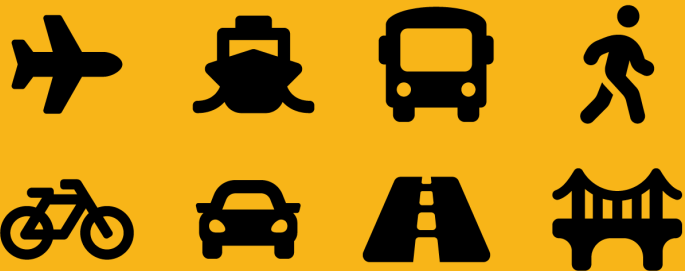




MDOT State Highway Administration

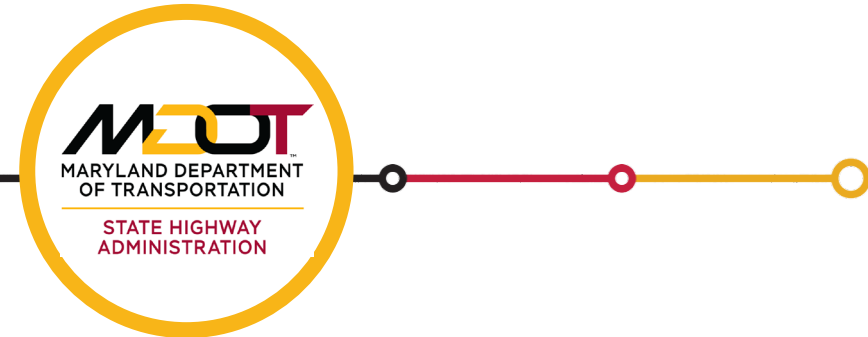
The Evolution of the US 50/US 301 Corridor

