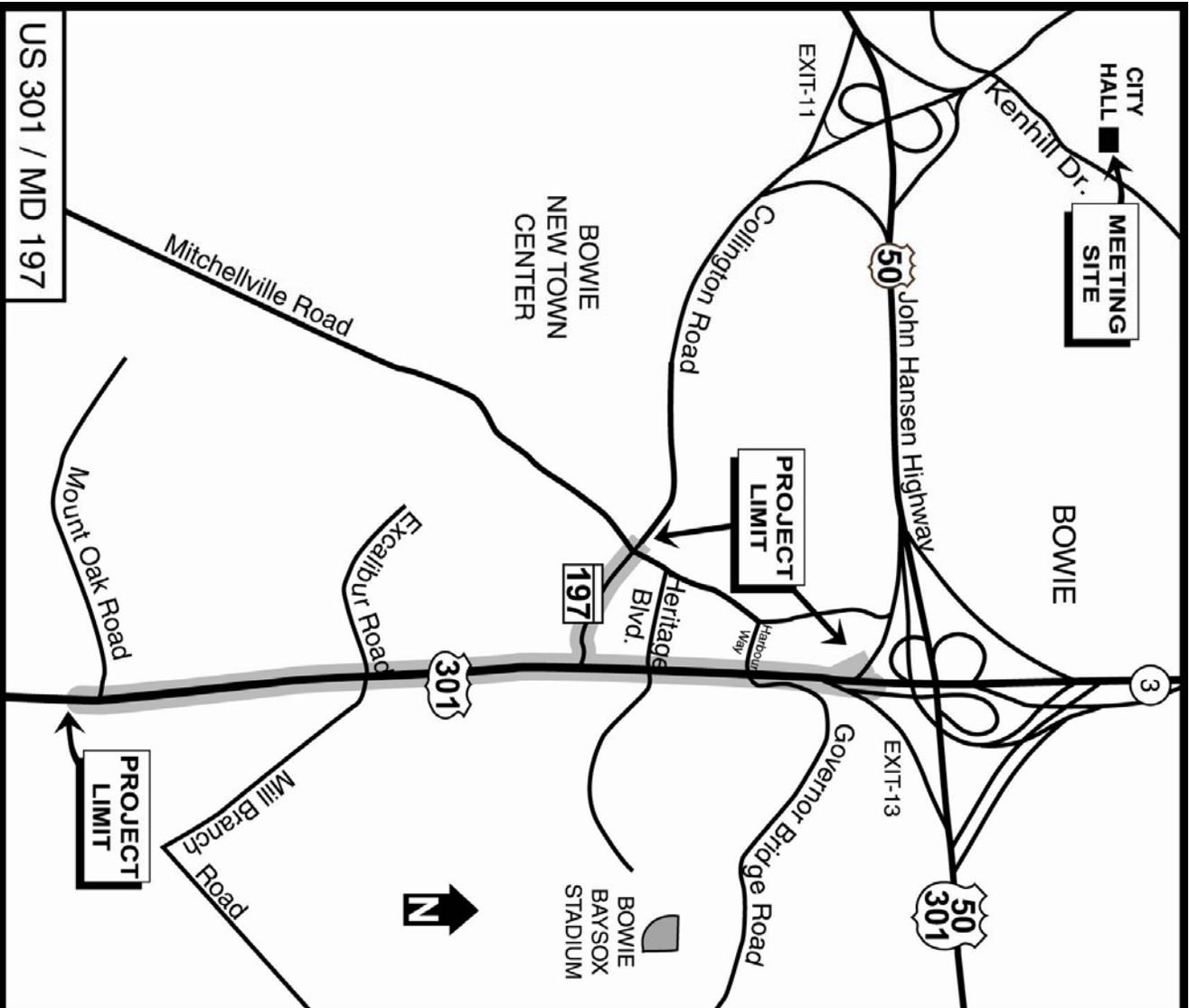




Purpose of the Meeting

- To summarize recent progress in the US 301/MD 197 Transportation Study
- To provide details on:
 - SHA's Preferred Alternative
 - Traffic Analysis
 - Environmental Impacts
 - Cost
- To answer your Questions and Comments

