

March 2024 Public Comment Opportunity
Draft Regionally Significant for Air Quality Project Details

**Annapolis Road (MD 450) Widening:
Stonybrook Drive to west of Crain
Highway (MD 3)**

CE1207

PROJECT DESCRIPTION

Title	MD 450 Highway Reconstruction
Project ID	CE1207
Lead Agency	Maryland Department of Transportation - State Highway Administration



PROJECT INFORMATION

Route/Facility Name	MD 450/MD 450
From	Stonybrook Drive
To	MD 3
Primary Project Type	Road - Add Capacity/Widening
County	Prince Georges
Municipality	Bowie
Accommodations	Not Included
Complete Street Advance	Not Applicable
Primary Contact	Marie-France Guiteau
Contact Email	MGuiteau@mdot.maryland.gov
Project Information URL	
Project Description	Widening of MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3.

SCHEDULE AND FUNDING INFORMATION

Estimated Project Completion Date	2035
Current Implementation Status	Engineering/Plans, Specifications and Estimates
Total Project Cost	\$40,800,000.00

CONFORMITY INFORMATION

Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
175	Construct/Widen	Road Segment	MD 450/MD 450	Stonybrook Drive	MD 3	2035

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ENVIRONMENTAL REVIEW INFORMATION

Environmental Document Type Finding of No Significant Impact

Environmental Review Status Approved

- This project has been identified for the following potential environmental mitigation activities.
Floodplains, Surface Water, Wetlands

REGIONAL POLICY QUESTION RESPONSES

- 32a. This project promotes non-auto travel or can be expected to reduce VMT in the region.
- 32b. Please identify all travel mode options that this project promotes, enhances, or supports.
- **Single Driver**
33. This project improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency)
- 34a. This project is physically located in an Equity Emphasis Area (EEA)
- 34b. Please provide additional written information that describes how this project further supports or advances equity as described by the TPB July 2020 resolution.
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- 35a. This project begins or ends in an Activity Center.
- 35b. This project connects two or more Activity Centers.
- 35c. This project promotes non-auto travel within one or more Activity Centers.
- 35d. This project connects an Equity Emphasis Area to an Activity Center.
36. This project contributes to enhanced system maintenance or preservation.
37. This project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.).

(Draft 2-27-24)

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38. This project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists.
39. This project is expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS).
- 40a. This project is expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030.
- 40b. If the answer to question 40a. regarding contributing to greenhouse gas emission reductions was yes, then how is this project anticipated to reduce emissions?
41. This project enhances, supports, or promotes the following freight carrier modes.
- **Local Delivery**
42. This project enhances, supports, or promotes the following passenger carrier modes.
-
43. Please check each strategy that is implemented by this project.
- **Improve Walk and Bike Access to Transit.**
- 44a. Please provide additional written information that describes how this project further supports or advances the TPB Strategies.
- 44b. Please provide additional written information that describes how this project further supports or advances other regional goals or needs.
45. Federal Planning Factors: This project supports the following planning factors (select all that apply)

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- **Emphasize the preservation of the existing transportation system**
- **Enhance the integration and connectivity of the transportation system across and between modes for people and freight**
- **Increase accessibility and mobility of people**
- **Increase the safety of the transportation system for all motorized and non-motorized users**
- **Promote efficient system management and operation**
- **Protect and enhance the environment promote energy conservation improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns**
- **Support the economic vitality of the metropolitan area especially by enabling global competitiveness productivity and efficiency**