Ray Moravec, PE
Deputy Chief Engineer

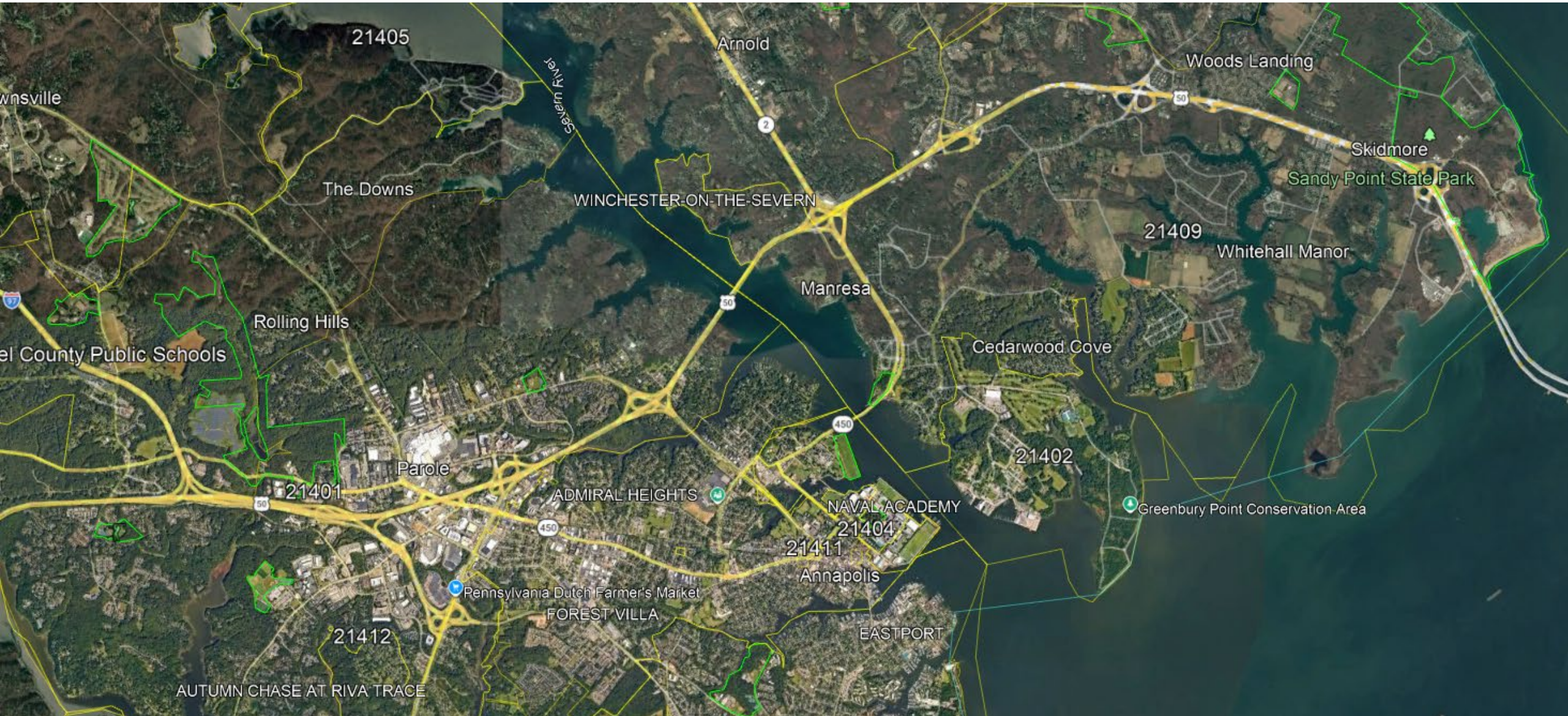


US 50/US 301 Corridor

- I-97 to US 50/US 301 Split
 - Anne Arundel County – West Side
 - William Preston Lane Jr. Memorial (Chesapeake) Bay Bridge - Middle
 - Queen Anne's County (Kent Island) – East Side

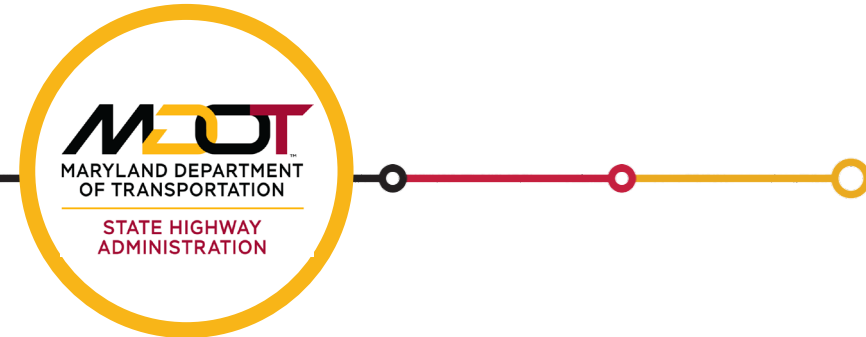
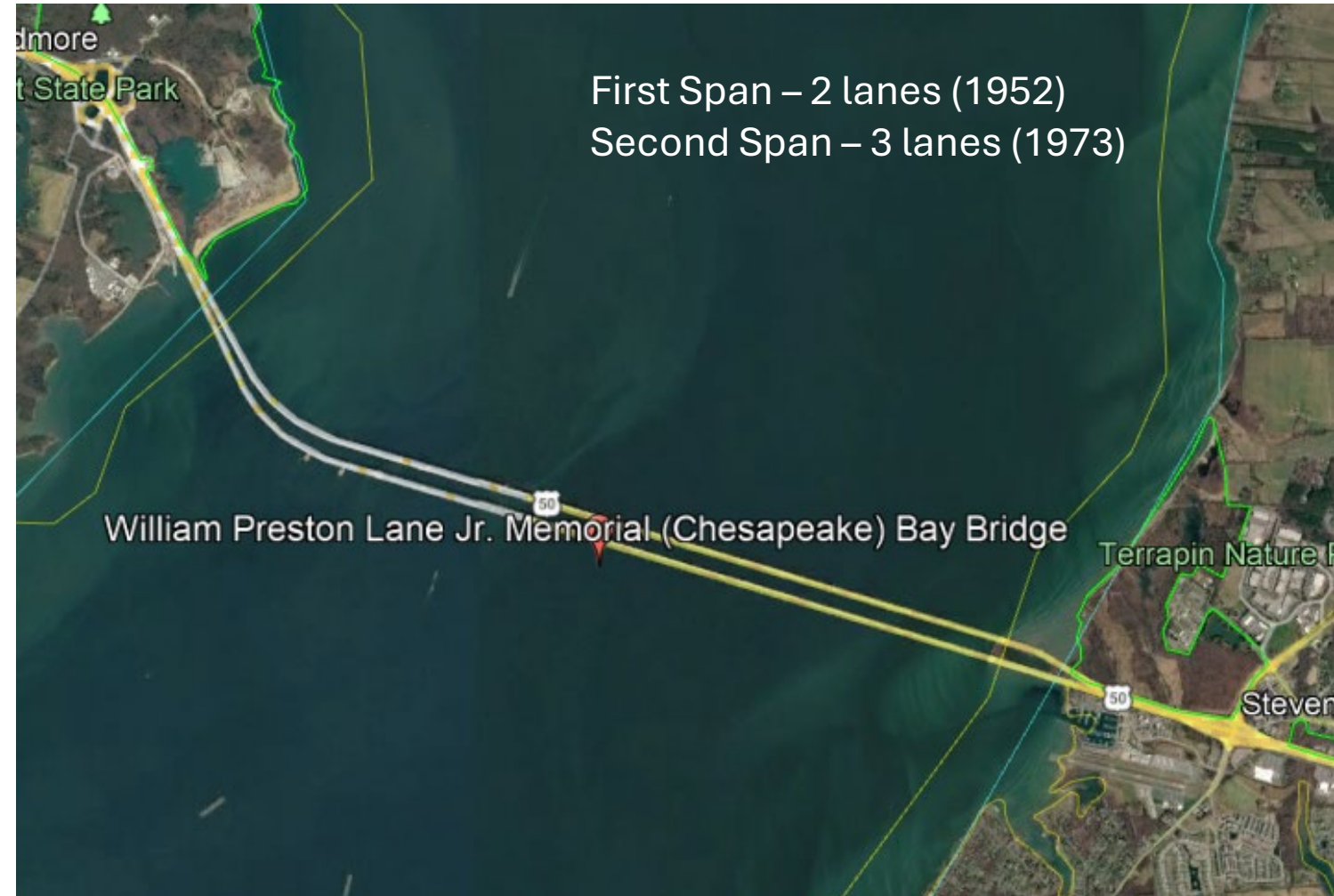


