

What We've Been Hearing...

Thank you to everyone who has provided their comments at the workshops, via e-mail, regular mail or in person. In the process of reviewing the comments, several recurring themes emerged which we have addressed below.

How is this project different from previous US 301 studies?

During the previous US 301 studies within the Waldorf area, environmental review and regulatory agencies had expressed concern about the potential impacts of the bypass alternatives on several environmental features, especially Mattawoman Creek and the Zekiah Swamp. The agencies also expressed concern over the potential impacts some of the upgrade alternatives would have on the businesses along the existing US 301 corridor.

SHA is continuing to work with the agencies as part of the current project to address their concerns about the effects of the bypass corridors on the natural environment and the effects of the upgrade alternatives on the social environment. The changes to the bypass alternatives include a commitment to bridging the entire floodplain at major wetland and stream crossings. Upgrade changes include additional efforts to minimize the direct and indirect impacts to businesses.

SHA is still considering all three corridors (Eastern Bypass, Western Bypass, and upgrade of existing US 301) as part of this project. SHA recognizes that each of the three corridors has its own unique challenges and will work with the environmental agencies, the public and other stakeholders to develop effective solutions for each.

Throughout the development of this project, SHA is also working closely with an interagency work group comprising representatives from federal, state and local environmental, regulatory and planning agencies and organizations. This group is involved in decision-making and project development at each planning milestone to ensure natural and human environmental concerns are receiving the proper attention.

Will the Town of La Plata improvements be considered in this study?

The FHWA approved the southern limit of the current US 301 project near Turkey Hill Road in the summer of 2005 based on logical termini and independent utility. It is likely there will be an increase in future traffic in the Town of La Plata regardless of the outcome of this project. SHA is working with the Town of La Plata and Charles County to create an access management plan to address concerns

about future traffic along US 301, with or without a potential bypass or upgrade of US 301 through Waldorf. This plan includes requiring all developments along US 301 to construct right-in/right-out access points, and to make sure all new construction is built far enough from the road to allow for future road widening. SHA will continue to study the effects of future traffic on US 301 within the Town of La Plata, with and without the Waldorf area improvements.

Are you considering transit along MD 5 or US 301 as part of this project?

SHA will incorporate transit enhancements such as increasing the bus efficiency for the Build Alternatives for the project but will defer to the Maryland Transit Administration (MTA) for additional transit service along the corridor. MTA is undertaking a separate corridor preservation project later this year to study transit needs along the MD 5 and US 301 corridors. Potential transit services MTA will study include Bus Rapid Transit and Light Rail Transit services.

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707 North Calvert Street
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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. 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 FHWA.

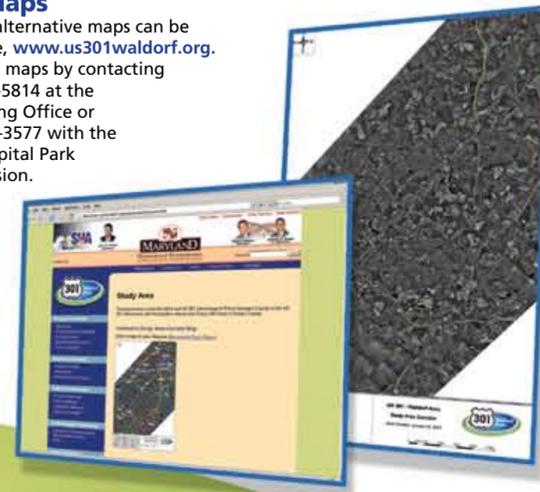


We Welcome the Opportunity to Speak to Groups

The project team welcomes the opportunity to meet with your community or organization. We will provide information, answer questions, and listen to your thoughts and concerns. For more information or to request a speaker, please call Mr. Steve Hawtof, Project Manager, at (800) 548-5026 or email shawtof@sha.state.md.us

View Project Maps

Large versions of the alternative maps can be viewed on the website, www.us301waldorf.org. You may also view the maps by contacting Jason Groth (301) 396-5814 at the Charles County Planning Office or Glen Burton (301) 952-3577 with the Maryland-National Capital Park and Planning Commission.



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Project Update



Summer 2007



INSIDE:

Upgrade Alternatives Reconsidered

What We've Been Hearing

Next Steps

Over 500 People Attend Alternates Public Workshops

The Maryland State Highway Administration (SHA), in coordination with the Federal Highway Administration (FHWA) held three Alternates Public Workshops in March 2007. The purpose of the workshops was to acquaint the public with the US 301 Waldorf Area Transportation Improvements Project and to present a summary of the conceptual engineering alternatives and environmental concerns.

Approximately 530 residents, business owners, elected officials and the media took the opportunity to attend the workshops and provide feedback to SHA by speaking with project team members or submitting comment cards. The project team is reviewing the comments as part of the process to evaluate and develop the alternatives in more detail.

The project update summarizes some of the public feedback, the upgrade alternatives, and the project's next steps.

