involvement

SHA is committed to keeping the public involved throughout the US 301/MD 197 Transportation Study and welcomes all questions and comments. For more information or to be included on the project mailing list, please contact:

Ms. Felicia Alexander, Project Manager
410-545-8511 or 1-800-548-5026
email: falexander@sha.state.md.us

or

Ms. Theresa Christian,
Environmental Manager
410-545-8697 or 1-800-548-5026
email: tchristian@sha.state.md.us

In addition, an overview of this and other SHA projects, including upcoming activities, can be found on the SHA website at www.marylandroads.com. Simply click on “Projects and Events” to locate the Project Planning webpages.

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US 301/MD 197 Transportation Study

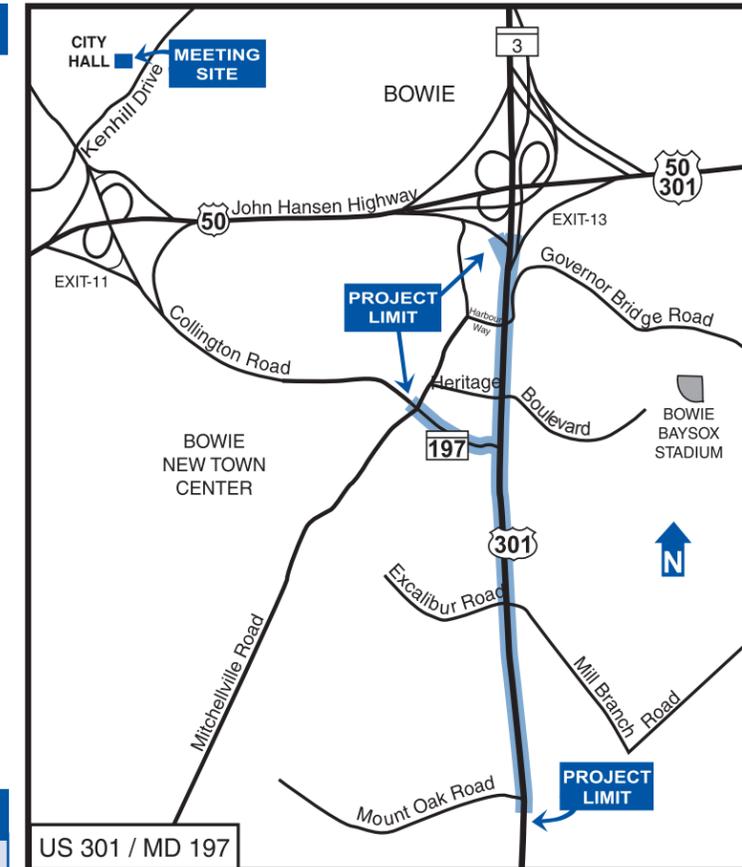
North of Mt. Oak Road to US 50



INFORMATIONAL NEWSLETTER | SPRING 2007

Preferred Alternative Identified

The US 301/MD 197 Transportation Study has passed an important milestone, with the selection of a Preferred Alternative. Following the 2002 Public Hearing, the project team was asked to design a more cost-effective alternative that could be constructed in phases. In response, the team has redesigned Alternative 2 Modified and now has an alternative that is constructible in four phases, arranged in a series that incrementally provides the traffic relief needed in the project area. The new alternative also has significantly fewer impacts than previous designs. A detailed description and map of Alternative 2 with Roundabouts is presented inside this newsletter. Additional details will also be available at a public meeting scheduled for May 9, 2007. Please plan to attend.



Informational Workshop – May 9, 2007

WHAT: Informational Workshop providing details about the SHA Preferred Alternative. Staff will be available to answer your questions. Workshop will be conducted in an open house format.

No formal presentation will be held.