I-97 to Chesapeake Bay Bridge



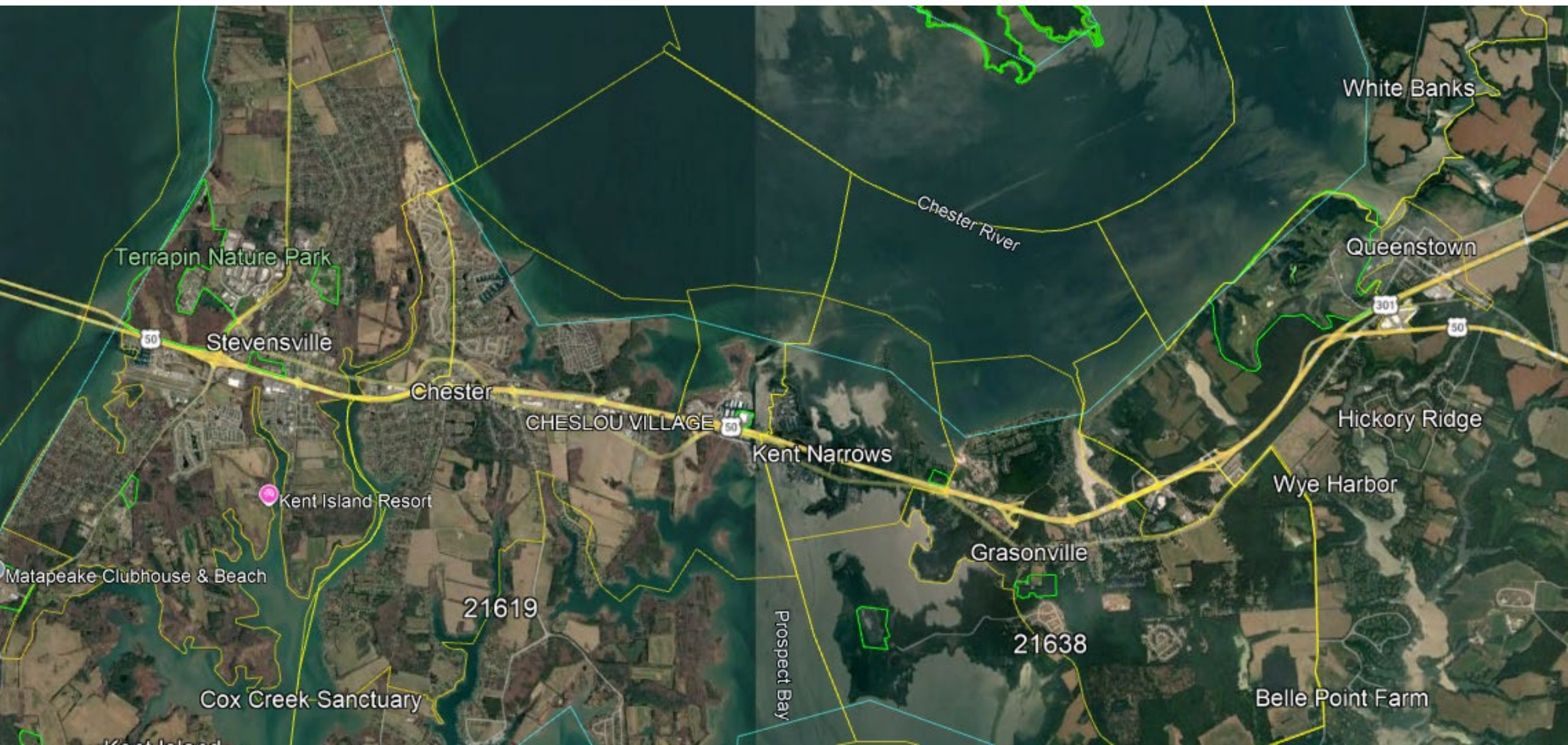
US 50/US 301 Corridor – I-95 to US 301 Split