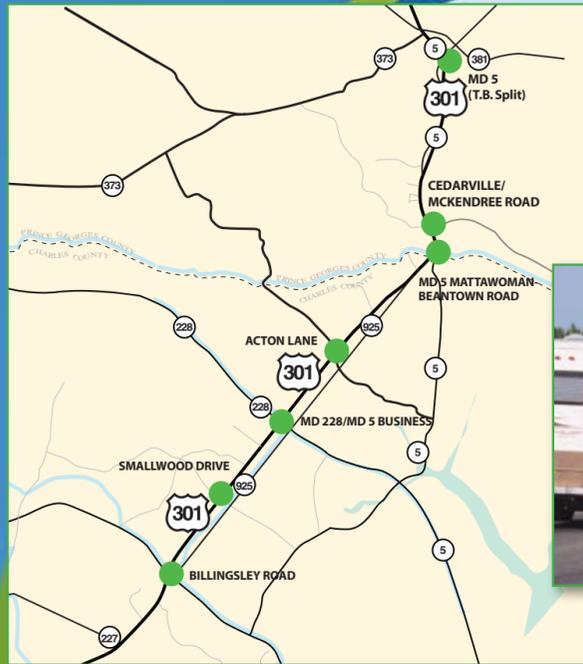


Being Reconsidered

US 301 Alternatives

There are several alternatives being considered to improve traffic along US 301 in Waldorf. SHA is actively working with environmental and regulatory agencies to assess each alternative and option to determine which ones should be retained for detailed analysis or dismissed from further consideration. Alternatives include:

Two Additional Upgrade Alternatives



This photo shows the US 301 intersection with MD 228 / MD 5 Business. Alternatives 3 and 4 propose service roads on both sides of US 301 at this location.

Recently, SHA was asked to reconsider 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. Upgrade Alternatives 3 and 4 propose extensive modifications along the existing US 301 corridor.

Alternative 3

This alternative concept proposes upgrading existing US 301 to a six-lane, fully access-controlled freeway 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 at right), 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.

Alternative 3 proposes upgrading the following US 301 intersections into grade-separated interchanges:

- MD 5 (T.B. Split)
- Cedarville/McKendree Road
- MD 5/Mattawoman – Beantown Road
- Acton Lane
- MD 228/Berry Road – MD 5 Business/Leonardtwn Road
- Smallwood Drive
- Billingsley Road

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

Alternative 4

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

In addition to these two new alternatives, other upgrade existing US 301 alternatives are being evaluated, as well as Eastern Bypass and Western Bypass alternatives, and the No-Build Alternative. Maps of the alternatives are available for review at the Charles County planning office, the Maryland-National Capital Park and Planning Commission, or online at www.us301waldorf.org.

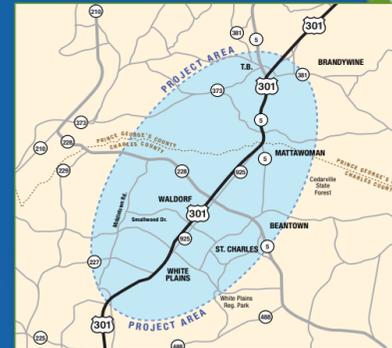
No Build Alternative

Upgrade Alternatives

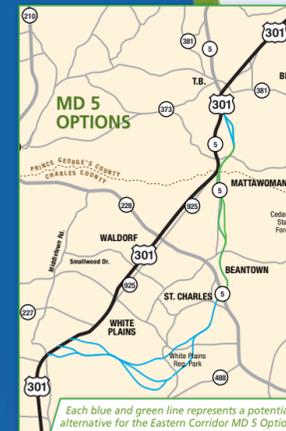
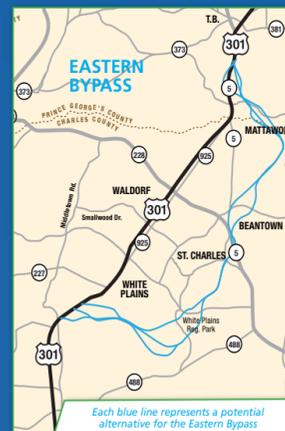
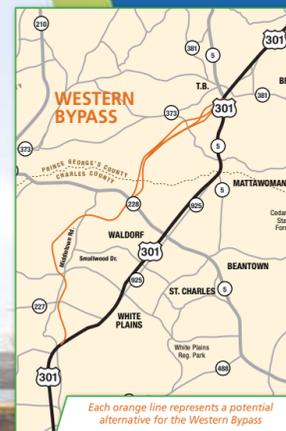
- Alternative 1
- Alternative 1A
- Alternative 2
- Alternative 2A
- Alternative 3
- Alternative 4

Bypass Alternatives

- Western Bypass
- Eastern Bypass
- Eastern Corridor MD 5 Option



Detailed descriptions and maps of each alternative can be found on the project website at www.us301waldorf.org.



Next Steps

The development of alternatives that meet the purpose and need of the project is a vital component of the planning process. A series of alternatives and options have been developed and are being refined for the upgrade of existing US 301 and bypass corridors to the east and west of Waldorf. They are being assessed to determine which should be retained for detailed analysis or dismissed from further consideration. Some alternatives may be dismissed due to safety, traffic, environmental, or social impacts, or simply because they do not meet the objectives of the project as they are further evaluated.

An Informational Public Workshop is planned for late 2007 to share information on the alternatives that have been retained for detailed study. Updated impacts, traffic projections, and costs will also be shared at that time.

Select Alternatives for Detailed Study	Summer/Fall 2007
Informational Public Workshop	Fall 2007
Location/Design Public Hearing	Spring 2008
Select Preferred Alternative	Summer/Fall 2008
Obtain Location & Design Approval	Summer/Fall 2009

How a Final Alternative Is Selected

The lead agencies for the US 301 project are SHA and the FHWA. While these two agencies must agree on the selection of the preferred alternative, both are responsible for balancing the opinions of the cooperating and participating agencies (environmental and resource agencies), county and city governments, community interest groups, businesses, and the public. SHA will identify and consider all factors relevant to the US 301 project and analyze public comments and public hearing transcripts in accordance with the Maryland Streamlined Environmental and Regulatory Process to make a final recommendation to FHWA for concurrence. Factors considered in the final decision include:

- Fulfillment of the US 301 Purpose and Need
- Public Support for the project and/or a particular alternative
- Impact to project and/or funding schedule
- Environmental Impacts
- Travel Efficiency
- Safety
- Cost