Project Location Map

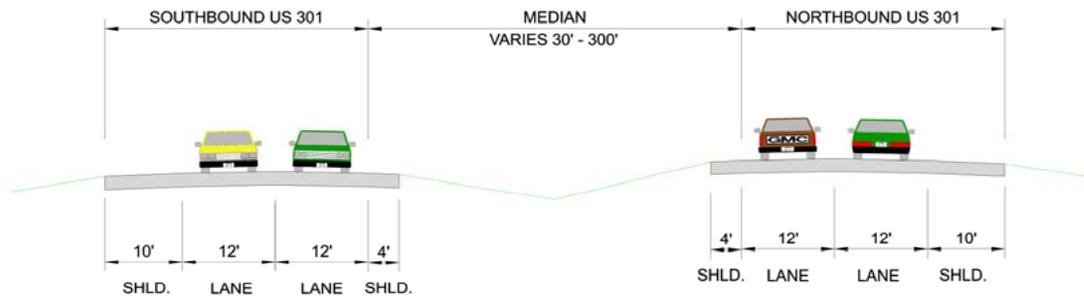




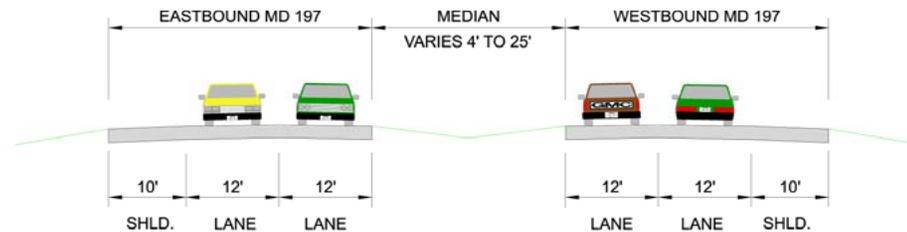
Project Background

- The US 301 / MD 197 Transportation Study is the first “breakout” project planning study within the US 301 Northern Corridor, from US 50 to the US 301 / MD 5 split just north of Waldorf
 - The study is a “breakout” from the US 301 Tier 1 Environmental Impact Statement
- Multiple transportation strategies and alternatives have been evaluated to address current and projected congestion and improve safety in this area
- 1998 – Start of Project Planning
- November 19, 2000 -Informational Workshop held
- November 20, 2002 - Location/Design Public Hearing held
 - Work began afterward on a more cost effective alternative which could be constructed in phases
- May 9, 2007 – Informational Workshop held
 - The State Highway Administration presents its Preferred Alternative, Alternative 2 with Roundabouts, which addresses requests for a less expensive, phased alternative