Chesapeake Bay Bridge



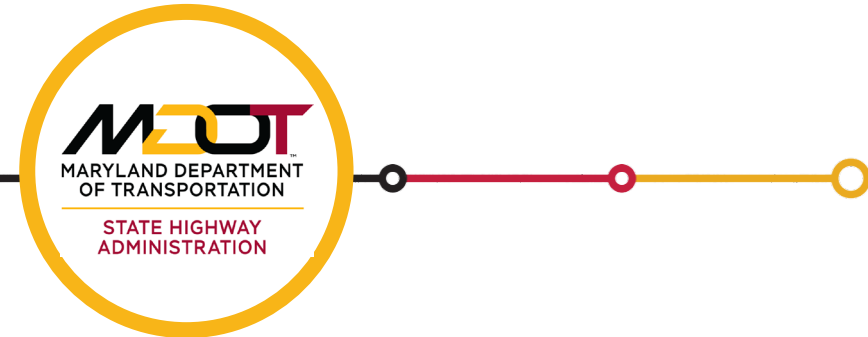
US 50/US 301 Corridor – I-95 to US 301 Split

Chesapeake Bay Bridge to US 50/US 301 Split



Key Corridor with Various Needs

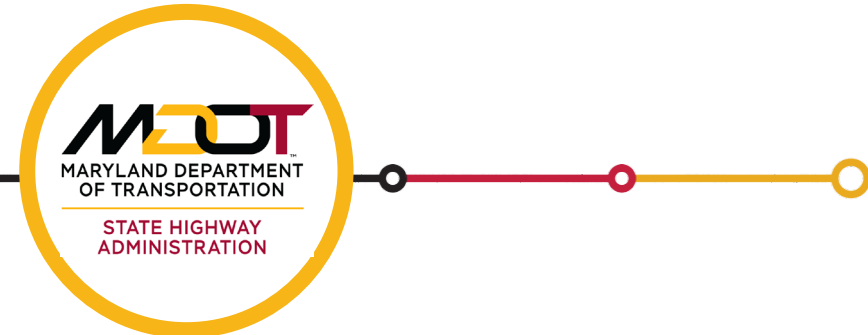
- West Side – Gateway to Annapolis from Baltimore and Washington DC
- West Side – More residential and Chesapeake Bay access
- East Side – Residential, tourism, and business access
- Key East/West (US 50) and North/South Corridor (US 301)
- Evacuation Route
- Eastern Shore – tourism and agriculture



What got it all started?

