MD 201 WIDENING

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From I-495, Capital Beltway to US 1 North of Muirkirk Road

Basic Project Information

Project Length.....**4.5 Miles**

Anticipated Completion.....**2045**

Estimated Cost of Construction.....**$1 billion**

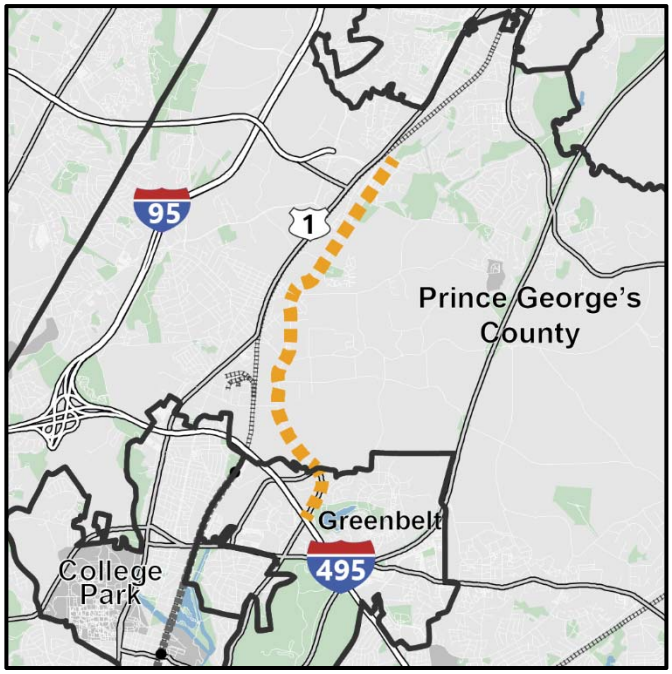
Submitting Agency.....**Maryland DOT**

Anticipated Funding Sources.....

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

CEID.....**1204**

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

This project will widen MD 201 to four lanes between north of I-495, Capital Beltway to Ammendale Way. It will also extend the Maryland Route 201 designation from its current end-point at Powder Mill Road to continue along Edmonston Road and Old Baltimore Pike. Additionally, it will construct a four-lane extension from Muirkirk Road to US 1. Bicycle and pedestrian access will be considered as part of this project.

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:

☒ 2017 Prince George's County Priority Letter

☒ 2009 Prince George's County Master Plan of Transportation

☒ 1993 Subregion I Sector Plan

See official Visualize 2045 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.

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

This four-mile road widening of Edmonston Road/Old Baltimore Pike will expand travel options (Goal 1) by enhancing the facility for drivers and buses, while expanding options for walking and biking. It will connect the Greenbelt Activity Center to the Konterra Activity Center (Goal 2) and will promote local 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

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.

Visualize2045.org | tpbcomment@mwcog.org | (202) 962-3262
777 North Capitol St. NE, Suite 300, Washington, DC 20002

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 14, 2017.