Typical Existing Conditions



TYPICAL - US 301 MAINLINE



TYPICAL - MD 197

Benefits of SHA's Preferred Alternative Alternative 2 with Roundabouts

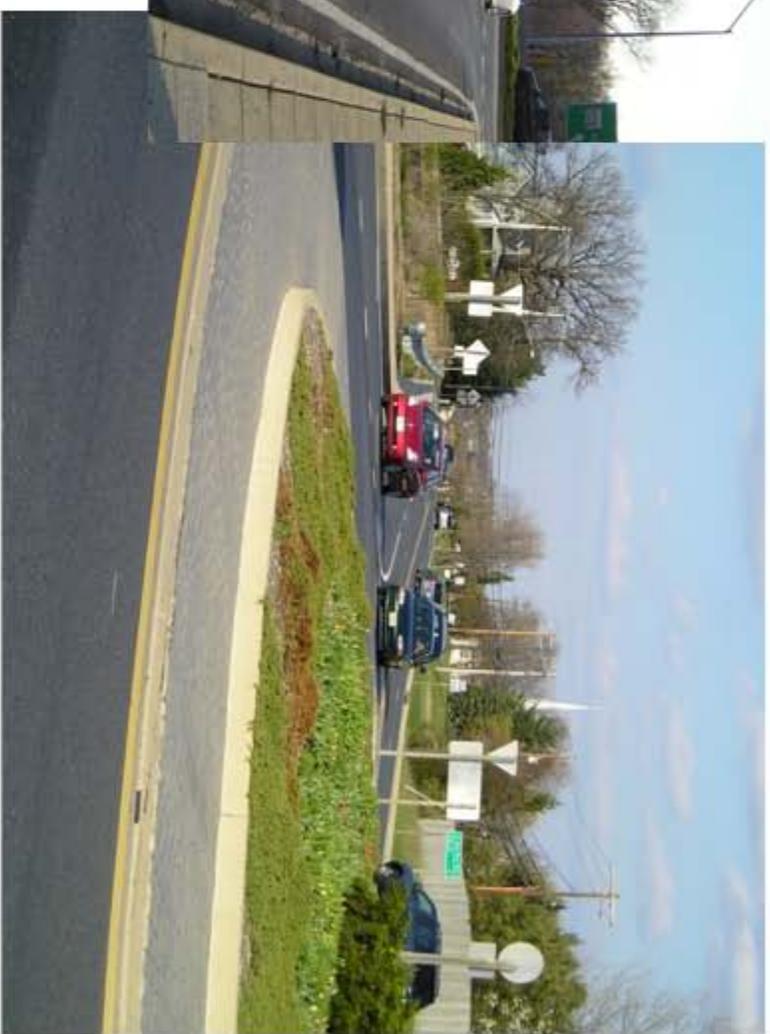
- Cost-effective alternative
- Alternative 2 with Roundabouts can be built in phases
- Building the project in phases spreads out construction costs and improves affordability
- US 301 to remain on existing alignment
- Reduced business impacts / displacements
- Reduced residential impacts

Key Facts about Roundabouts

- Maryland Roundabouts: 24 Existing
7 Under Construction
- In Maryland, intersections replaced by roundabouts have seen a reduction in crashes by over 60 % and a reduction in injury crashes by over 75 %
- There has never been a fatal crash at a Maryland roundabout
- Roundabouts accommodate more traffic and have lower delay times than conventional intersections



Rush Hour Traffic



Mountable Curb to Accommodate Trucks

2-Lane Roundabout in Howard County MD 100 and MD 104 Interchange



**Entering Vehicles Yield to
Traffic in Roundabout**



Landscaping

Purpose and Need

- Address congestion
- Increase mobility
- Improve safety conditions
- Examine access to existing and future developments
- Investigate the need and feasibility of enhancing vehicular access to developments

**US 301 Corridor from North of Mount Oak Road to US 50
Level of Service (LOS) Analysis and Projected Fail Year
Existing and Future No-Build Conditions**