US50/301
“Reach the Beach”

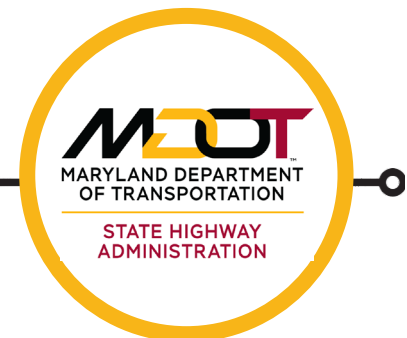
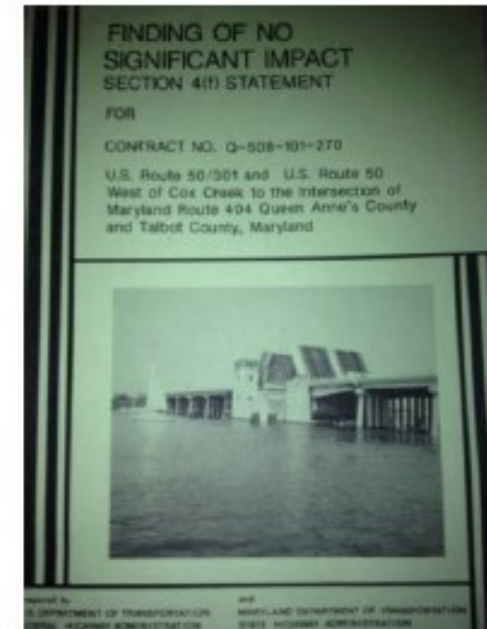
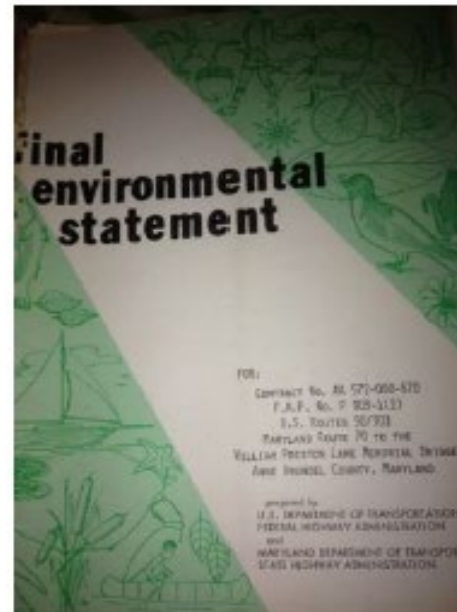
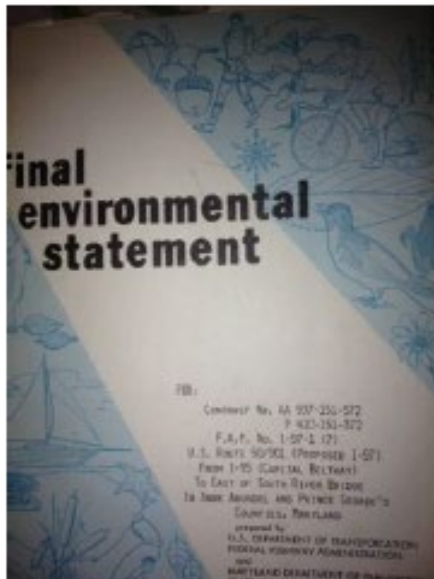
Freeway Conversion Initiative
Constructed late 1980s through early 1990s



