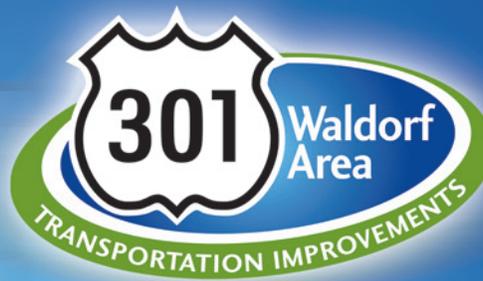


Spring 2008

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Project Description

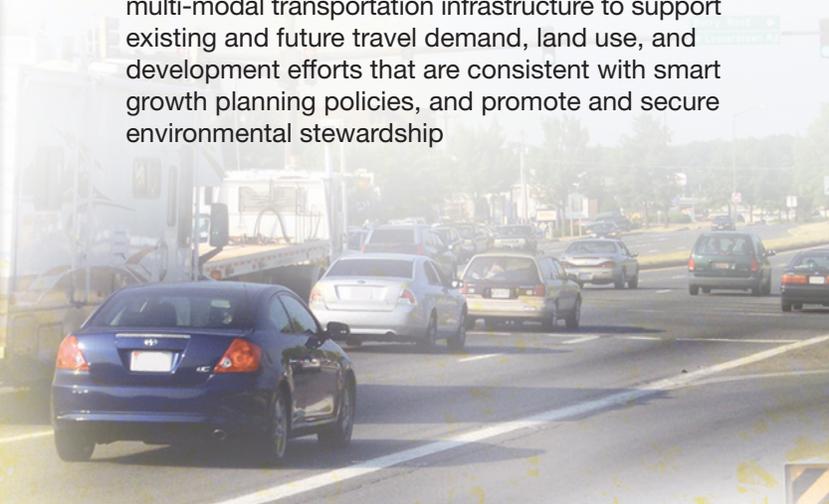
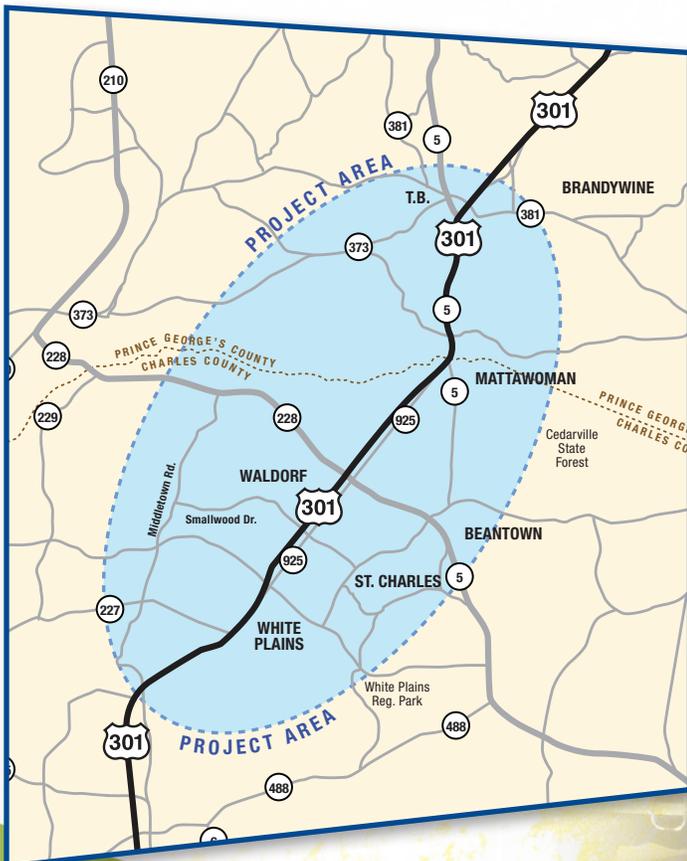
The US 301 Waldorf Area Transportation Improvements Project involves the development of transportation improvements to alleviate current and future traffic congestion around the Waldorf area. The project area extends from the US 301/ MD 5 interchange area in southern Prince George's County to the intersection of US 301 with Washington Avenue and Turkey Hill Road north of La Plata in Charles County. The project area is indicated on the map below.

Why Is This Project Needed?