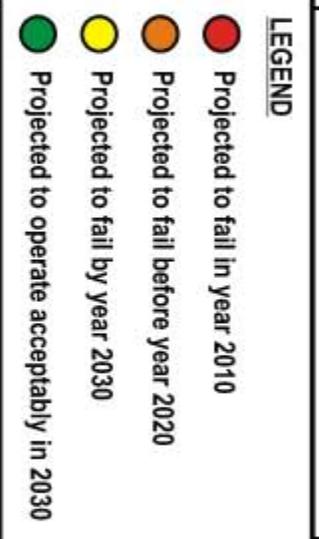
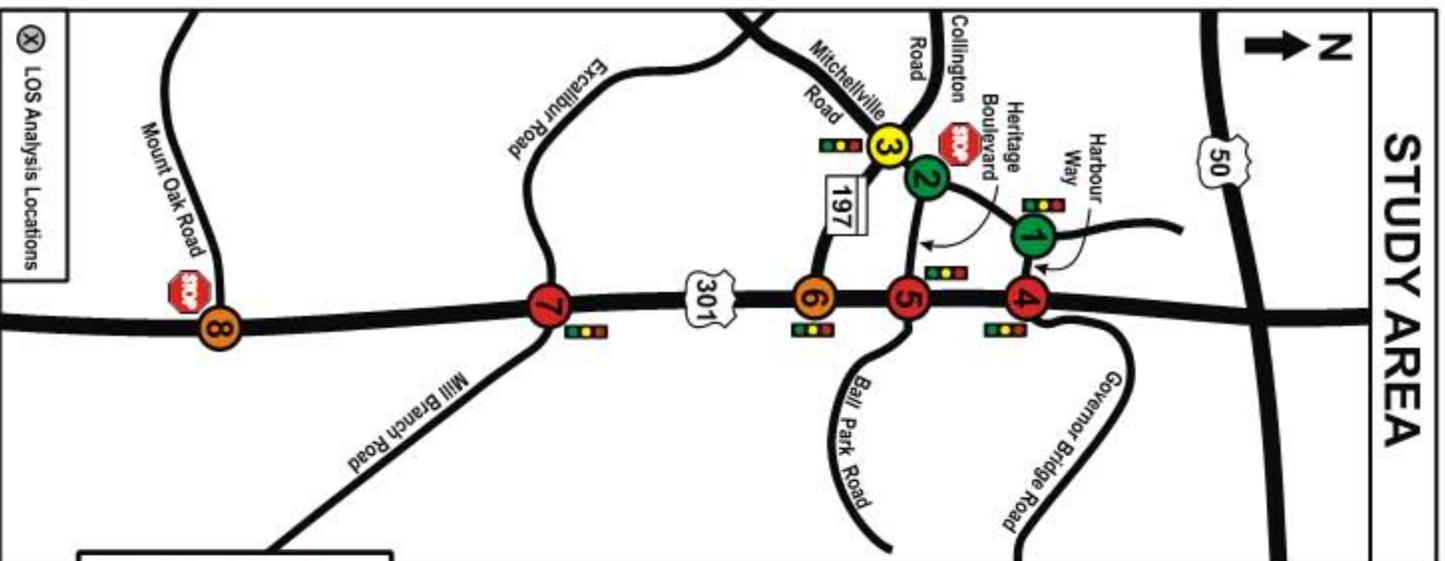
#	Location	Analysis Type	AM (PM) LOS		Projected Fail Year
			2006 Existing	2030 No-Build	
1	Mitchellville Road at Harbour Way	Signalized Intersection	A (A)	A (B)	N / A
2	Mitchellville Road at Heritage Boulevard	All-Way Stop	A (B)	B (C)	N / A
3	Mitchellville Road at MD 197	Signalized Intersection	A (A)	C (F)	2026
4	US 301 at Harbour Way / Governor Bridge Road	Signalized Intersection	C (E)	F (F)	2009
5	US 301 at Heritage Boulevard / Ball Park Road	Signalized Intersection	D (F)	F (F)	2006
6	US 301 at MD 197	Signalized Intersection	B (B)	F (F)	2016
7	US 301 at Excalibur Road / Mill Branch Road	Signalized Intersection	D (E)	F (F)	2009
8	US 301 at Mount Oak Road	Stop Controlled	C (C)	F (F)	2016