US 50/US 301 Corridor – I-95 to US 301 Split

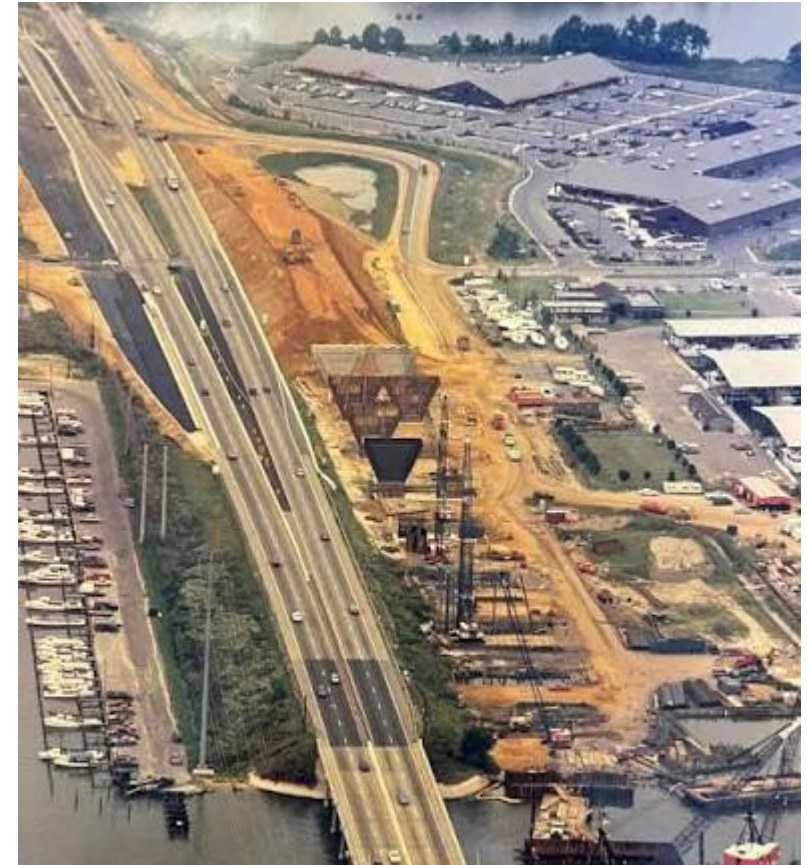
Three Sections Studied

- I-95 (Capital Beltway) to east of the South River Bridge (MD 70)
- West of MD 70 to the Chesapeake Bay Bridge
- West of Cox Creek to MD 404



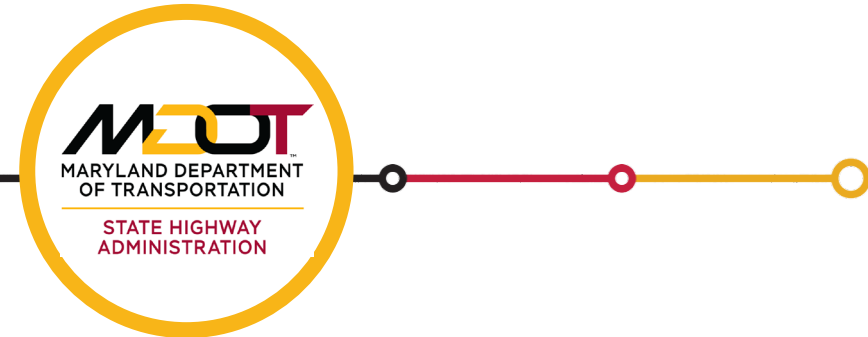
Purpose and Need

- Combination of Needs – Recreational, Local, Commuter, Seasonal
- Inadequate Level of Access Controls, Service, Delay, Capacity



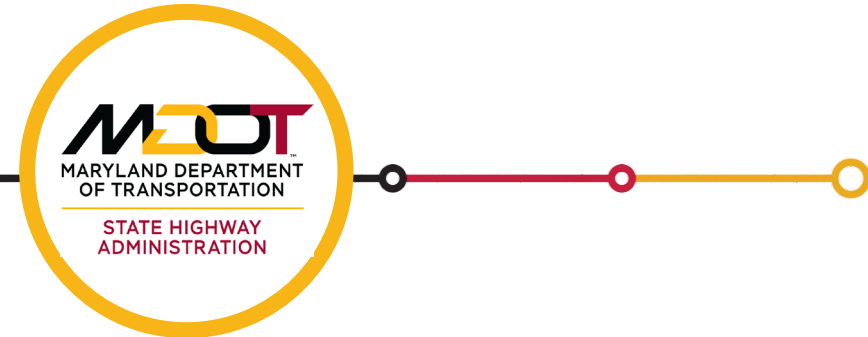
Facility Needs

- Existing US 50/US 301 – 4 lanes with 50-foot median
- Full Access Control in limited sections
- Substandard Horizontal Alignment
- Limited Accel/Decel Lanes at Interchanges



Requirements

- Upgrade to Interstate/Freeway Standards
- Service Roads for Local Businesses
- Minimize Right-of-way Impacts
- Minimize Environmental Impacts
- Improve Corridor from DC to Ocean City