The US 301 corridor is in the center of current and projected growth in the Southern Maryland region. Escalating residential and commercial development has increased the need for more highway capacity and alternate modes of travel in the region. The needs of locals who use US 301 are different from those of commuters traveling through the area to get to work. Although the corridor is used as a major commuter route to the Washington, D.C., and Baltimore metropolitan regions, it also serves as a main thoroughfare in Waldorf, accommodating both local and regional access to shopping and businesses. US 301 is one of only a few major roadways to and from Southern Maryland and is vital for both types of users. Increased delays and congestion caused by US 301's substantial use form the basis of the US 301 project.

The purpose of this project is to:

- 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



Alternatives

Four alternatives, with different options, were developed for the Waldorf area. Some of the options have been dismissed from further consideration in an effort to minimize impacts to the natural and social environment. The following information addresses the remaining alternatives.

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 (e.g. resurfacing, re-striping, signage, lighting, etc.). This alternative will not affect roadway capacity or reduce crash rates. The No-Build Alternative provides a benchmark for comparing the effectiveness of the other alternatives.

Upgrade Alternatives

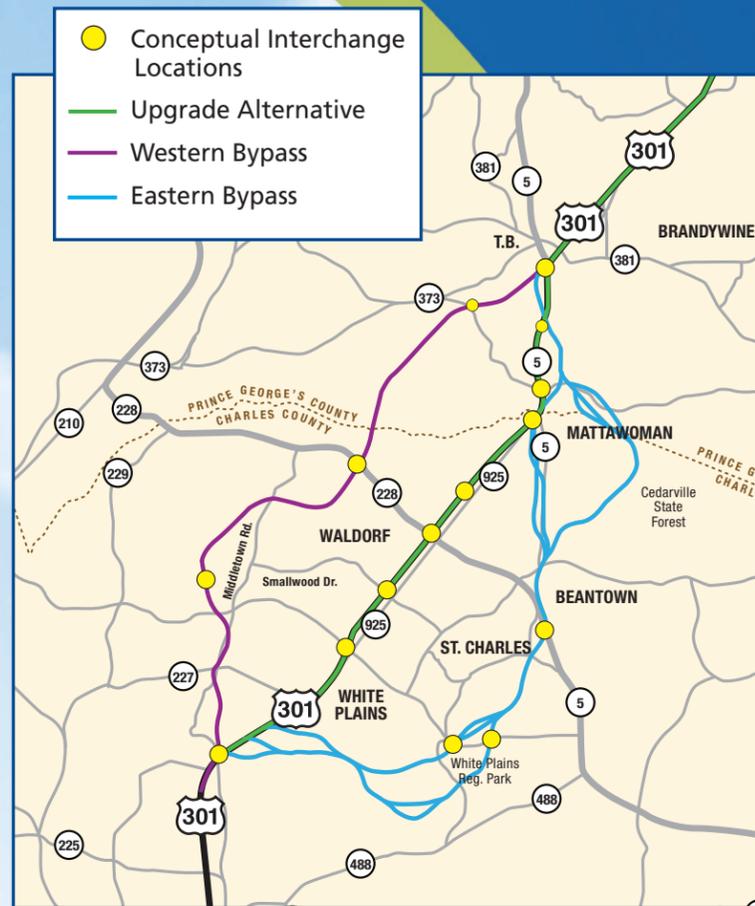
All of the Upgrade Alternatives propose upgrading six intersections to grade-separated interchanges, including a flyover ramp movement from US 301 southbound to MD 5 at the existing triple left turn lane.

Proposed interchange locations include:

- 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 whether US 301 will go over the crossroads or whether the crossroads will go over US 301 at the interchanges.