Average Daily Traffic

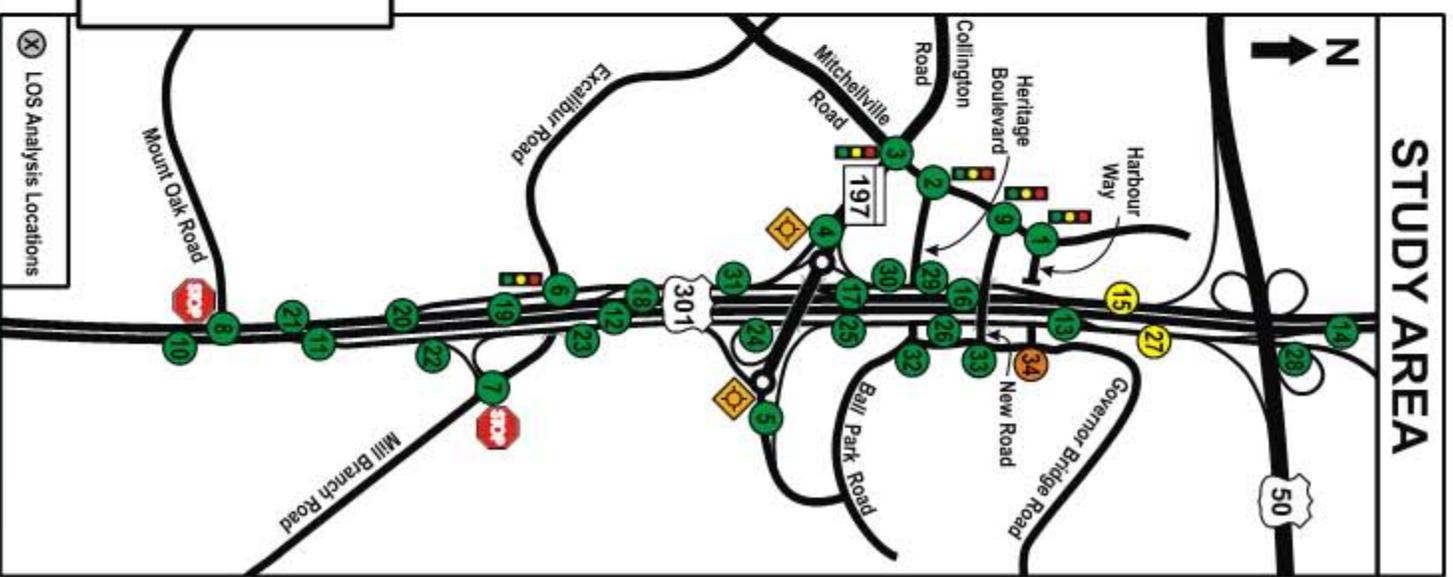
US 301 / MD 197 Sections	2006 Daily Volume	2030 No-Build Daily Volume	Percent (%) Increase
US 301 from US 50 to Harbour Way	61,670	115,460	87 %
US 301 from Harbour Way to Heritage Boulevard	55,580	104,580	88 %
US 301 from Heritage Boulevard to MD 197	54,420	99,430	83 %
US 301 from MD 197 to Excalibur Road	65,330	116,570	78 %
US 301 south of Excalibur Road	62,220	108,920	75 %
MD 197 from US 301 to Mitchellville Road	21,000	47,950	128 %
MD 197 west of Mitchellville Road	32,940	56,730	72 %

OPERATIONAL ANALYSIS COMPARISON

EXISTING / NO BUILD
CONDITIONS



BUILD CONDITIONS

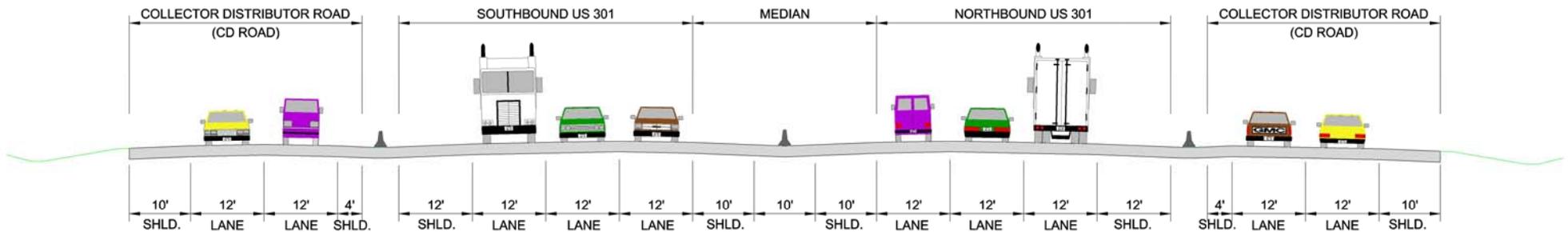


US 301 Corridor CORSIM Travel Time Results (minutes)