US 50/US 301 Corridor – I-95 to US 301 Split

Example of Improvements Made



US 50/US 301 Corridor – I-95 to US 301 Split

Example of Improvements Made



US 50/US 301 Corridor – I-95 to US 301 Split

Example of Improvements Made

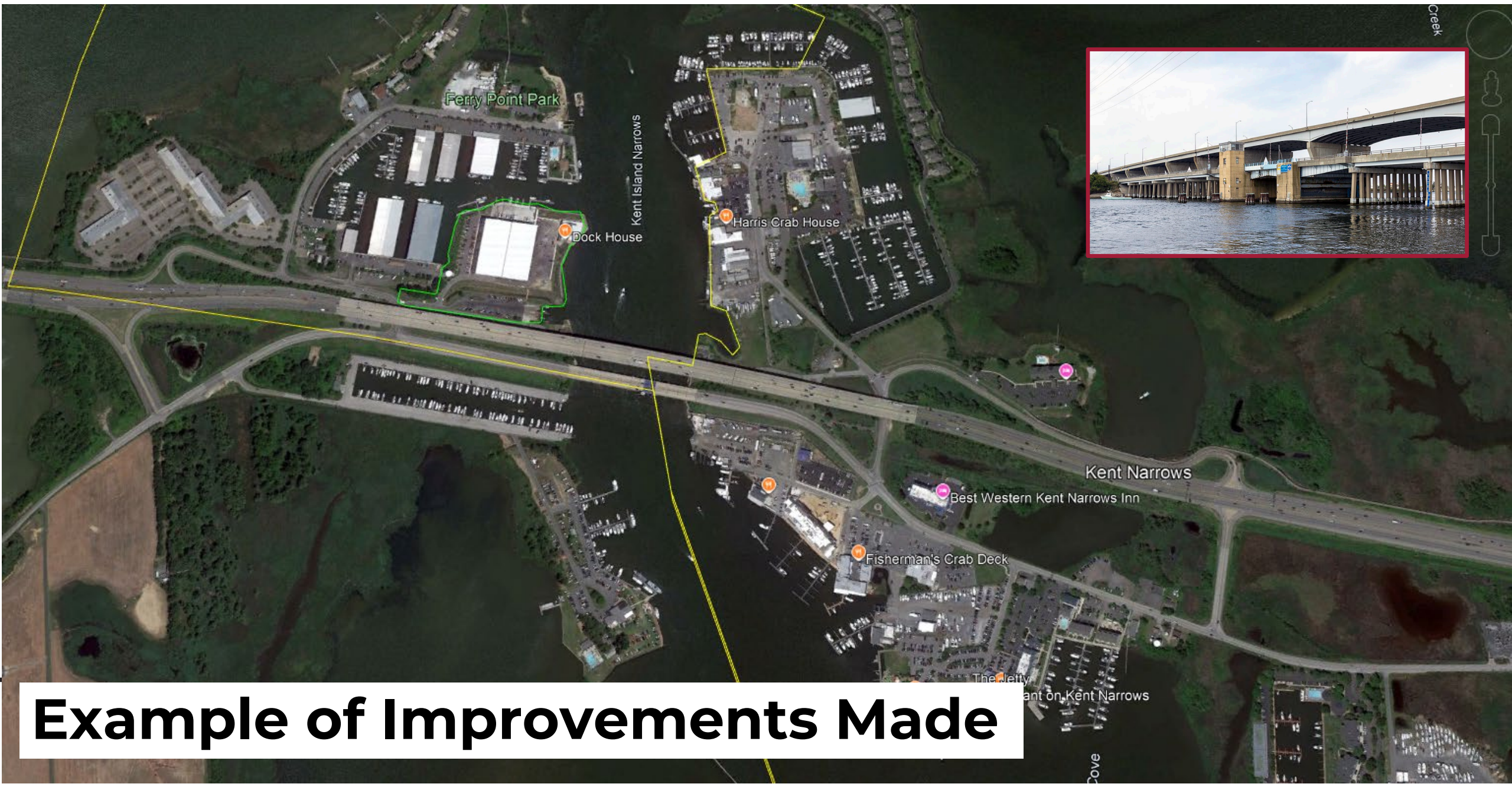


US 50/US 301 Corridor – I-95 to US 301 Split



Example of Improvements Made

US 50/US 301 Corridor – I-95 to US 301 Split



Example of Improvements Made

US 50/US 301 Corridor – I-95 to US 301 Split

Example of Improvements Made



US 50/US 301 Corridor – I-95 to US 301 Split

Current Chesapeake Bay Bridge Tier II Study MDTA-Recommended Preferred Alternative



Alternative C – 6-8-6 South