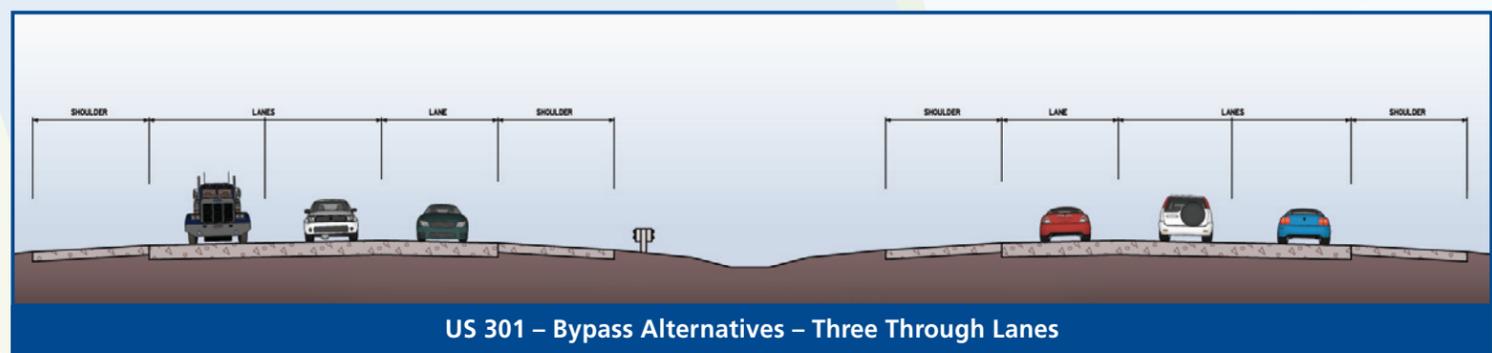
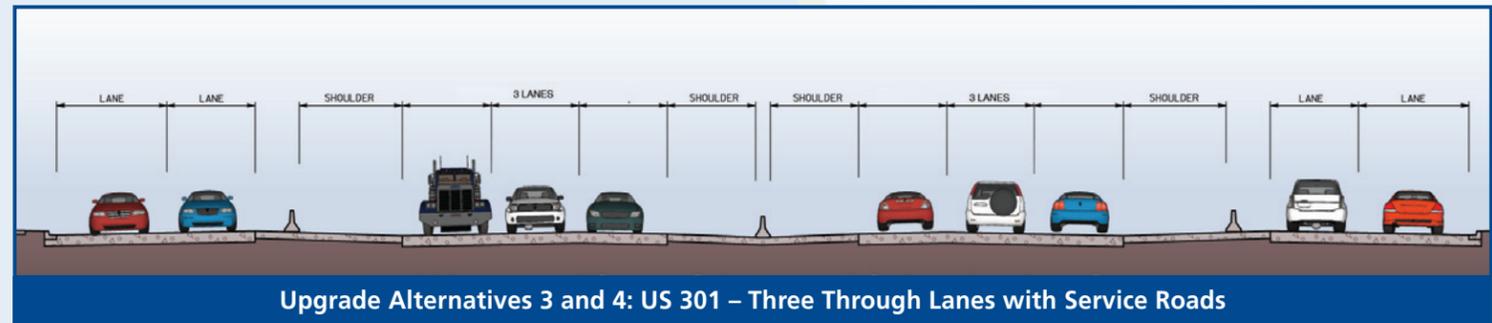
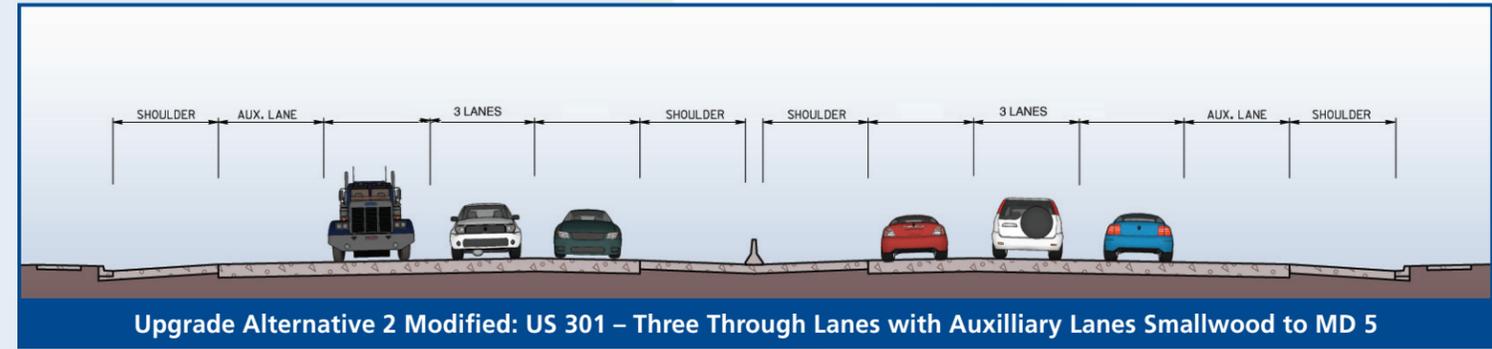
Alternative 2 Modified: In addition to the proposed interchanges and flyover ramp (see list above), the remaining traffic signals at existing intersections would be removed, eliminating all at-grade left-turn movements between T.B. and Billingsley Road. The existing right-turn auxiliary lane would continue to provide access to properties; however, to cross over US 301 (i.e. to make left turns), drivers would need to use one of the proposed grade-separated interchanges.