Travel Direction and Endpoints	Peak Period	Existing Conditions*	2030 No Build	2030 Build (via freeway)	2030 Build (via CD Road)
	US 301 Southbound – US 50 to Mount Oak Road	AM	3.5 min	10.1 min	3.0 min
	PM	4.5 min	14.7 min	2.6 min	3.4 min
US 301 Northbound – Mount Oak Road to US 50	AM	3.8 min	8.0 min	1.7 min	2.8 min
	PM	4.7 min	13.4 min	1.8 min	10.4 min

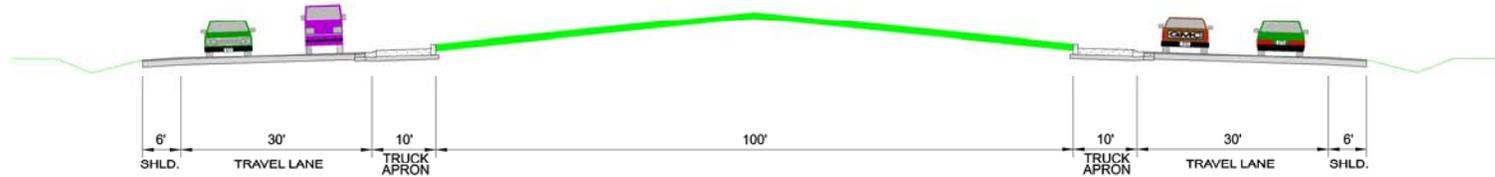
* Note: Existing travel time values calibrated based on actual travel time runs performed in the field