WHEN: Wednesday, May 9, 2007
5 pm – 8 pm

WHERE: Bowie City Hall
Multipurpose Room
2416 Kenhill Drive
Bowie, MD 20715

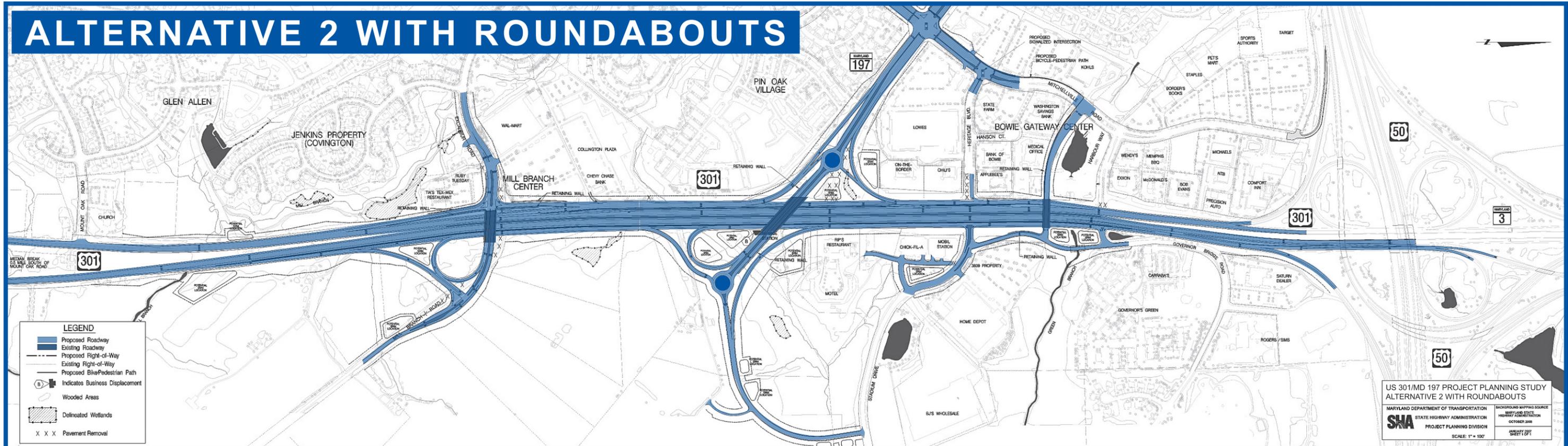
New Design Reduces Impacts

The previous alternatives under consideration required up to 64 acres of property from private owners, whereas Alternative 2 with Roundabouts decreases this impact to 54 acres of right-of-way. One business displacement is anticipated, compared to two or four displacements with the previous alternatives.

The impacts to natural environmental features along the corridor also have been reduced:

- Wetland impacts reduced by 0.17 acres
- Stream Impacts reduced by 117 linear feet
- Forest impacts reduced by 4.55 acres

ALTERNATIVE 2 WITH ROUNDABOUTS



Alternative 2 with Roundabouts - A Closer Look

Under this alternative, US 301 would be expanded from two lanes to three lanes in each direction along the existing alignment, with a bridge carrying MD 197 over US 301 to eliminate the existing at-grade intersection. This alternative utilizes a traditional diamond interchange at MD 197, with two double-lane roundabouts at the ends of the directional ramps providing access to the parallel collector-distributor (CD) roadways. Approximately 1.5 miles of a one-way CD road would be constructed on each side of US 301 from just north of Mt. Oak Road to just south of the US 50 Interchange.

At the north end of the project, an overpass would connect the Relocated Harbour Way on the west side of US 301 to Governor Bridge Road, which would be extended southward to function as a service road.

Similarly, at the south end of the project, an overpass would connect Excalibur Road to Mill Branch Road. Access to the Collington Plaza will still be available on the southbound CD road between MD197 and Mill Branch Road.

The intersection of MD 197 and Mitchellville Road would also be improved with additional through lanes and turn lanes. US 301 would be converted to a fully-access-controlled roadway between Mt. Oak Road and US 50.

Alternative 2 with Roundabouts would require the relocation of one business, and access to the remaining businesses would be maintained via the CD roadways.

Key Features Improve Travel and Implementation

Improved Operations on Mainline US 301: This alternative involves removing four traffic signals (Harbour Way, Heritage Boulevard, MD 197, and Excalibur Road) on US 301. US 301 would be converted to a fully-access-controlled roadway between Mt. Oak Road and US 50 with three through lanes in each direction.

Separation of Local and Through Trips: To maintain access to and from adjacent commercial and residential properties, parallel CD roads are proposed and would connect to US 301.

MD 197 Widening: MD 197 would be widened from west of Mitchellville Road to the new east-side service road. Additional lanes would also be added at the intersection of MD 197 with Mitchellville Road. This roadway would bridge over US 301 with two double-lane roundabouts to improve traffic flow.

Phasing: The alternative has been split into four phases to make it more cost-effective:

- Phase 1:** Includes the overpass of Relocated Harbour Way, improvements at Mitchellville Road to Heritage Boulevard, and the connection of Governor Bridge Road and Ballpark Road.
- Phase 2:** Includes the interchange improvements for MD 197 at US 301, intersection improvements at Mitchellville Road, and a portion of the CD roadway system.
- Phase 3:** Includes the interchange improvements for Excalibur/Mill Brand Road over US 301 and a portion of the CD roadway system.
- Phase 4:** Will include widening of US 301 mainline improvements and completion of the CD roadway system.