Alternative 3: This alternative proposes upgrading existing US 301 to a six-lane, fully access-controlled freeway from T.B. to just south of Smallwood Drive. The following features would support the freeway: grade-separated interchanges along US 301 (see list on left), 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. Turning movements in the areas with service roads would be accommodated at the interchanges and all traffic signals would be removed from US 301. An additional through lane would be provided in both directions between the interchange at T.B. to MD 5 (Mattawoman-Beantown Road) and from Smallwood Drive south to Turkey Hill Road.

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, Alternative 4 utilizes the same service roads system as Alternative 3 with the exception that the service road along US 301 northbound ends at Acton Lane and access to the businesses north of Acton Lane is provided from MD 925.

Proposed Lane Configurations



Western Bypass Alternative

This alternative generally starts at the junction of the MD 5/US 301 interchange at T.B. The alignment heads in a southwest direction, crosses Burch Branch and stays west of the Robin Dale Country Club as it crosses Mattawoman Creek into Charles County. This alternative crosses over MD 228, continues in a southwest direction and crosses Piney Branch and McDaniel Road. The alternative veers west, then shifts southwest just past Middletown Road. It continues to the east of the Brookwood Estates 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.

Eastern Bypass Alternatives

Several of these alternatives also start at T.B. and continue southeast, crossing 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.

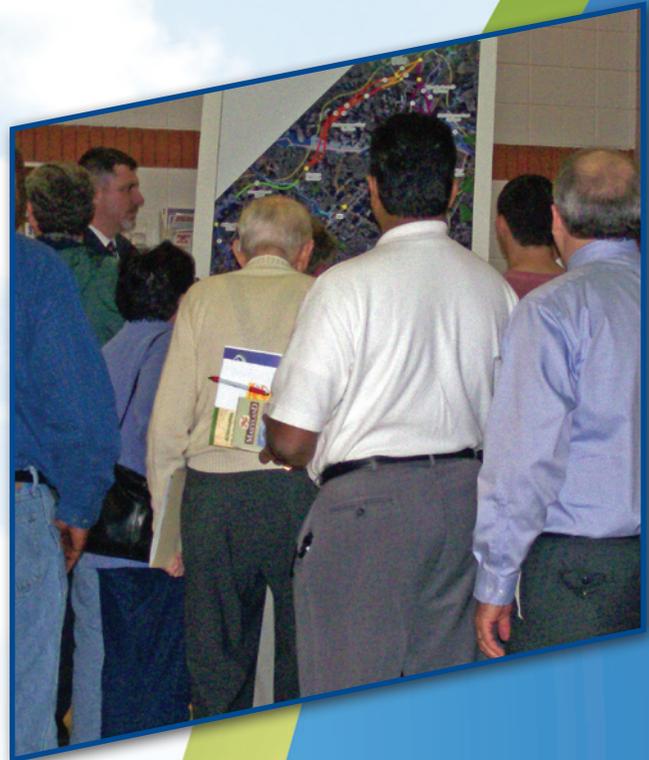
Eastern Corridor MD 5 Options

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. The alignment continues north to an interchange at T.B. Existing MD 5 would remain in place to provide local access to the communities along that route, with the bypass running alongside or between the existing roadway. Interchanges are tentatively planned for the northern and southern connections to US 301, MD 5, and the Cross-County Connector. Access will also be provided to/from the Bypass to the south from Mattawoman-Beantown Road.

Project Process

Each project has four phases: Planning, Design, Right-of-Way Acquisition, and Construction. Currently, this project is in the planning stages of development. Engineering and environmental issues for each of the alternatives that have been retained will now be studied in detail. This analysis will include ways to minimize project impacts and will be developed with input from federal, State, and local regulatory and resource agencies, and the public.

The US 301 Waldorf Area Transportation Improvements Project has been funded for the project planning phase only. Once the planning process is completed and an alternative has been selected, funding may be dedicated and the project will move into the design phase. Environmental studies, alignment approval, engineering design, and right-of-way acquisition must be completed before construction can begin.



Contact Us

To ask questions, request additional project information, or speak with a project representative, please contact:

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shawtof@sha.state.md.us
Phone: 1-800-548-5026

Would you like someone to speak with your community or organization?

US 301 project representatives are available to come to your community organization or civic meeting to discuss this study. Please call Steve Hawtof, Project Manager, toll-free at 1-800-548-5026 to schedule your meeting.



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