Alternative 2 with Roundabouts

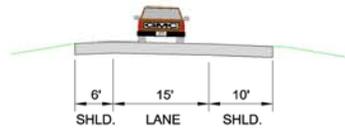


PROPOSED CONDITIONS - US 301 MAINLINE WITH CD ROADS

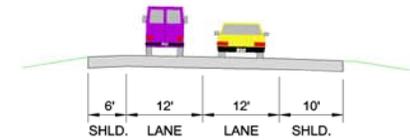
Alternative 2 with Roundabouts



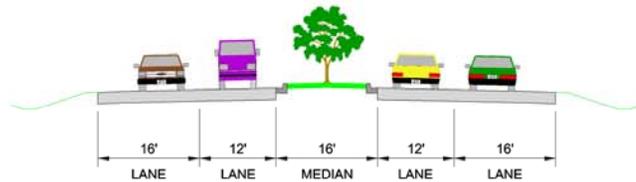
PROPOSED CONDITIONS - ROUNDABOUT



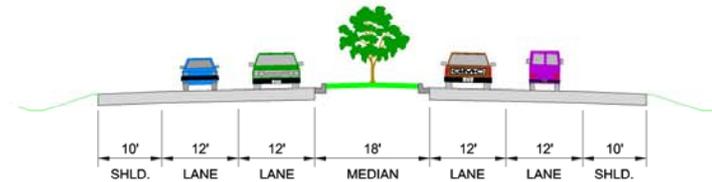
PROPOSED CONDITIONS - 1 LANE RAMP



PROPOSED CONDITIONS - 2 LANE RAMP



PROPOSED CONDITIONS - EXCALIBUR ROAD



PROPOSED CONDITIONS - MD 197



Alternative 2 with Roundabouts

Key Features

- US 301 would be converted to a full access controlled roadway between Mt. Oak Road and US 50
- Remaining 2 lane sections of US 301 would be widened to 3 lanes in each direction along the existing alignment with a structure carrying MD 197 over US 301 eliminating the existing at-grade intersection
- A one-way Collector/Distributor (C/D) road would be built on each side of US 301 from just north of Mt. Oak Road to just south of US 50
- MD 197 would have a traditional diamond interchange, with two double-lane roundabouts at the end of the directional ramps providing access to the C/D roads
- Overpasses would connect relocated Harbour Way to Governor Bridge Road and Excalibur Road to Mill Branch Road with the overpass at Harbour Way/Governor Bridge Road extending south functioning as a service road
- The new overpasses would eliminate traffic signals at US 301/Heritage Boulevard, US 301/Harbour Way, and US 301/Mill Branch Road/Excalibur Road
- Access to Collington Plaza would still be available from the southbound C/D road between MD 197 and Mill Branch Road
- The intersection of MD 197 and Mitchellville Road would be improved with additional through lanes and turn lanes



Preliminary Construction Phasing

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 over US 301 at MD 197, intersection improvements at Mitchellville Road, and a portion of the Collector-Distributor roadway system

Phase 3: Includes the interchange for Excalibur Road/Mill Branch Road over US 301 and a portion of the Collector-Distributor roadway system

Phase 4: Includes widening of US 301 mainline and completion of the Collector-Distributor roadway system

Environmental Impacts and Cost

Feature	Unit	Alternative 2 with Roundabouts
Community		
Right-of-Way Required	Acres	54.69
Parklands	Number	0
Number of Properties Affected	Number	52
Residential Displacements / Impacts	Number of Properties	0 / 15
Business Displacements / Impacts	Number of Properties	1 / 37
Cultural		
Historic / Archeological Sites	Number	0
Natural		
Wetlands	Acres	0.36
Stream Crossings	Number	3
Stream Impacts	Linear Feet	1390
Floodplain Encroachment	Acres	0
Forest Impacts	Acres	12.55
Rare, Threatened, or Endangered	Number of Species	0
Cost		
Length	Miles	1.90
Construction Cost	Million \$	150 – 170 *
Right-of-Way Cost	Million \$	50 – 60 *
Total Cost	Million \$	230 – 260 *

* 2007 Dollars

Related Projects

US 301 North/South Corridor Transportation Study

- Project Planning Study from US 301/MD 5 interchange at T.B. in southern Prince George's County to the intersection of US 301 with Washington Avenue and Turkey Hill Road just north of La Plata
- The ultimate improvements to US 301 include developing the roadway as a six lane freeway with access roads on one or both sides
- The corridor will be constructed in break out projects. Current break out projects include the US 301/MD 197 Transportation Project and the US 301 Waldorf Area Transportation Improvements Project
- For the entire corridor, partial right-of-way is funded, no funding for design or construction at this time

MD 197 Project Planning Study

- Project Planning Study from MD 450 to Kenhill Drive
- SHA has identified Alternatives Retained for Detailed Study
- No funding for design, right-of-way acquisitions, or construction at this time

MD 450 between Stonybrook Drive and west of MD 3

- Upgrade to a multi-lane divided road
- Funded for design only
- Design is 75% complete

MD 3

- Project Planning Study from north of U.S. 50 to MD 175 in Prince George's and Anne Arundel Counties
- SHA Preferred Alternative for the portion of the project in Prince George's County includes dualization of northbound MD 3 with southbound MD 3 converted to a service road, and a new interchange at MD 3 / MD 450
- Currently preparing Final Environmental Impact Statement
- No funding for design, right-of-way acquisition, or construction at this time

Next Steps

- Federal and State Agencies Approve SHA Preferred Alternative – **July 2007**
- Obtain Location/Design Approval – **December 2007**
- Project Planning Complete – **February 2008**
 - Currently funded for Project Planning only



Existing – Looking South at the Intersection of US 301/MD 197



Artist Rendition – Proposed MD 197 over US 301



Existing – Looking North at US 301 & Excalibur Road



Artist Rendition – Proposed Excalibur Road over US 301



Existing – Looking South at the Intersection of US 301 and Harbour Way



Artist Rendition – Proposed relocated Harbour Way over US 301