

US 301 WIDENING

PROPOSED MAJOR ADDITION

VISUALIZE 2045

From the Governor Harry Nice Bridge to US 50/I-595

Basic Project Information

Project Length.....48 Miles

Anticipated Completion.....2045

Estimated Cost of Construction.....\$4.6 billion

Submitting Agency.....Maryland DOT

Anticipated Funding Sources.....

☒ Federal ☒ State ☐ Local ☒ Private ☐ Bonds ☐ Other

CE ID.....1004



HIGHWAY



TRANSIT

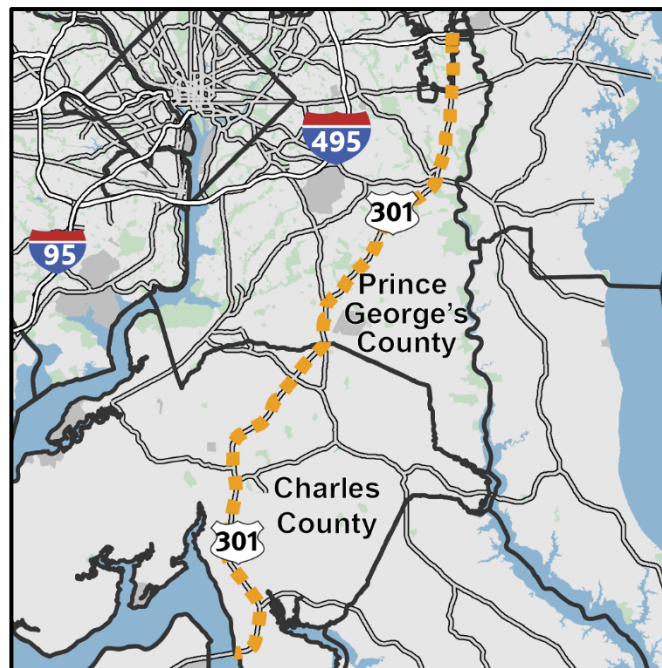


BICYCLE OR PEDESTRIAN

NOW AVAILABLE FOR COMMENT

December 14, 2017-January 13, 2018

See reverse for details, or visit www.mwcog.org/TPBcomment.



Project Description

Widen Crain Highway, US 301 from 4 to 6 lanes between the Governor Harry Nice Bridge at the Potomac River to the John Hanson Highway, US 50/I-595.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Pending

See official CLRP Project Description Form for more information about this project.



Goal 1: Provide a Range of Transportation Options



Goal 2: Promote Dynamic Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety



Goal 4: Maximize Operational Effectiveness and Safety



Goal 5: Protect and Enhance the Natural Environment



Goal 6: Support Interregional and International Travel and Commerce

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.



How this project supports or advances goals in the Regional Transportation Priorities Plan

This 48-mile road widening project will expand transportation options for drivers, carpoolers and transit riders (Goal 1). The project will connect three Activity Centers (Bowie, Waldorf, and La Plata) (Goal 2) and will enhance freight movement (Goal 6).



Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

- ☒ Single Driver (SOV) ☒ Carpool/HOV ☐ Metrorail ☐ Commuter Rail
- ☐ Streetcar/Light Rail ☐ BRT ☒ Express/Commuter Bus ☐ Metrobus ☒ Local Bus
- ☐ Bicycling ☐ Walking ☐ Other
- ☐ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)



Goal 2: Promote Dynamic Activity Centers

- ☒ Begins or ends in an Activity Center
- ☒ Connects two or more Activity Centers
- ☐ Promotes non-auto travel within one or more Activity Centers



Goal 3: Ensure System Maintenance, Preservation, and Safety

- ☐ Contributes to enhanced system maintenance, preservation, or safety



Goal 4: Maximize Operational Effectiveness and Safety

- ☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
- ☐ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

- ☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases



Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:

- ☒ Long-haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:

- ☐ Air ☐ Amtrak Intercity Passenger Rail ☒ Intercity Bus

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

- ☒ Support Economic Vitality
 - ☐ Increase Safety for All Users
- ☒ Support Homeland and Personal Security
- ☒ Increase Accessibility and Mobility of People and/or Freight
 - ☐ Protect and Enhance the Environment
- ☒ Enhance Integration and Connectivity
- ☒ Promote Efficient System Management and Operation
 - ☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

- ☐ Transportation demand management measures (including growth management and congestion pricing)
- ☐ Traffic operational improvements
- ☐ Public transportation improvements
- ☐ Intelligent Transportation Systems (ITS) technologies
- ☐ Other congestion management strategies
- ☐ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
- ☒ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

See the Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 5, 2017.

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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